ARGAZ PORT
DANGEROUS CARGO HANDLING GUIDE

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Mehmet DUMLU
Port Manager
(signature/seal)

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ABBREVIATIONS

IMDG: The International Maritime Dangerous Goods
IMO: International Maritime Organization
SOLAS: (safety of life at sea) convention
MARPOL: International Convention for the Prevention of Pollution from Ships (Marine Pollution)
IMSBC Code: International Maritime Solid Bulk Cargoes Code
IBC Code: International Code for the Construction and Equipment of Ships carrying Dangerous Chemicals in Bulk
IGC Code: The International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk
CTU: Code of Practice for Packing of Cargo Transport Units

DEFINITIONS

a) Buyer: Real and legal persons who will receive the dangerous cargo according to the contract of carriage,
b) Packaging: The transport container in which the dangerous cargo is placed, as defined in Section 6 of the IMDG Code,
c) Packaging: Real and legal persons who place dangerous goods in large packaging containers and make the packages ready for transportation when necessary, who pack dangerous cargoes or change the packages and labels of these goods, who label them for the purpose of transportation, who carry out these operations with the sender or his instructions, and the land and coastal facility personnel who actually perform this process,
d) Ministry: Ministry of Transport, Maritime Affairs and Communications,
e) Unloader: Fixed tank loaded with hazardous materials, multi-element gas fixed tank landing, tank-fixed tank landing, portable tank removing from a vehicle; removing packaged hazardous materials, small fixed tanks and portable tanks from a vehicle or stationary tank; removing hazardous materials from a tank (tanker, detachable tank, portable tank or tank fixed tank) an entity that unloads from a scuba gas tanker, MEMU or multi-element gas stationary tank, a vehicle or a fixed tank carrying bulk cargo."
f) Bulk cargo: Solid, liquid and gaseous substances that are the structural part of the ship or that are permanently fixed inside or on the ship, which are planned to be transported without direct containment,
g) Handling: Changing the location of the dangerous cargo, transferring it from large containers to small containers, aerating, separation, calcling, mixing, renewing, replacing or repairing the cargo transport units and their packaging, and similar operations for transportation without changing its essential characteristics,
h) Fumigation: The process of applying chemicals in the form of solids, liquids or gases acting as gaseous in a closed cargo transport unit (CTU) or ship hold in order to destroy harmful organisms,
i) Ship Relative: Equipping, operating, tenant, captain or agents and real or legal persons authorized to represent the ship,
j) Sender: Real and legal persons who send dangerous cargoes on their own behalf or on behalf of a third party or who are specified as senders in the contract of carriage,
k) Safety Data Sheet: Detailed information on the characteristics of hazardous substances, the document containing the safety measures to be taken according to the hazard characteristics in the facilities where it is located, the necessary information for the protection of human health and the environment from the negative effects of dangerous substances,
l) Gas measurement: The gases determined by the Administration within the scope of the relevant regulation and the quantities required to be determined by the Administration in the load carrying units and / or closed areas are determined by the authorized organizations and persons by using special devices and apparatus,
m) Degassing: The works and operations carried out with active or passive ventilation in the event that the load carrying units that are within the scope of fumigation and which are not covered by fumigation but which may be harmful to life, property and the environment are determined to be above the values in the relevant directive as a result of the risk assessment,
n) IBC Code: International Code on Construction and Equipment of Ships Carrying Bulk Dangerous Chemical Cargo,
o) IGC Code: International Code on Construction and Equipment of Ships Carrying Liquefied Gas in Bulk State,
p) IMDG Code: International Code for Dangerous Goods Transported by Sea,
q) IMO: The United Nations International Maritime Organization,
r) IMSBC Code: International Maritime Solid Bulk Cargo Code,
s) ISPS Code: International Ship and Port Facility Security Code,
t) Administration: General Directorate of Transportation Services Regulation,
u) Captain: The person who dispatches and manages the ship,
v) Coastal facility: Buildings and structures whose boundaries are determined by the Administration, where ships can safely exchange or accommodate cargo or passengers, docks, piers, buoys,

platforms and related anchor places, approach areas, indoor and outdoor storage areas, buildings and structures used for administrative and service purposes,

w) Stationary tank: a cargo carrying equipment certified in accordance with the applicable standards under the CSC Convention,

x) MARPOL 73/78: International Convention for the Prevention of Pollution of the Seas by Ships,

y) Warm work: performed by persons certified by the relevant authority; the use of open fires and flames, electrical appliances or hot rivets, grinding, soldering, burning, cutting, welding or any work involving heat or producing sparks,

z) SOLAS: The International Convention for the Safety of Life at Sea of 1974,

aa) Carrier: The actual carrier, broker, ship owner, transport works organizer, transportation broker, ship agent who receives, bids, accepts the offer for the transportation of all kinds of dangerous cargo on their own behalf or on behalf of third parties, and the real and legal persons who carry out the transportation of dangerous cargo by road or rail with or without a contract,

bb) Carrier: The actual carrier, broker, ship owner, transport works organizer, transportation broker, ship agent who receives, bids, accepts the offer for the transportation of all kinds of dangerous cargo on their own behalf or on behalf of third parties, and the real and legal persons who carry out the transportation of dangerous cargo by road or rail with or without a contract,

cc) Hazardous waste: Parts, solutions, mixtures and used packaging and cargo transport units of cargo or dangerous cargo or packaging and cargo handling units carrying dangerous cargo, which are classified as specified in the Basel Convention and whose transport class and conditions are determined within the scope of SOLAS, which are not directly intended for use, or of packaging and cargo handling units carrying dangerous cargo, transported for disposal by reprocessing, disposal, incineration or other means,

dd) Dangerous Goods Certificate of Conformity (TMUB): Coastal facilities engaged in hazardous material handling and temporary storage activities are obliged to obtain the certificate issued by the Administration and

ee) Dangerous goods (dangerous goods): petroleum and petroleum products covered by Annex I to the International Convention for the Prevention of Pollution of the Seas by Ships (MARPOL 73/78), packaged substances listed in the International Code on Dangerous Cargo Transported by Sea (IMDG Code), bulk articles with the UN Number given in Annex-1 to the International Maritime Solid Bulk Cargo Code (IMSBC Code), International Code on the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk. (IBC Code) The substances given in Chapter 17 and the substances given in Chapter 19 of the International Code on the Construction and Equipment of Ships Carrying Liquefied Gas in Bulk (IGC Code) and the substances which have not yet been included in these lists but which have the potential to harm life, property and the environment or other substances during carriage due to their physical, chemical properties or mode of carriage, the packaging and cargo handling units in which these substances are transported and which have not been cleaned properly.

ff) UN number: The four-digit identification number of dangerous goods or parts from the United Nations sample regulations,

gg) Transportation Electronic Transportation Document System (U-ETES): The system in which the real and legal persons operating in accordance with this Regulation keep the data determined by the Ministry regarding their activities and are / may be open to sharing data with the relevant public institutions and organizations when necessary."

hh) New coastal facility: Within the scope of the "Regulation on Procedures and Principles for the Issuance of Operation Permit Certificate to Coastal Facilities" published in the Official Gazette dated 18/2/2017 No. 26438, the coastal facility that has not received a coastal facility operation permit / coastal facility temporary operation permit certificate

ii) Regulation: 14. 11.20 The Regulation on the Carriage of Dangerous Goods by Sea published in the Official Gazette dated 2 1 and numbered 31659,

jj) Shipper: Real or legal persons who, in accordance with the instructions of the shipper, load dangerous cargoes and cargoes that pose a danger to the safety of loading on the ship and the sea vessel, vehicle or cargo transport unit and label, license plate, handle, stack and unload the cargoes, including dangerous cargoes inside the ship or cargo transport unit,

kk) Cargo Representative: The sender, receiver, representative and transport broker of the dangerous cargo,

ll) Cargo transport unit (CTU): Designed and manufactured for the transport of dangerous cargo, either packaged or in bulk; road trailer, semi-trailer and tanker, portable tank and multi-element gas fixed tank i, railway wagon and tank wagon, fixed tank and tank fixed tank i, refers to i.

PRESENTATION
1. ENTRANCE

- The entry and possession of dangerous cargoes into the port areas, the handling process following these operations, the general security and protection of the area, the protection of cargoes, the safety of everyone in or near the port area and the protection of the environment are controlled.

- Life safety at sea is also related to the safety and custody of a ship, its cargo and crew in the port area, the measures taken in relation to dangerous cargoes before direct collection/discharge and during handling.

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

- An important prerequisite for the safe transportation and loading of dangerous cargoes is to properly identify, protect, pack, pack, secure, mark, label, license plate and document these cargoes. This shall apply regardless of whether the transactions are carried out at the port area or at facilities far from the port area.

- Although land, port and sea elements are included in the general transportation chain, it is very important that the persons responsible for the issues specified in the responsibility section take all kinds of measures and that all relevant information is given to the persons included in the transport chain and to the final consignment. Attention is paid to the possible different requirements for different transport methods.

- The safe carriage and loading of dangerous goods is based on the correct and precise application of the regulations for the carriage and loading of such cargoes and is subject to the judgment of all those who are fully and thoroughly familiar with the regulations and are familiar with the existing risks associated with these matters. This can only be achieved through properly planned and conducted training and retraining of the persons concerned.

- Legislation such as laws, regulations and related national and international publications are under constant evaluation and are regularly revised. It is very important to use only current versions. The content of these Laws, regulations and related publications is reiterated in the recommendations in this guide only to the extent necessary.

1.1.General Information of the Property

Flour under the IGC Code within the port facility 1965 , HYDROCARBON GAS MIXTURE, LIQUEFIED, N.O.S. The buoy is approximately 135 0 meters from the coast and the LPG ship is loaded to the filling plant by means of SCH-40 steel drawn 6-inch pipes with a land line of 1841 meters.

The filling facility has a total storage capacity of 13639 m 3, including 4 x 3000 m 3 LPG tanks and 3 x 180 m 3 LPG tanks, 3 x 115 m 3 LPG tanks, 4 x 120 m 3 LPG tanks, 3 x 103 m^3 cm LGP tanks, 2 x 10 m^3 LPG tanks.

There is 1 LPG Compressor and 2 pumps and a fixed tank (+including semi-trailer) filling unit and 3 ADR / VEHICLE Conformity Certificate vehicles can be filled at the same time. Theprocess of

filling 22 tons into a t-ribbing vehicle is completed in around 30 minutes. The equipment in the filling area is ex-proof equipment.

There is 1 cylinder filling unit. 2 units of 10 m^3 tanks are fed to the cylinder filling unit. There are 6 pieces of 12 kg scales. 24 kg and 45 kg cylinders are weighed on the same scales and 2 pieces. 8 pieces of 2 kg cylinders are weighed.

1.2.Facility Information Table

1	Facility operator name/title	ARGAZ LPG DOLUM MEVZİİ İNŞ SAN TİC AŞ
2	Contact details of the property operator (address, telephone, fax, e-mail and web page)	Sultankoy Mah Ekşielma Cad No.33 Marmaraereğilisi – Tekirdag Phone: + 90 282 633-6565 Fax: + 90 282 633-7575 info@argaz.com www.argaz.com
3	Name of the facility	ARGAZ Port
4	The province where the facility is located	Tekirdag
5	Contact details of the property (address, telephone, fax, e-mail and web page)	Sultankoy Mah Ekşielma Cad No.33 Marmaraereğilisi – Tekirdag Phone: + 90 282 633-6565 Fax: + 90 282 633-7575 info@argaz.com www.argaz.com
6	Geographical area where the property is located	Marmara Region
7	Port Authority to which the facility is affiliated and contact details	Tekirdağ Regional Port Authority Phone: + 90 282 261-2025 tekirdag.liman@uab.gov.tr
8	The Municipality to which the facility is affiliated and contact details	Marmaraereğlisi Municipality Phone: 0 282 613-1255 Fax: 440 09 99
9	Name of the Free Zone or Organized Industrial Zone where the facility is located	-
10	Validity date of Coastal Facility Operation Permit/Temporary Operation Permit Certificate	26. 12,2023rd
11	Operating status of the plant (x)	Own load and additional 3rd party (X) Own load (...) 3rd party (X)
12	Name and surname of the property manager, contact details (telephone, fax, e-mail)	Mehmet DUMLU Phone: + 90 282 633-6565 Fax: + 90 282 633-7575 info@argaz.com
13	Name and surname of the facility's dangerous goods operations officer, contact details (telephone, fax, e-mail)	Abdurrahman KAVAK Phone: + 90 282 633-6565 Fax: + 90 282 633-7575 info@argaz.com
14	Dangerous Goods of the Plant Security Advisor's name and surname, contact details (telephone, fax, e-mail)	Feridun Ulker, feridunulker@anadolutmgd.com, 0537 027-9306
15	Property's sea coordinates	Float No. 1 41 o 00' 811" N- 27° 59' 943" E Float No. 2 41 o 00' 902" N- 27° 59' 972" E Float No. 3 41 o 00' 909" N- 27 o 00' 170" E

16	Types of dangerous goods handled in the facility (MARPOL Annex-I, IMDG Code, IBC Code, IGC Code, IMSBC Code, Grain Code, TDC Code and asphalt/bitumen and scrap loads)	Dangerous Liquid Bulk Cargo (Liquefied Gas – IGC Code)
17	Ship that can dock at the facility Types	Gas Tanker
18	Distance of the property from the main road (km)	21 km to Motorway, 1.7 km to E5
19	Distance of the property to the railway (km)	There is no Çorlu – 41 km railway connection.
20	The name of the nearest airport, and distance from the property (km)	Corlu Airport – 30 km
21	Load handling capacity of the plant (Ton/Year; TEU/Year; Vehicle/Year)	72.000 LPG Tons/Year
22	Whether scrap handling is carried out at the plant	No
23	Is there a border crossing? (Yes/No)	No
24	Is there a Bonded Field? (Yes/No)	No
25	Load handling equipment and Capacities	It has a total storage capacity of 13639 m^3, including 4 x ^{3000} m 3 LPG tanks and 3 x 180 m 3 LPG tanks, 3 x 115 m 3 LPG tanks, 4 x 120 m 3 LPG tanks, 3 x 103 m 3 LGP tanks, 2 x 10 m 3 LPG tanks.
26	Storage tanks (m^3)	19 pcs 13639 m^3
27	Outdoor storage (m^2)	34,000 m2
28	Semi-enclosed storage area (m^2)	-
29	Indoor storage (m^2)	1215 m2
30	Specified fumigation and/or fumigation purification area (m^3)	-
31	Name/title of the pilotage and trailer services provider contact details	Safiport Safi Derince Ul. Port Business. INC 0 262 281-2700
32	Security Plan created is it? (Yes/No)	Yes (under ISPS Code)
33	Waste Reception Facility capacity (This section is separate according to the wastes accepted by the facility will be edited.)	The 7th article of the regulation published in the Official Gazette dated 26.12.2004 and numbered 25682 from the Ministry of Environment and Forestry. There is a Waste Reception Facility Exemption Certificate obtained in accordance with the article. Exemption Document No: 09/07/ 2014 – 84973951/140.07/9058

34	Features of the areas such as docks/piers etc.					
	Dock/Pier No	Height (Meters)	Width (Meter)	Maximum water depth (meters)	Minimum water depth (meters)	Largest ship tonnage and length to berth (DWT or GRT) (meters)
	Float 16.5 m – 14.5 m 15.000 DWT			1	-	

Table 1.2 Facility Information Form

1.3. Collection, discharge, handling and storage procedures for dangerous cargoes handled and/or temporarily stored at shore facility

1.3.1. IMDG

a) IMDG Code is handled in the facility with Un 1965 cylinders as packaged loads. There are areas for filling cylinders, stacking, limiting, testing and reusing empty packaging. The handling of the cargoes is carried out by applying the safety rules specified in the guide. MARPOL Annex-I is handled under the IMDG Code.

b) In matters such as handling dangerous cargoes to the coastal facility, temporarily holding them in the coastal facility, stacking and sorting, storage, the following issues shall be ensured to be fulfilled in terms of the safety of the coastal facility, employees and ships in the coastal facility.

c) The acceptance of dangerous cargoes to the coastal facility is after the control at the entrance of the facility. By examining the physical and visual conditions of the cargoes, unsuitable packages are not accepted to the facility. Also in the load;

- Risk from dangerous cargo
- Interaction with hazardous cargoes present in the coastal facility,
- interaction with cargoes planned to be accepted to the shore facility in the near future,
- Stacking conditions
- Parsing conditions
- Need for materials and equipment in terms of Emergency Response
- Competence of Emergency Response teams
- Interaction issues from neighboring facilities / etc. are handled within the scope of current IMDG CODE documents and acceptance / rejection or manager decision is taken.

d) If a decision is taken to accept the dangerous cargo, the facility management, operation, storage, security, emergency response units are informed and the preparation and acceptance process is initiated.

In case of the need to inform the Port Authority in the acceptance to the coastal facility, the situation shall be notified to the Port Authority in writing together with the reasons.

1.3.1.1. Procedure for Safe Handling of Packaged Dangerous Cargo

1.3.1.1.1. Purpose

To ensure the safe handling and temporary storage of packaged dangerous cargoes.

1.3.1.1.2. Operation

I. The person responsible for the handling of dangerous cargo, who will ensure communication between the ship and the shore facility, and the job description

- The person who will provide the communication between the ship and the coastal facility: Ahmet Kocaman
- Job description:

The personnel responsible for the operation of dangerous cargoes to ensure communication between the ship and the port have been determined and defined and communicated.

The responsible persons who will provide communication between the ship responsible for the operation of dangerous cargoes in our facility and the port are as follows. (1 ship operations chief)

TASK DEFINITIONS

The duties of the responsible personnel who will ensure communication between the ship and the port responsible for the operation of dangerous cargoes in our facility are as follows.

a.) Determines the name of the Dangerous Substance(s) and checks the documents.
b.) Reviewed the procedures for handling and unloading/unloading dangerous cargoes.
c.) Determines the safety measures to be taken by working on the risks and hazards to be caused by dangerous loads.

d.) Determines the personnel who will carry out the collection/discharge and handling in relation to the dangerous cargo and the relevant protective equipment.
e.) Informs the personnel who will carry out the collection/unloading and handling of dangerous cargoes about the cargo.
f.) It helps to implement the "Accident Prevention Policy" determined at the port facility in order to prevent accidents that may occur during the handling of dangerous cargoes, to ensure the safety of life, property and the environment and to minimize the damages of possible accidents to people and the environment.
g.) When it detects a nonconformity in the handling of dangerous cargoes, the handling operation is stopped and the nonconformity is eliminated.
h.) It constantly controls the fire, safety and security measures taken in the coastal facility and ensures that the deficiencies are eliminated immediately.
i.) Ensure that coastal facility personnel and seafarers involved in handling dangerous goods wear protective clothing during loading, unloading and storage.
j.) It ensures that firefighters in the hazardous cargo handling area are equipped with firefighting equipment and that fire extinguishers, first aid units and equipment are available for use at all times.
k.) It is aware of the practices in the emergency evacuation plan for the evacuation of ships and sea vehicles from coastal facilities in case of emergency and coordinates the operation.
l.) Checks that the persons involved in the loading, unloading and handling of dangerous goods have received dangerous goods training and have a certificate. It allows personnel who do not yet have certification to work only under the control of competent personnel.
m.) It ensures that dangerous cargoes are transported, handled, sorted, stacked, temporarily held and inspected safely and in accordance with the rules by appropriately qualified, trained, personnel who have taken occupational safety measures at the operation site.
n.) It checks that all mandatory documents, information and documents that must be present in relation to dangerous cargoes are found together with the cargo. When it detects deficiencies, it does not allow the cargo to be handled.
o.) Checks the relevant documents in order to confirm that dangerous cargoes arriving at the facility by sea or continuing to travel by ship are identified, classified, certified, packaged, labeled, declared, safely loaded and transported in accordance with the provisions of the IMDG.
p.) Takes the necessary safety measures for dangerous substances that do not comply with the rules, are unsafe or pose a risk to persons or the environment.
q.) It ensures that emergency arrangements are made and that all relevant persons are informed about these issues.
r.) Reports dangerous cargo accidents to its managers.
s.) It prevents ships and marine vessels carrying stationary tanks containing dangerous cargo from docking at the pier and dock without the permission of the port authority.
t.) In the event of an accident caused by hazardous materials, it initiates the necessary emergency response taking into account the EmS and the Emergency Plan.
u.) It takes the necessary arrangements and measures to prevent the contamination of dangerous cargoes handled at the facility to the sea, soil, water or areas where water is discharged.
v.) Persons affected by the damages of dangerous loads and those who require first aid as a result of accidents involving these loads are provided with medical first aid as soon as possible, taking into account the "Medical First Aid Guide (MFAG)" in the IMDG CODE annex.
w.) Checks that all kinds of equipment used in hazardous material handling and stacking processes and that are powered or not powered by power are used and maintained under the conditions specified in the instructions and transmit the defects to the relevant units.

II. In order to keep records on the positions of dangerous cargoes on the ship and in the port, the personnel responsible for these operations have been determined and defined and communicated.

In order to keep records of the positions of dangerous cargoes on the ship and in the port in our facility, the personnel responsible for these operations have been determined (5 field planning personnel)

In order to keep records of the positions of dangerous cargoes on the ship and in the port in our facility, the duties of the personnel responsible for these operations are as follows.

a.) Determines the name of the Dangerous Substance(s) and checks the documents.
b.) Informs the personnel who will carry out the collection/unloading and handling of dangerous cargoes about the cargo.
c.) It helps to implement the "Accident Prevention Policy" determined at the port facility in order to prevent accidents that may occur during the handling of dangerous cargoes, to ensure the safety of life, property and the environment and to minimize the damages of possible accidents to people and the environment.
d.) When it detects a nonconformity in the handling of dangerous cargoes, the handling operation is stopped and the nonconformity is eliminated.
e.) It ensures that firefighters in the hazardous cargo handling area are equipped with firefighting equipment and that fire extinguishers, first aid units and equipment are available for use at all times.
f.) It is aware of the practices in the emergency evacuation plan for the evacuation of ships and sea vehicles from coastal facilities in case of emergency and coordinates the operation.
g.) Checks that the persons involved in the loading, unloading and handling of dangerous goods have received dangerous goods training and have a certificate. It allows personnel who do not yet have certification to work only under the control of competent personnel.
h.) It checks that all mandatory documents, information and documents that must be present in relation to dangerous cargoes are found together with the cargo. When it detects deficiencies, it does not allow the cargo to be handled.
i.) Checks the relevant documents in order to confirm that dangerous cargoes arriving at the facility by sea or continuing to travel by ship are identified, classified, certified, packaged, labeled, declared, safely loaded and transported in accordance with the provisions of the IMDG.
j.) Maintains an up-to-date list of all hazardous cargoes at the IMDG site.
k.) It ensures that emergency arrangements are made and that all relevant persons are informed about these issues.

III. Packages and packages to be used in the activities of replacing and repairing cargo carrying units or placing damaged packages in rescue packages must be manufactured and certified in accordance with the structure of the dangerous substance and within the scope of the provisions of Section 6 of the IMDG Code. The rescue packages at the ARGAZ Port meet the requirements of IMDG Part 6.

IV. In the coastal facility, cargo transport units; In the process of loading internal loading and/or loading on other transport mode vehicles, the provisions of the "Packing of Cargo Transport Units Implementation Code (CTU Code)" should be taken into consideration. If stationary tank/vehicle loading is carried out by the coastal facility operator in the areas where the cargo transport units of the facility are unloaded and/or in closed warehouses (Stacking area), a "Container/Vehicle Packing Certificate" must be issued. In addition, it is checked by the coastal facility operator that each cargo transport unit coming to the coastal facility for transportation by sea has a "Fixed tank/Vehicle Loading Certificate", and cargo transport units without such a certificate are not allowed to be loaded on the ship.

V. Shore facility operator; shall carry out handling and temporary storage operations at the coastal facility in accordance with the sorting rules set out in Table 1 (Schedule for Dangerous Cargo in Port Areas) in the Annex to the International Maritime Organization (IMO) Circular MSC/Circ.1216 "Recommendations on the Safe Transport of Dangerous Cargo and Related Activities in Port Areas". Even if there is no *fixed tank* or CTU *containing dangerous goods in the port area, the separation stacking provisions are complied with according to the provisions of IMO MSC/Circ.1216.*

VI. Load carrying units that are fumigated and/or contain toxic gases must be stacked in such a way that the lids cannot be opened uncontrollably. *Fumigation* operations *in our port area are carried out according to the requirements of TMUB Annex-9.*

VII. Handling, transporting, storing, stacking of dangerous packaged cargoes; It is made by the ship captain and ARGAZ Port Authority according to national and international legislation, IMO and EU recommendations/directives.

VIII. Work and operations for damaged cargo handling units or packages containing dangerous goods shall be carried out by taking the necessary precautions in the secure zone. In case of leakage in the aforementioned cargo carrying unit or packaging, the related operations shall be carried out in portable leakage pools with a fixed tank capacity of 2 units of 40 feet.

SEPARATE REQUIREMENTS OF WAREHOUSE, WAREHOUSE AND OUTDOOR STACKING OF DANGEROUS LOADS

(Given in Section 4.5.2).

1.3.1.1.3. Stacking and Storage

a) A storage area in accordance with the separation and stacking rules should be established for packaged dangerous loads and fixed tanks carrying dangerous goods and the temporary storage of the packaged loads and fixed tanks should be made in accordance with the separation and stacking rules . Necessary fire, environmental and other safety measures should be taken in these areas. If hazardous materials are being hoarded or stored in the entire site, access routes to cargo transport units containing hazardous materials should be open and there should be equipment on site that can provide emergency facilities and capabilities that can be intervened in a short time.
b) The hardware, software and interfaces required to transfer electronic data on dangerous cargoes handled or temporarily stored must be provided.
c) Cargo transport units carrying temperature-controlled dangerous goods may be temporarily stored at the port only in special areas where the necessary precautions have been taken. The temperature values of the aforementioned load carrying units should be continuously monitored and, to the extent applicable, with remote monitoring facilities.
d) Packages containing hazardous substances that emit flammable gases in contact with Class 4.3 water and cargo transport units containing such packages are temporarily stored in the porch in front of the port warehouse in our facility in a way that is not affected by rain, sea water and similar factors and the location is shown in the port general situation plan. This area is equipped with warning signs indicating the risks of such loads. CTUs containing these hazardous substances can be stacked in open facility areas if they are not affected by rain, sea water and similar factors.

1.3.1.1.4. Emergency

a) In the event of emergencies or accidents, the first aid materials to be used for intervention should be kept in places where the location is known and easily accessible by the personnel.
b) The necessary warnings, warning signs and fire alarm buttons should be placed in visible and easily accessible places. In places and situations that pose a danger, the relevant personnel should be equipped with personal protective clothing and equipment in accordance with the occupational safety and occupational health criteria. Personnel who do not have personal protective clothing and equipment appropriate to their job descriptions and working areas should not be employed.
c) Communication equipment in the operations of collection/unloading and handling of dangerous cargoes; It is of a safely usable type and sufficient to ensure uninterrupted communication, and must be kept in working order and in good condition.
d) In accordance with the job descriptions and working areas of the personnel involved in the collection/discharge of packaged dangerous cargoes, training is provided gradually according to their duty powers and responsibilities in accordance with the relevant legislation on emergency situations (fire, explosion, leakage, etc.) intervention, occupational health and safety, safety and similar issues
e) Our port facility is connected with sufficient volume of water, sufficient power and capacity for cooling purposes electric and diesel engine water pump, sufficient number/diameter of fire pipes and contact fire hydrant, fire cabinet, sufficient power backup power generation devices (generator), sufficient number of foam (for buildings and extinguishing works other than liquefied gas fire) and dry chemical/dusty fixed/mobile fire extinguishing devices equipped and certified by a competent engineer has a port fire plan.

1.3.2. MARPOL Annex-I

The International Convention for the Prevention of Pollution from Ships (MARPOL) is an international convention on the prevention of pollution of the marine environment as a result of operations or accidents by ships, and includes the measures to be complied with by ships docking at the coastal facility.

1.3.2.1.Definitions

a. *Petroleum:* means petroleum in any form, including crude oil, fuel oil, sludge, oil waste and refined products (except petrochemicals subject to the provisions of Annex II to this Convention) and those which do not limit the generality of the foregoing.

b. *Crude oil:* refers to a mixture of liquid hydrocarbons, whether or not they are naturally occurring on earth and treated to make it suitable for transport, and includes:

- crude oil, from which certain distillate fractions are extracted; and
- crude oil can be added, to which certain distillate fractions are added.

c. *Oily mixture: refers* to a mixture with any fat content .

d. *Oil fuel:* means any oil used as fuel in connection with the propulsion and auxiliary machinery of the ship on which such oil is transported.

e. *Oil tanker*: essentially refers to a ship built or adapted to transport oil in bulk in cargo areas.

f. *Crude oil tanker*: means an oil tanker engaged in the trade of transporting crude oil .

g. *Productcarrier*: means an oil tanker engaged in the trade of transporting oil other than crude oil.

h. *Combination carrier*: refers to a ship designed to transport oil or solid cargoes in bulk.

i. *Special area: means* a marine area in which special mandatory methods must be adopted for the prevention of pollution of oil by sea due to recognized technical reasons related to its oceanographic and ecological status and the special character of its traffic .

j. *The rate of discharge of instantaneous oil content*: means the speed at which liters of oil is discharged per hour at any given moment by dividing the ship by nautical miles at the same time.

k. *Tank: refers to* a confined space created by the permanent structure of a ship and designed for the transport of liquid in bulk.

l. *Poultry tank: means any tank* adjacent to the side shell covering.

m. *Central tank*: means any tank located in a longitudinal compartment .

n. *Inclined tank: refers* to a tank specially designed for the collection of tank drains, tank washes and other oily mixtures .

o. *Clean ballast: means that the* ballast in a tank has been so cleaned that if the oil has been discharged from a fixed vessel into a stable calm water on a clear day since the last time it was transported, the wastewater will not produce visible traces of oil on the surface of the wastewater.

p. *Segregated ballast*: means ballast water, which is completely separated from the load oil and oil fuel system and supplied to a tank permanently dedicated to the carriage of ballast or to the carriage of loads other than oil or harmful liquids, as variously defined, or to the carriage of ballast.

1.3.2.2. Marpol Annex-1 Oil and Oil Derivatives

Type	Oils List
Asphalt Solutions	Blended ingredients
	Asphalt Flux (Coating processes etc.)
Oils	Purified
	Crude oil
	Mixtures containing crude oil
	Diesel-Diesel-Diesel

Type	Oils List
Gasoline mixture materials	Alkylates, fuel
	Reformate (High octane petroleum product produced with hydrogen fracturation reax)
	Polymer - Fuel
Petrol	Oilwell (natural)
	Automotive
	Aviation

	No:4 Fuel-Oil		Low octane gasoline
	No:5 Fuel-Oil		No:1 Fuel-Oil (Kerosene)
	No:6 Fuel-Oil		No:1-D Fuel-Oil
	Fuel Oil Residues		No:2 Fuel-Oil
	Bitumen Asphalt		No:2-D Fuel-Oil
	Transformer oil	Jet fuels	JP-1 (Kerosene)
	Aromatic oil (except vegetable oil)		JP-3
	Lubricating Oils and Blended Materials		JP-4
	Mineral oil		JP-5 (Kerosene, Heavy)
	Engine oil		Turbo fuel
	High potency oil		Kerosene (Kerosene Oil)
	Knuckle-Axle oil		Mineral Alcohol
	Turbine oil	Naftha	Solvent
Distillates	Distilleries with low octane content		Oil
	Raw materials made of flash evaporation		Hearttcutting done
Kerosene	Cracked		

1.3.2.3. Ship-to-land tanker and land tanker-to-ship transfer operations

1.3.2.3.1. General operations

- POAC (competent consultant personnel) should carry out the ship operation.
- The transfer area and weather conditions must be taken into account.
- Hoses used for STS transfer must be at least EN1765 or equivalent.
- There should be sufficient lighting in the transfer area.
- The operation should be a risk assessment.
- If there is any leakage or spillage during the transfer, the operation should be stopped immediately and the POAC personnel should be informed. Subsequently, urgent measures should be implemented. The transfer should be suspended until the nonconformity is corrected and the parties agree that it is safe.

1.3.2.3.2. The transfer operation plan (STS) must be ready and up to date. Plan;

→ It should explain the entire STS operation step by step.
→ Procedures for mooring and unmooring should be explained.
→ Cargo and ballast transfer procedures should be defined.
→ It should include the procedures for connecting cargo hoses, disconnecting them and filling cargo tanks.
→ The titles, places and duties of all persons involved in the STS operation should be included.
→ In case of emergency, there should be closure and execution of communication systems and rapid rupture procedures .
→ The contingency plan should be the cargo ballast plan.

1.3.2.3.3. Preparedness for a state of emergency

→ The main engine and steering gear are kept ready for immediate use.
→ The cargo pump and all equipment related to transfers are tested in advance.
→ The crew is kept ready and the systems are set ready to evacuate and remove the hoses in a short time.
→ Oil spill prevention equipment is kept ready for use.
→ Firefighting equipment must be ready for use.

1.3.2.3.4. Suspension of operation;

→ When it reaches the maximum permissible value and carries the risk of overloading the anchorages,
→ Inthose unfavorable weather and/or sea conditions,
→ When there is a power outage on the ship,
→ When there is a malfunction in the main communication system with the ship,
→ When any leakageof P etrol into the sea is detected,
→ When there is an unexplained pressure drop in the K slang system,
→ Whenthe danger of Y angin is determined,
→ When any oil leaks are detected from hoses, couplings or ship deck pipes,
→ When there is oil overflow into the g uvertine caused by overfilling of the ship,
→ When any malfunction or damage threatening the escape of the cargo is identified,
→ When there is a significant, unexplained difference between the quantities of cargo consumed and received.

1.3.2.4. Dangers under the code

Dangers of loads that are absent from the code

- Fire hazard defined by the flash point, explosive/flammability limits/range, and the self-ignition temperature of the chemical.
- A health hazard is defined as:
    - corrosive effects on the skin in liquid form; or
    - Acute toxic effect, taking into account the following values:
        - LD50 (oral): a dose that, when administered orally, is lethal to 50% of subjects,
        - LD50 (dermal): a dose that, when applied to the skin, is lethal for 50% of subjects,
        - LC_{50} (inhalation): concentration that is lethal when inhaled for 50% of test subjects; or
        - Other health effects, such as carcinogenicity and sensitization.
- The danger of reactivity, which is defined by reactivity:
    - with water;
    - by air;
    - in combination with other products; or
    - from the product itself (for example, polymerization).

- The danger of marine pollution identified by:
    - bioaccumulation;
    - lack of ready-made biodegradability;
    - acute toxicity for aquatic organisms;
    - chronic toxicity for aquatic organisms;
    - long-term human health effects; and
    - physical characteristics that cause the product to float or sink and therefore adversely affect marine life.

1.3.2.5. Fire protection and fire fighting

- The cargo pump room of the ship must be equipped with a fixed carbon dioxide fire extinguishing system.
- If loads unsuitable for extinguishing with carbon dioxide or equivalent media are to be transported, the cargo pump room must be a fire extinguishing system consisting of a constant pressure water spray or a high-expansion foam system.
- Portable fire extinguishers suitable for the loads to be transported shall be ready in working condition.

1.3.2.6. Protective Equipment

For the protection of the crew engaged in loading and unloading activities, on board;
- Suitable glasses or face shields or both,
- large aprons,
- special gloves with long sleeves,
- suitable shoes,
- overalls made of chemical-resistant material, and
- appropriate protective equipment consisting of tight clothing shall be available.

  Protective clothing and equipment will cover the entire skin so that no part of the body is left unprotected.Work clothes and protective equipment;

- will be kept in easily accessible places and in special cabinets.
- Such equipment will not be kept in living quarters, except for new, unused equipment and equipment that is not used after a thorough cleaning process.
- If cabins, passages, dining rooms, bathrooms, etc. are sufficiently separated from the living spaces, they may be kept in the storage rooms for such equipment in the accommodation areas with the permission of the Administration. Protective equipment shall be used in all kinds of operations that may pose a danger.

1.3.2.7. Safety Equipment

In the case of ships carrying toxic cargo in column "o" of the table in Chapter 17 of Code, the ship must have on board a sufficient but not at least three full sets of safety equipment, each of which allows personnel to enter a vessel. A complete set of safety equipment will consist of:

→ an independent air breathing apparatus (not using stored oxygen);
→ protective clothing, boots, gloves and google-type glasses;
→ belted fireproof lifeguard rope resistant to transported loads; and
→ ex-proof lighting apparatus.

For safety equipment, all ships must carry one of the following:
- one set of fully charged spare air bottles for each breathing apparatus;
- a special air compressor suitable for the supply of high-pressure air of the required purity;
- a charging manifold that can cope with enough spare air cylinders for the breathing apparatus;
- fully charged spare air bottles with a total free air capacity of at least 6,000 l for each breathing apparatus.

The breathing apparatus shall be inspected at least once a month by a responsible officer and the inspection shall be recorded in the ship's logbook. The equipment will be inspected and tested by a specialist at least once a year.

1.3.6. Procedure for Handling Dangerous Liquid Bulk Cargo

1.3.6.1. Purpose

To ensure the safe conduct of activities for dangerous liquid bulk cargoes.

a) Information on the appropriate transport name, UN number, if any, and physical and chemical properties of dangerous liquid bulk cargoes (Vegetable Oils) shall be shared with the personnel involved in the operation; In case of possible fire, debris, etc. related to the cargoes, the necessary trainings on the duties of the persons and the procedures to be followed are given to the relevant personnel before starting the operation.
b) The collection/unloading of dangerous packaged cargoes at the port is carried out at piers 3, 4, 6, 7.
c) The Shift Supervisor is responsible for the additional safety and security measures to be taken at the coastal facility.
d) Dangerous liquid bulk cargoes and chemicals that are likely to react dangerously are not handled until the operation is finished and such dangerous cargoes are not kept in the area.
e) In the evacuation of Dangerous Liquid Bulk Cargo (Vegetable Oils), communication equipment used in the coastal facility, radios that can be safely used in flammable or explosive environment are used.
f) Before the discharge of Hazardous Bulk Cargo (Vegetable Oil) begins, the syphilis holes in the operation area are closed with plugs and in case of a possible leakage, the dangerous liquids are prevented from entering the sea water. In addition, the resulting debris is limited with the help of sausage pets and impregnated with absorbent material (sawdust, sand, etc.) and removed from the environment and sent to the licensed disposal company.
g) The pipes are kept under constant surveillance throughout the operation in order to respond immediately to an emergency that may occur during the evacuation of Dangerous Liquid Bulk Loads (Vegetable Oil).
h) The platform used in the discharge of Hazardous Liquid Bulk Loads (Vegetable Oil) is tested and checked to be operational before starting the evacuation process.
i) Failure to exceed reverse pressure and discharge capacities is ensured by intermittent controls.
j) The safety checklist is made available for inspection during the operation. The relevant list is provided as an attachment.
k) During the evacuation operation between the ship and our shore facility, the shift supervisor and the ship's operational officer are present.
l) After the collection/discharge of hazardous liquid bulk cargoes (Vegetable Oils) is completed, the remaining pressure is released in the pipeline, loading arms and flexible pipes used in the cargo operation.
m) All safety measures are in place, including vessel manifold connection and blinding of the shore plant pipeline.

2. RESPONSIBILITIES

All parties engaged in the transport of dangerous goods; They are obliged to take all necessary measures to make transportation safe, safe and environmentally harmless, to prevent accidents and to minimize the damage as much as possible when an accident occurs.

2.1.GENERAL RESPONSIBILITIES (Regulation on the Transport of Dangerous Cargo by Sea and the Safety of Loading)

All parties engaged in the transport of dangerous goods; They are obliged to take all necessary measures to make the transportation safe, safe and environmentally harmless, to prevent accidents and to minimize the damage as much as possible when an accident occurs: In order to carry out the procedures related to dangerous cargo safely, the trainings specified in Article 1.2 of this document are carried out and all the processes and documents prepared are applied on site.

2.1.1. It is obliged to carry out transportation in a safe, secure and environmentally harmless manner, to prevent accidents and to take all necessary measures to minimize the damage as much as possible in the event of an accident.

- They use the roads allocated to them for all vehicles carrying the load carrying units.
- When an emergency is required, the signs, labels and plates on the load carrying units must remain visible.
- All vehicles must comply with the in-port speed limit.
- Speed control is carried out within the port. All vehicles are expected to comply with speed limits.
- Vehicle personnel carrying cargo carrying units containing dangerous cargo should have equipment in the vehicle against spillage and scattering.
- For each vehicle personnel, personal protective equipment must be available to the load appropriately and in quick access.
- Vehicles carrying dangerous cargo must have at least 2 x 6 kg fire extinguishers and 2 kg of fire extinguishers in the driver's cabin.
- Smoking is prohibited in vehicles.
- Traffic signs and rules within the port must be obeyed.
- In case of vehicle breakdown, the coastal facility should be informed immediately and assistance should be requested.
- No stranger should be allowed in the driver's cabin except for the vehicle crew in the port.
- No waste should be thrown out of the vehicle during the journey.
- The traffic instructions of the coastal facility officials must be followed.
- In adverse weather conditions such as snow, rain, storms, the vehicle should be used with caution.
- The use of recreational substances in the vehicle is prohibited.

2.1.2. Provisions regarding the use of the EmS Guide, which includes Emergency Response Methods and Emergency Schedules for Ships Carrying Dangerous Goods, in emergency situations such as fire, leakage and debris that occur during the transportationof dangerous cargoes

The EmS Manual contains guidance on Emergency Response Procedures for Ships Carrying Dangerous Goods, including emergency programmes (EmS) to be followed in the event of incidents involving hazardous substances, materials or objects or harmful substances (marine pollutants). Accordingly;

In the event of a fire or spill incident, initial actions must be taken in accordance with the contingency plan on board. Taking into account the type of ship, the quantity and type of packaging, and whether the goods are stacked, the manual for certain dangerous goods is given individual methods of intervention. Intervention on or under deck varies.

The guide is for the use of packaged dangerous cargoes and vessels where the captain and crew must intervene against fires and spills without outside assistance.

For fires, the EmS fire schedule should be consulted. The table specifies the appropriate fire extinguishing method for each dangerous load.

2.1.2.1. Special notes for classes of substances in fires

2.1.2.1.1. Class 2

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

Gases do not start to burn unless there is an ignition source (e.g. fire or heat). Since it can be the center of the fire, it is necessary to determine the location of the burning gas. Heating of the outlet is the most serious danger due to the possibility of breaking, jumping or bursting. In the event of a fire, containers containing gas should be sprayed with plenty of water to keep them as cold as possible.

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

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

2.1.2.1.2. Class 3

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

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

1.1.2.1.7. Class 8

These substances are extremely dangerous for humans, and many of them can lead to the destruction of safety equipment. Burning cargo of this class will produce highly corrosive vapors. As a result, it is essential to install an independent respirator.

1.1.2.1.8. Class 9

Miscellaneous hazardous substances and objects and substances harmful to the environment include substances, materials and articles which are considered to have some degree of hazard but are not classified in the criteria of classes 1 to 8.

1.1.2.1.9. Marine pollutants

A number of substances included in all of the above classes have also been identified as marine pollutants. Packages containing these substances shall bear the mark of marine pollutants.

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

2.1.2.2. Special classes for dangerous goods in spills

2.1.2.2.1. Class 2

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

Non-toxic, non-flammable gases (class 2.2) can replace oxygen, creating a choking hazard. It is important that all relevant areas are ventilated.

When toxic gases (class 2.3) are released, they can fill an area of the vessel or a compartment with a toxic atmosphere. Therefore, in order to protect against such gases, it is important to turn off, seal off and secure all ventilation that feeds the living space, machine premises and bridge. An independent breathing apparatus is required for the emergency team.

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

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

2.1.2.2.2. Class 3

The release of the evaporated flammable liquid is the first step that leads to a potential *steam cloud explosion* . For an explosion to occur, steam must mix with air in such a quantity that the mixture will allow it to form a cloud. As soon as friction (electrostatic potential) enters the explosive range, and an explosion can occur with an ignition source, sudden fire, glare, and sometimes, even devastating consequences. Water spray will reduce the evaporation of the cloud and its potential for ignition. Keep all ignition sources away.

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

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

Many flammable liquids are insoluble in water and float on water (e.g. mineral oil, kerosene, petroleum). In general, high concentrations of these substances are not lethal, but have a narcotic effect. The crew should be aware of this and stay away from high-concentration vapors. Mineral oil is considered a marine pollutant even though it is not classified or labeled. Depending on the quantities, oil spilled into the sea can cause problems and is often given a high profile by the media. In the case of spillage on board, the dominant danger is flammability. Keep all igniting sources away.

2.1.2.2.3. Class 8

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

In all cases, it is recommended to use an independent breathing apparatus and appropriate chemical protection (e.g. chemical suit). Washing the spills and throwing the vapors into the sea with water spray is the method applied in any case. It is important to turn off, seal off and secure all ventilation leading to the preferred location, engine rooms and bridge. All staff must stay away from wastewater.

Some corrosive substances are also flammable. In these cases, safety recommendations for both flammable and corrosive substances must be followed. It is recommended to use plenty of water and water spray. In general, the danger of flammability is more important to the safety of the ship and crew than to the corrosive properties (see Flammability Hazard). eg.

2.1.2.2.4. Class 9

This class includes various hazardous substances that do not easily meet the criteria of other hazard classes. However, these substances represent hazards. There are no common characteristics that apply to all goods of this class.

2.1.2.2.5. Marine pollutants

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

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

2.1.3. They make use of the Medical First Aid Guide (MFAG) in the IMDG Code annex in order to provide the necessary medical first aid to the persons affected by the damages of dangerous loads and the health problems caused by accidents involving these cargoes.

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

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

MFAG should be used in case of spillage of toxic substances.

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

2.2.Responsibilities of the cargo handler

The responsibilities of the cargo subject are as follows:

a) Prepares and prepares mandatory documents, information and documents related to dangerous cargoes and ensures that these documents are present with the cargo during the transportation activity.
b) It ensures that dangerous cargoes are classified, packaged, marked, labelled and plated in accordance with their type.
c) It ensures that dangerous cargoes are loaded, stacked and securely connected to approved packaging and cargo handling

units in accordance with the rules and safely.

2.3. Carrier's requirements

The carrier's responsibilities are as follows:

a) Requests mandatory documents, information and documents related to dangerous cargoes from the cargo owner and ensures that they are present with the cargo during the transportation activity.
b) Checks the regulatory compliance of hazardous cargoes classified, packaged, marked, labelled and plated by the cargo subject.
c) Checks that dangerous cargoes are packaged in accordance with the rules using approved packaging and cargo handling units, that they are safely loaded into the cargo transport unit and that they are securely fastened.

2.4.Responsibilities of the coastal facility operator

The responsibilities of the coastal facility operator are as follows:

a) It shall not dock vessels carrying dangerous cargoes without the permission of the port authority.
b) It shall provide written information to the ship to be docked within the scope of the facility rules, cargo handling rules and relevant legislation.
c) It does not handle dangerous cargoes that it has not received permission from the administration, and does not victimize the ships that will dock by planning in this context.
d) It requests mandatory documents, information and documents related to dangerous cargoes from the cargo owner and ensures that they are found together with the cargo. In the event that the relevant documents, information and documents cannot be provided by the cargo person, it is not obliged to accept or handle the dangerous cargo to the facility.
e) It shares all the data that may be required according to the characteristics of the cargo with the ship owner and performs the loading or unloading operation according to the agreement to be reached. The ship does not make changes in the operation without the knowledge of the person concerned.
f) Determines the operating limits taking into account the safe working capacity of the facility and the weather forecasts, and takes the necessary measures to keep the ship safely connected at the dock and to carry it out.
g) Checks the transport document containing information that the dangerous cargoes arriving at the facility have been properly classified, packaged, marked, labelled, plated and safely loaded into the cargo transport unit.
h) It ensures that the personnel involved in the handling of dangerous goods and the planning of this handling are certified by receiving the necessary trainings and does not assign the personnel who do not have documents in these operations.
i) It ensures that the hazardous cargo handling equipment in its facility is in working order and that the relevant personnel are trained and certified in relation to the use of this equipment.
j) By taking occupational safety measures in the coastal facility, it ensures that the personnel use personal protective equipment appropriate to the physical and chemical characteristics of the dangerous cargo.
k) It carries out activities related to dangerous cargo in docks, piers and warehouses established in accordance with these works.
l) Equip the berths and piers reserved for ships to carry out the loading or unloading of dangerous liquid bulk cargoes with installations and equipment of suitable quality for this work.
m) Keeps an up-to-date list of all dangerous cargoes on ships docked at its facility and in the enclosed and open areas at its facility and provides this information to the relevant persons upon request.
n) It informs the port authority of the immediate risk posed by the dangerous cargoes it handles or temporarily stores at its facility and the measures taken for this.
o) Reports accidents related to dangerous cargoes, including accidents at the entrance to closed areas, to the port authority.
p) It provides the necessary support and cooperation in the controls and inspections carried out by the administration and the port authority.
q) Ensure that Class 1 (with the exception of Class 1 Compliance Group 1.4 S), Class 6.2 and Class 7 dangerous cargoes, the temporary storage of which is not permitted, are transported out of the coastal facility as soon as possible without waiting, and in cases where it is necessary to hold them, apply to the Administration for a permit.
r) It temporarily stores the load carrying units where dangerous loads are transported in accordance with the separation and stacking rules and takes fire, environmental and other safety measures appropriate to the class of the dangerous cargo in the storage area. In the areas where dangerous loads are handled, fire extinguishing systems and first aid units are ready for use at any time and periodically carry out the necessary controls.
s) It receives permission from the port authority before the hot work and operations to be carried out in the areas where dangerous cargoes are handled and temporarily stored.
t) Prepares an emergency evacuation plan for the evacuation of ships from coastal facilities in case of emergency, submits it to the port authority and informs the relevant persons about the plan approved by the port authority.
u) It ensures the internal loading of the load carrying units in accordance with the loading safety rules in the facility.

2.5.Requirements of theship's contact

The responsibilities of the ship owners are as follows:

a) It ensures that the cargo to be carried by the ship is certified as suitable for carriage and that the cargo holds, cargo tanks and cargo handling equipment are in a condition suitable for cargo transportation.
b) It requests all mandatory documents, information and documents related to dangerous cargoes from the cargo owner and ensures that it is present with the cargo during the transportation activity.
c) It ensures that the documents, information and documents that must be present on board the ship within the scope of legislation and international conventions are appropriate and up-to-date.
d) Check the transport document containing information that the cargo transport units loaded on board the ship are properly marked, plated and safely loaded.
e) It informs the relevant ship personnel about the risks of dangerous cargoes, safety procedures, safety and emergency measures, response methods and the like.
f) Keeps up-to-date lists of all dangerous cargoes on board and declares them to the relevant persons upon request.
g) Ensure that the loading program, if any, is approved and certified on board and is kept operational.
h) It shall notify the port authority and the coastal facility of the immediate risk posed by the dangerous cargoes on board the ship docked to the shore facility and the measures taken for this.
i) It does not accept to carry the dangerous cargo in the event of leakage in the dangerous cargo or in the event of such a possibility.
j) Notify the port authority of dangerous cargo accidents that occur on board the vessel while sailing or while on shore facility.
k) It provides the necessary support and cooperation in the controls and inspections carried out by the administration and the port authority.
l) It does not accept to carry dangerous cargoes that are not included in the ship certificates issued by the relevant institutions and organizations.
m) It ensures that shipowners in charge of handling dangerous goods use personal protective equipment appropriate to the physical and chemical characteristics of the cargo during handling.
n) It provides the requirements for the safety of loading the cargo loaded on its ships.

2.6.LOADING SAFETY

1) The port authority stops the handling operation at the coastal facility when it deems any risk and does not start it until the risk is eliminated.
2) In order to ensure the safe loading of cargo on the ship, the provisions of the BLU Code and BLU Manual, the Safe Application Code for Cargo Stacking and Safety (CSS Code), the Application Code for the Packaging of Cargo Transport Units (CTU Code) and the Code of Safe Practices for Ships Carrying Timber Cargo on Deck (TDC Code) are complied with.
3) The stacking of the loads is carried out in accordance with the relevant legislation and international conventions to which we are a party.
4) The ship cannot be loaded more than the loading limit, taking into account the loading limit brand. In the event of such a situation, the ship shall not be allowed to sail and administrative action shall be taken against the person concerned within the scope of Article 22.
5) The results of the draft survey or scale survey shall be submitted to the port authority by the ship's concerned person in order to determine the loading-unloading plan before the handling operation and the amount of cargo loaded before the ship departs. The administration or port authority may request that the draft survey or scale survey report be obtained from an authorized inspection firm.
6) Measures are taken to prevent the stability of the ship from being adversely affected by ensuring that the cargo on bulk carriers, especially single-hatch bulk carriers, is loaded in a way that spreads (by pilling) to the bottom of the warehouse.
7) In order to prevent the structure of the ship from being subjected to excessive stress, monitoring of the load and ballast water pattern throughout the loading or unloading operation is provided.
8) Care is taken to ensure that the ship is inclined, but if a slope (tilt) is required during loading, it is ensured that it is as short as possible. In order to avoid structural damage to the vessel, the approved stability curl is ensured to be properly balanced, loading and unloading.
9) In adverse meteorological and oceanographic conditions that may affect the cargo handling operation, the handling operation shall be suspended by the captain until the conditions improve.
10) In order to prevent situations such as placing the heavy load on the light load, placing the liquid load on the dry load, and the smell of the foul-smelling loads spreading to other loads, the loads with the characteristics that may damage the other loads are loaded by complying with the rules of separation.
11) In order to ensure the full implementation and maintenance of safety measures relating to the loading, stacking, separation, handling, transportation and unloading of cargoes on board, all cargoes, cargo units and cargo transport units, except solid and liquid bulk cargoes, in accordance with SOLAS Chapter VI Part A Rule 5.6, shall be loaded in accordance with the Cargo Securing Manual approved by the Administration or its authorized classification societies on behalf of the Administration, it is stacked and secured.

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

1. In accordance with Article 5/1 of the Regulation on the Safety of Transportation of Dangerous Goods by Sea and Loading, coastal facility operators holding a Dangerous Cargo Conformity Certificate shall take the following measures.
2. There is no storage of dangerous goods in the port areas and the area where they are temporarily stacked is the IMDG area.
3. There are responsibilities of the shipper and the loader in terms of packaging and marking & labeling on the packaging. The agent is informed in any improper situation (lack of labels, incorrect loading, leakage, etc.) related to the packaging in the fixed tank.
4. Coastal facility personnel, seafarers and other authorized persons related to the cargo in charge of handling dangerous goods have been given protective clothing appropriate to the physical and chemical characteristics of the cargo during loading, unloading and storage, and whether these personal protective equipment is used by the employees during the work is constantly inspected by the relevant unit responsibles.
5. There is a fire hydrant at the IMDG site to be used in case of any fire. In addition, according to the type of hazardous chemical, PPE, CO2 and foam portable fire extinguishing devices are available.
6. Providing Trailer and Pilotage services related to emergency actions on ships
AGM/17-2375 on 28.10.2015 with the removal of the ship from the pier in case of emergency. In addition, the precedent for the removal of ships from the port in case of emergency is included in detail in the Emergency Action Plan.
7. The fire precautions to be taken on the general situation plan at all port areas have been marked and especially the areas where dangerous materials are kept have been isolated.According to the Regulation on Training and Authorization within the Scope of the International Code on Dangerous Cargo Transported by Sea published in the Official Gazette dated 11.2.2012 and numbered 28201, personnel who do not have the necessary training and certificates are required to work in dangerous cargo handling operations and to perform these operations they are not allowed to enter the fields. Health and safety signs such as "Not to be entered without the permission of the Port Security Facility Officer" etc. have been placed at these sites. IMDG code trainings of the employees are given and the employees who do not have training are not in the relevant studies.

4. CLASSES, HANDLING, ESTIMATION/HAZARD, HANDLING, SORTING, STACKING AND STORAGE OF DANGEROUS GOODS

The carriage of hazardous and potentially polluting substances by ships carrying at sea is regulated by the International Convention for the Safety of the Life at Sea (SOLAS) and the International Convention for the Prevention of Pollution from Ships (MARPOL).

In the relevant sections of SOLAS and MARPOL, the International Maritime Dangerous Goods (IMDG) Code (IMDG) has explained the necessary regulations in detail and has taken the provision of law on the transportation of these substances by sea. As of January 1, 2004, the IMDG Code has been made compulsory.

The classification and risk definitions of dangerous goods for all types of transport (transport by sea, air, train, land and inland waterways) are also carried out by the UNITED NATIONS Committee of Experts on the Transport of Dangerous Goods (UN).

Packaged Dangerous Loads, Dangerous Liquid Bulk Loads (Gas cargoes) are transported, collected / unloaded and handled at ARGAZ Port sites.

4.1.Dangerous Cargo Classes

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

CLASSES

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

Table 4.1: Hazardous Cargo Classes

4.1.1. CLASSIFICATION CODES

Class 1 Sub-groups	1.1	Substances and objects that are in danger of explosion in mass (An explosion in mass is an explosion that can affect almost the entire charge at once).
	1.2	Substances and objects that are in danger of ejection but not explosive hazard in mass.
	1.3	Substances and articles that are a fire hazard or a slight explosion or a slight ejection hazard, or both, but not a mass explosion hazard. These substances and objects are:
		(a) Causes a significant amount of radiant heat when burned, or
		(b) They burn one after the other, creating a slight explosion or splashing effect.
	1.4	Substances and articles with only a low risk of explosion if ignition or reaction commences during carriage. Their impact is largely limited to packaging only, and particles that are considerably larger than can be expected to be ejected to considerable distances. An external fire does not cause almost all the contents of the packaging to explode at once.
	1.5	Insensitive substances that carry the danger of mass explosion, but which, under normal conditions of carriage, are very low in terms of the probability of initiation of the reaction or of going from a state of combustion to an explosion. As a minimum requirement, they must not explode in an external fire test.
	1.6	Objects with extremely low levels of precision that are not explosive in mass. These objects predominantly contain extremely insensitive substances, and their probability of accidental ignition or propagation is negligible. The risk posed by objects in Subgroup 1.6 is limited to the explosion of a single object only.
Class 1 Compliance Groups	A	Primary explosive substance.
	B	An object containing a primary explosive substance and without two or more effective protective properties. Although they do not contain primary explosive substances, detonation detonators, detonation fuze assemblies and ignition seals and destruction capsules fall into this group.
	C	An object containing explosive material containing propellant fuel or other gradual combustion explosive or similar explosive substance.
	D	A secondary explosive substance, black gunpowder or secondary explosive substance, or an object containing a primary explosive substance and having two or more effective protective properties, without an ignition device and propellant, as applicable to each case.
	E	Object containing a secondary explosive substance (other than flammable liquid or gel or hypergolic liquid) with propellant without an ignition device.
	F	An object containing a secondary explosive substance with or without a self-ignition device, with or without a propellant (other than one containing flammable liquid or gel or hypergolic liquid).
	G	An object containing a pyrotechnic substance or pyrotechnic technical substance, or an object containing both an explosive substance and an illuminator, incendiary, tear or smoke-causing substance (except for an object activated by water or an object containing white phosphorus, phosphides, pyrophoric substance, flammable liquid or gel, or hypergolic liquid).
	H	Object containing both explosive material and white phosphorus.

	J	Object containing both explosive material and flammable liquid or gel.
	K	Object containing both an explosive substance and a toxic chemical.
	L	Object that contains an explosive substance or explosive substance and carries a special risk (for example, due to activation with water or the presence of hypergolic liquids, phosphides or a pyrophoric substance) and therefore requires the isolation of each species.
	N	Objects containing predominantly extremely insensitive substances.
	S	A substance or object packaged or designed in such a way that the hazardous effects resulting from its accidental becoming functional are limited to the packaging; if the packaging is spoiled by fire, all explosion or launch effects are limited in such a way as not to significantly impede firefighting or other emergency response efforts to be made in the immediate vicinity of the packaging.
Class 2 Sub-groups	1	Compressed gas: substances which, when packaged under pressure for carriage, are completely gaseous at -50 °C; all gases with critical temperatures equal to or lower than -50 °C are included in this category.
	2	Liquefied gas: A gas that is partially liquid at temperatures above -50 °C when packaged under pressure for transport. Distinctions are made between the following:
		High-pressure liquefied gas: Gas whose critical temperature is above -50 °C and is equal to or less than +65 °C;
		Low pressure liquefied gas: It is the gas with a critical temperature above +65 °C.
	3	Liquefied gas by cooling: Gas which, when packaged for transport, is partially liquidized due to its low temperature.
	4	Dissolved gas: A gas dissolved in a liquid-phase solvent when packaged under pressure for transport.
	5	Small, gas-containing, aerosol sprayers and containers (gas cartridges).
	6	Other objects containing gas under pressure.
	7	Non-pressurized gases subject to special conditions (gas samples).
	8	Chemicals under pressure: liquids, pastes or powders and mixtures thereof that have been pressurized with a conveying fuel that meets the definition of compressed or liquefied gas.
	9	Adsorbed gas: A gas that is adsorbed onto a solid porous material to give an internal vessel pressure of less than 101.3 kPa at 20 °C and less than 300 kPa at 50 °C when packed for transport.
	A	Sultry
	He	Oxidizer
	F	Flares up
	T	Poisonous
	C	Corrosive (for chemicals under pressure UN 1950)
	Co.	Abrasive, oxidizable (for UN 1950)
	Fc	Flammable, corrosive (for UN 1950 and chemicals under pressure)
	TF	Toxic, flammable
	Tc	Toxic, corrosive
	CTR	Toxic, oxidizing
	Tfc	Toxic, flammable, corrosive
	Toc	Toxic, oxidizing, corrosive

	2.1	Flammable gases (corresponding to groups denoted by a capital F).
	2.2	Non-flammable, non-toxic gases (corresponding to groups denoted by the letters Capitol A or O).
	2.3	Toxic gases (corresponds to groups denoted by the capital T; Such as TT, TF, TC, TO, TFC and TOC).
Class 3 Sub-groups	F	Flammable liquids, objects that do not have secondary risk and contain these substances:
		F1 Flammable liquids, with a flash point of 60 °C and below;
		F2 Flammable liquids shall be transported or transferred for carriage at a temperature (substances of high temperature) with a flash point of more than 60 °C, at or above the flash point;
		F3 Objects containing flammable liquids;
	Ft.	Flammable liquids, toxic:
		FT1 Flammable liquids, toxic;
		FT2 Pesticides;
	Fc	Flammable liquids, corrosive;
	FTC	FTC Flammable liquids, toxic, corrosive;
	D	Liquid explosives with reduced sensitivity.
Class 4.1 Sub-groups	F	Flammable solids, without secondary risk:
		F1 Organic;
		F2 Organic, melted;
		F3 Inorganic;
		F4 Objects;
	Fo	Flammable solids, oxidizable;
	Ft.	Flammable solids, poisonous
		FT1 Organic, toxic;
		FT2 Inorganic, toxic;
	Fc	Flammable solids, corrosive;
		FC1 Organic, corrosive;
		FC2 Inorganic, corrosive;
	D	desensitized solid explosives with no secondary risk;
	Dt	Solid explosives with reduced sensitivity, toxic;
	Sr	Self-reacting substances:
		SR1 Those who do not need temperature control;
		SR2 Temperature control required.
	Pm	Polymerizing agents
		PM1 Those who do not need temperature control;
		PM2 Temperature control required.
Class 4.2 Sub-groups	S	Substances prone to spontaneous combustion, without secondary risk:
		S1 Organic, liquid;
		S2 Organic, solid;
		S3 Inorganic, liquid;
		S4 Inorganic, solid;
		S5 Organometallic;
	Sw	Substances prone to self-combustion, which, when in contact with water, release flammable gases;
	SO	Substances prone to self-combustion, oxidizer;
	St.	Substances prone to self-burning, poisonous:

		ST1 Organic, toxic, liquid;
		ST2 Organic, toxic, solid;
		ST3 Inorganic, toxic, liquid;
		ST4 Inorganic, toxic, solid;
	Sc	Substances prone to self-combustion, corrosive:
		SC1 Organic, corrosive, liquid;
		SC2 Organic, corrosive, solid;
		SC3 Inorganic, corrosive, liquid;
		SC4 Inorganic, corrosive, solid;
Class 4.3 Sub-groups	W	Objects containing substances and similar substances of no secondary risk which, when in contact with water, emit flammable gases:
		W1 Liquid;
		W2 Solid;
		W3 Objects;
	WF1	Substances that release flammable gases when in contact with water, liquid, flammable;
	WF2	Substances that release flammable gases when in contact with water, solid, flammable;
	Ws	Substances that release flammable gases when in contact with water, solid, self-heating;
	Wo	Substances which, when in contact with water, release flammable gases, oxidant, solid;
	Wt	Substances that release flammable gases when in contact with water, toxic:
		WT1 Liquid;
		WT2 Solid;
	Wc	Substances that, when in contact with water, release flammable gases, corrosive:
		WC1 Liquid;
		WC2 Solid;
	WFC	Substances that release flammable gases when in contact with water, flammable, corrosive.
Class 5.1 Sub-groups	He	Oxidizing substances, objects that are not of secondary risk and contain such substances:
		O1 Liquid;
		O2 Solid;
		O3 Objects;
	OF	Oxidizing substances, solid, flammable;
	Os	Oxidizing substances, solid, self-heating;
	Ow	Oxidizing substances, solid which, when in contact with water, releases flammable gases;
	Grass	Oxidizing agents, toxic:
		OT1 Liquid;
		OT2 Solid;
	Oc	Oxidizing agents, corrosive:
		OC1 Liquid;
		OC2 Solid;
	Otc	Oxidizing agents, toxic, corrosive.
	P1	Organic peroxides, no temperature control required

Class 5.2 Organic Peroxides Sub-groups	P2	Organic peroxides, temperature control required.
Class 6.1 Sub-groups	T	Toxic substances, without secondary risk:
		T1 Organic, liquid;
		T2 Organic, solid;
		T3 Organometallic substances;
		T4 Inorganic, liquid;
		T5 Inorganic, solid;
		T6 Liquid, used in pesticides;
		T7 Solid, used in pesticides;
		T8 Samples;
		T9 Other toxic substances;
	TF	Toxic substances, flammable:
		TF1 Liquid;
		TF2 Liquid, used in pesticides;
		TF3 Solid;
	Ts	Poisonous substances, self-heating, solid;
	Tw	Toxic substances, when in contact with water, release flammable gases that:
		TW1 Liquid;
		TW2 Solid;
	CTR	Toxic substances, oxidizer:
		TO1 Liquid;
		TO2 Solid;
	Tc	Toxic substances, corrosive:
		TC1 Organic, liquid;
		TC2 Organic, solid;
		TC3 Inorganic, liquid;
		TC4 Inorganic, solid;
	Tfc	Toxic substances, flammable, corrosive;
	TFW	Toxic substances can flammable, releasing gases when in contact with water.
Class 6.2 Sub-groups	I1	Infectious substances that affect humans;
	I2	Infectious substances that affect only animals;
	I3	Clinical waste;
	I4	Biological substances.
Class 8 Sub-groups	C1-C4	Acidic substances
		C1 Inorganic, liquid;
		C2 Inorganic, solid;
		C3 Organic, liquid;
		C4 Organic, solid;
	C5-C8	Basic substances:
		C5 Inorganic, liquid;

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

Table 4.2 Classification Codes

4.2.Packages and Packaging of Dangerous Goods

- ✓ **Package & Packaging Coding**

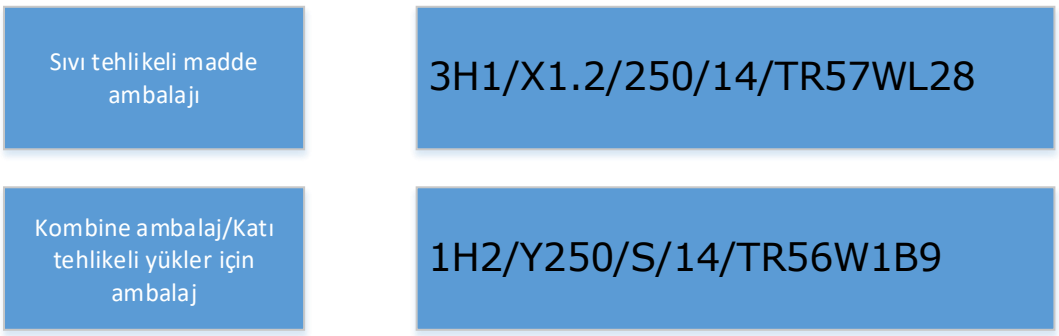


Figure 4.1 Package and Packaging Coding

3H1: Package identification code
3 : Package type
H : Material
1 : Category
X: Packing Group
1.2: Specific Gravity
250: Hydrostatic test pressure
14: Package production date (year)
TR57WL28: Country code of the certifying body testing the package

1H2: Package identification code
A: Packing Group
250: Maximum gross mass
Q: For solids
14: Package production date (year)
TR56W1B9: Country code of the certifying body testing the package

The meaning of the various numbers and letters on the label of the packaged products in the fixed tank is shown in the figure on the side. All dangerous goods transported by packaging by sea route shall be marked according to the UN packing code.

4.2.1. Package & Packaging Types

Dangerous cargoes arriving at the port facility shall be packed and packed in accordance with IMDG Code Part 4. All packaging containing dangerous goods must have United Nations (UN) Type Approval, even if they are within any Cargo Transport Unit (CTU).

Packaging Types:

STEEL BARREL (1A1)

PLASTIC BARREL (1H2)

FIBER BARREL (1G)

BAG (5H4)

PLASTIC BALL (3H1)

CYLINDER

CARDBOARD BOX (4G)

IBC

IBCs

Solid or flexible portable packages

- Capacity up to 3.0 m^3 (Packing groups II and III)
- Capacity up to 1.5 m^3 '(packing group I)
- They are ready-made from wood, cardboard, plastic, metal and cloth.
- Their capacity varies in the range of 450-3000 liters.

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

4.3.1. Hazardous cargo plates

Class 1				
	1.1. Explosive	1.2 Explosive	1.3 Explosive	1.5 Explosive
			* compatibility group location	
	1.6 Explosive	1.4 Explosive		
Class 2				
	2.1 Flammable Gas		2.2 Choking Gas	2.3 Toxic Gas
Class 3				
	Flammable Liquid			

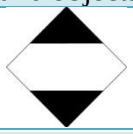
Class 4.1 **Class 4.2** **Class 4.3**				
	4.1 Flammable solids -Self-reactive substances -Polymerizing agents -Solid explosives with reduced sensitivity	4.2 Substances prone to self-combustion	Substances that emit flammable gases due to contact with water	
Class 5.1 **Class 5.2**				
	5.1 Oxidizing agents	5.2 Organic Peroxides		
Class 6.1 **Class 6.2**				
	6.1 Toxic substances	6.2 Infectious Substances		
Class 7				
	Radioactive Materials			
Class 8				
	Corrosive Substances			
Class 9				
	Miscellaneous Dangerous loads and objects	Lithium Batteries (9A)		
				
	Limited Quantity	Excepted quan-tity		

Table 4.3 Dangerous cargo plates, labels and signs

4.3.2. Hazardous load plates

- Safety approval plate
- IBC plate
- Portable tank plate
  - T1-T23
  - T50

- T75
- MEGC

- Plate of road tankers
  - IMO 4 types
  - IMO 6 type
  - IMO 8 type
  - IMO 9 type

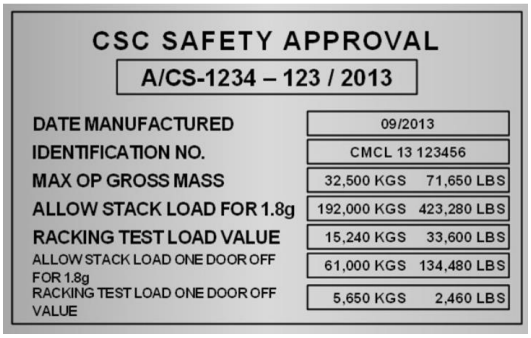
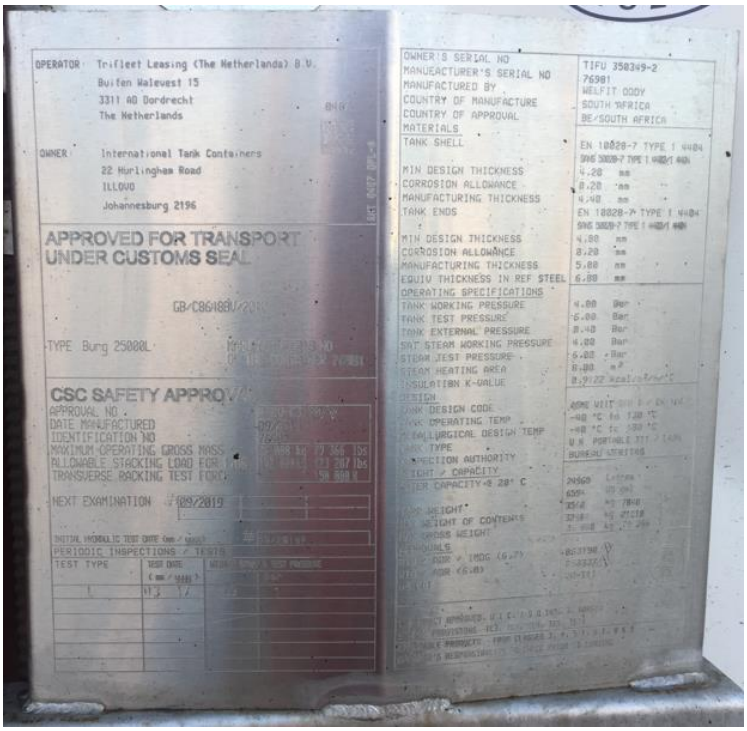
	
Safety Approval Plate (1.1)	IBC Plate (6.5)
	
Portable Tank Plate (6.7.3)	Portable Tank Plate (6.7.2)

Table 4.4 Hazardous load plates

4.3.3. Dangerous goods brands

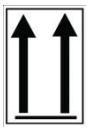
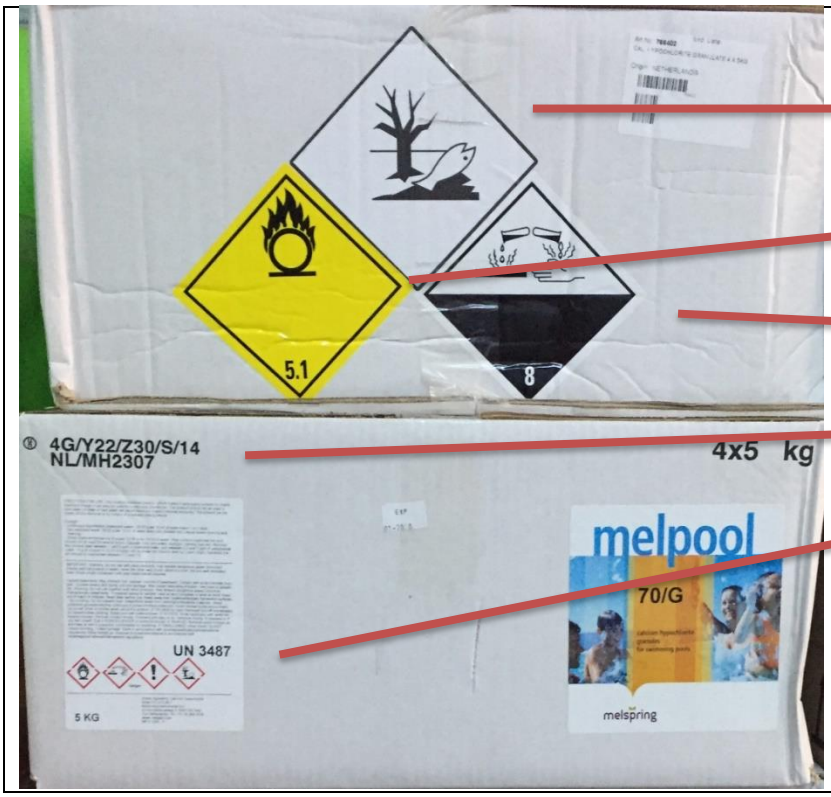
		
Suffocating danger	Marine pollutants and hazardous to the environment mark	
		
Direction arrow	Sign of fumigation	The danger of high temperature

Table 4.5 Brands of dangerous goods

4.3.4. Dangerous goods labels

- ✓ **Packaging Labeling**



ENVIRONMENTAL HAZ-ARD SIGN
HAZARD LABEL
HAZARD LABEL
FLOUR CERTIFICATION
FLOUR NUMBER
4G CARDBOARD BOX

✓ **IBC Labelling – Marking**

31HA1 COMPOSITE IBC
FLOUR CERTIFICATION
HAZARD LABEL
ENVIRONMENTAL HAZARD SIGN
FLOUR NUMBER
IBC AND LARGE PACKAGES WITH A CAPACITY OF OVER 450 LITERS ARE MARKED AND EFFECTIVE ON BOTH SIDES.

IBC (OHK) Labeling

4.4.Signs and packing groups of dangerous goods

4.4.1. Dangerous cargo signs

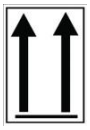
		
Suffocating danger	Marine pollutants and hazardous to the environment mark	
		
Direction arrow	Sign of fumigation	The danger of high temperature

Table 4.4 Dangerous cargo signsi

4.4.2. Packing groups for dangerous goods

Hazard labels are divided into 9 in themselves. Although the signs are in the form of labels and plates; labels are kept on the packages and the plates are kept on the fixed tank or vehicle.

Dangerous cargoes transported in the stationary tank must be packed & packed according to appropriate standards.
Dangerous cargoes are transported under three types of packaging & packaging groups.
I Low hazard substances
IIThe loads
III It is in the form of substances with high danger.
Self-reactive substances of classes 1, 2, 5.2, 6.2, 7 and 4.1 do not have a packaging group.

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

Packages with X code; packing groups I, II and III
Packages with Y code; packing groups II and III
To packages with Z code; for packing group III substances.

4.5.PORT SEPARATION TABLES BY CLASSES OF HAZARDOUS SUBSTANCES

4.5.1. Separation of dangerous cargo on board

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

Dangerous cargoes in different cargo transport units or packaged at the port area shall be stacked on the basis of distances in the following sorting table:

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

Table 4.8 Port Area Dangerous Cargo Separation Table

- In the matching structure shown in this table, the distance between fixed tanks for IMDG codes is given in numbers from 1 to 4. Accordingly, the distance between the loads is:

Number Meaning

- 1Should be kept away
- 2 Must be separated
- 3It must be kept separate by means of a whole compartment or compartment.
- 4The entire passage must be separated longitudinally by means of a compartment or compartment

X Special cases should be checked in the IMDG code list.

4.5.2. Separation of dangerous cargo in the coastal plant

CLASS	2,1	2,2	2,3	3	4,1	4,2	4,3	5,1	5,2	6,1	8	9
Flammable	X	X	X	2	1	2	X	2	2	X	1	X
Toxic and non-	X	X	X	1	X	1	X	X	1	X	X	X
Toxic gases 2.3	X	X	X	2	X	2	X	X	2	X	X	X
Flammable liq-	2	1	2	X	X	2	1	2	2	X	X	X
Flammable solids (including self-reactive	1	X	X	X	X	1	X	1	2	X	1	X
Substances	2	1	2	2	1	X	1	2	2	1	1	X
Substances	X	X	X	1	X	1	X	2	2	X	1	X
Oxidizing agents	2	X	X	2	1	2	2	X	2	1	2	X
Organic perox-	2	1	2	2	2	2	2	2	X	1	2	X
Toxic substances	X	X	X	X	X	1	X	1	1	X	X	X
Corrosive sub-	1	X	X	X	1	1	1	2	2	X	X	X
Miscellaneous	X	X	X	X	X	X	X	X	X	X	X	X

Figure 4.9 Separation Distances of Dangerous Goods in Warehouse Storage

4.6. Separation distances and terms of hazardous loads in warehouse warehouses

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

Meaning of Symbols

Symbol	Packages / IBCs / trailers / platform fixed tanks	Closed stationary tanks/ portable tanks	Open road vehicles / railway cars / open top containers
X	No Need or IMDG DGL Column 16b	No Need	No Need
1	At least 3 m should be separated.	No Need	At least 3 m should be separated.
2	a minimum separation of 6m is required in open areas, hangars or warehouses, a minimum of 12 meters must be separated unless separated by an approved fire wall.	In open spaces, a minimum separation of 3m longitudinally and laterally, longitudinally and laterally of hangars or tanks, a minimum separation of 6m is required, unless separated by an approved fire wall.	In open spaces, a minimum separation of 6m longitudinally and laterally, longitudinally and laterally of hangars or tanks, a minimum separation of 12m is required, unless separated by an approved fire wall.

Figure 4.10 Separation Distances of Dangerous Goods in Warehouse Storage Meanings of Symbols

- The stacking area of the IMDG coded fixed tank in the port area is the G7 area. By port separation table

5. HANDBOOK ON DANGEROUS CARGO HANDLED ON SHORE PLANT

ARGAZ Port, which carries out hazardous cargo collection/unloading, handling and temporary storage activities, in order to contribute to the safe execution of these activities; It has prepared and made available to the relevant persons an IMDG Code Handbook in pocketable dimensions, including dangerous goods classes, packages of dangerous goods, packaging, labels, markings and packaging groups, separation tables on board and at port according to the classes of dangerous cargoes, sorting distances of dangerous cargoes in warehouse storage, sorting terms, dangerous cargo documents, dangerous cargo emergency response action flow diagram.

6. OPERATIONAL CONSIDERATIONS

1. Tow Pilotage provides services for the suitable, protected and safe berthing of the ships carrying dangerous goods during the day and night. For the safe mooring of vessels, the Mooring Operations Instruction (MRDGR. TA.067,00) has been submitted to the relevant employees.
2. Procedures for the additional measures to be taken according to the seasonal conditions for the collection, discharge and limbo processes of dangerous goods: The weather is reported from Altaş Port Facilities before the weather-induced emergencies, and salting/cleaning activities are carried out on the floors where fixed tanks carrying dangerous goods are transported when necessary, taking into account the daily weather reports.
3. Stationary tanks carrying dangerous goods are stacked at the IMO site. There are health and safety signs in order to prevent smoking in the hazardous material area and to keep the sources of flames that may cause sparks away from the site and not to enter the relevant site without the permission of the Port Facility Security Officer.
4. The disinfection process in the fixed tank at ARGAZ Port is carried out by the agency that owns the fixed tank, and fumigation, gas measurement and gas purification operations are not carried out in the port area.

6.1. Procedures for safely docking, mowing, loading/unloading, sheltering or mooring ships carrying dangerous goods day and night:

Pilotage services are obtained from Arpaj in order to secure the vessels carrying dangerous cargo at the pier. In addition , the Çımacı (Palamar) Safe Work Instruction is available and presented to the employees in order to make the rattling employees who perform the mooring service at the Marport piers work safely.

6.2. Procedures for the additional measures to be taken according to the seasonal conditions for the collection and discharge of dangerous cargoes:

Weather forecasts are reported from Altaş Port Facilities before emergencies caused by air, and salting activities are carried out on the floors where fixed tanks carrying dangerous cargo are transported when necessary, taking into account daily weather reports. As a port operator, meteorological conditions are constantly monitored. In the event of reports of severe storms, operations workers, operators and personnel on duty of vessels attached to the dock shall be notified. The priority is to increase the ship's ropes under all conditions and to ensure that the ship's machinery is always ready for the fastest movement according to the severity of the storm to come. When the wind reaches a level that prevents the safe operation of the coastal cranes, the wind alarm of the crane is activated and the operation is stopped and the cranes are secured. In the event that the ship attached to the dock cuts the rope and starts to leave the dock while the operation is stopped or in progress, the following processes are followed:

- If ship loading or unloading is ongoing and there is a fixed tank connected to the crane's spreader in the ship's hold, the crane operator is informed by radio/telephone that the ship has left the dock as quickly as possible.
- The operator moves the crane's cab in the direction of movement in a way that corresponds to the speed of movement of the ship, and at the same time starts to roll out the stationary tank in the hold in the fastest and safest way.
- After the fixed tank is removed from the ship, it is left at the dock at the nearest place to ensure the safety of the crane.
- Although the ship pilotage and tugboat organization has notified the VHF call channel, as the port operator, it is requested that the tugboats serving by making an emergency call by radio or telephone reach the location of the ship leaving the dock.
- Based on the decision of the captain of the ship, a new rope can be given to the dock and the ship is reconnected

or existing ropes are also forged to separate the ship from the dock.

- In the event that the ship under operation leaves the dock for compulsory reasons before the operation is completed, both the Port Authority and the Customs Directorate shall be informed.
- Dangerous loads requiring temperature control are detailed in the Temperature-Controlled Hazardous Load Operation Procedure.

6.3. Procedures for keeping flammable, flammable and explosive materials away from processes that create/may generate sparks and not to operate tools, equipment or tools that spark/may create sparks in hazardous cargo handling, stacking and storage areas:

In order to carry out safe work with dangerous cargoes, the Procedure for Loading, Unloading and Transporting Dangerous Cargo in the Port is available and presented to the employees. Apart from this procedure; on-the-job trainings, IMDG Code Awareness and IMDG Task-Oriented Trainings are carried out for employees from authorized organizations. In addition, in the Safe Working Instruction with IMDG Coded Fixed Tank, it is stated that in the stacking area where IMDG coded fixed tanks are stored, flame, spark or fire sources such as cigarettes and fixed tanks should not be around. The necessary safety and health signs are kept at these sites.

7. DOCUMENTATION, CONTROL AND RECORDING

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

The documents to be kept at the port facility for the handling of dangerous goods are listed below:

1. IMDG Code (with fixes)
2. The EmS Guide: Emergency Response Procedures for Ships Carrying Dangerous Goods, (with corrections)
3. Medical First Aid Guide for Use in Accidents Involving Dangerous Goods (MFAG), (with corrections)
4. United Nations Recommendations on the Transport of Dangerous Goods – Model Regulations, (with revisions)
5. United Nations Recommendations on the Transport of Dangerous Goods – Manual of Tests and Criteria, (with corrections)
6. IMO/ILO/UNECE Guidelines for Packing of Cargo Transport Units (CTUs)
7. Recommendations on the Safe Transport of Dangerous Cargoesand Related Activities in Port Areas
8. Code of Safe Practice for Cargo Stowage and Securing (CSS Code), (with attachments)
9. Recommendations on the Safe Use of Pesticides in Ships, (with attachments)
10. International Convention for the Safety of Life at Sea (SOLAS) 1974, (with attachments)
11. International Convention for the Prevention of Pollution from Ships 1973 as modified by the Protocol of 1978(MARPOL 73/78), (with attachments)
12. Relevant laws, statutes, regulations, circulars, communiqués, directives and implementation instructions.

Possession or access to these documents will be provided as a book when updated as specified by the regulation or, as far as possible, by encrypted entries via the web.

DOCS

- Transport Document,
- Stationary tank Vehicle Packaging Certificate
- Documents that must be on board
    - Stowing plan of hazardous cargo and marine pollutants on board
    - Emergency response information
- Other necessary information and documents
    - Air wear certificate (where relevant)
    - IMDG Code Exemption certificate with special provisions
    - 4.1 Declaration for Self-Reactive Substances, Polymerization Agents and 5.2 Organic Peroxides
    - Multi-Mode Transport Form

7.2. Procedures for keeping the current list of all Hazardous Substances and other relevant information on the coastal facility site regular and complete.

With the port operation registration system used in the port facility, the lists of import and export cargoes that have entered the port are recorded as of the date of entry and exit. The report, which will be prepared regularly on a monthly basis, shall include the regime (category) of the cargo, the appropriate transport name of the dangerous goods, the hazard class, the packing group and the UN number.

7.3. Procedures for checking that dangerous goods arriving at the facility are properly identified, that dangerous cargoes are used, certified, packaged/packed, labelled and declared, that they are safely loaded and transported into approved and compliant packaging, containers or cargo handling units, and that the results of the control are reported

***Before arriving at the port by land*:** The shipping agent will send a loading list before dangerous cargoes enter the ARGAZ Terminal. If there are any dangerous loads in this list, their characteristics will be indicated. For this dangerous cargo, the operation planner shall determine a suitable location for the load on site and inform other relevant operational units to unload the cargo to the detected location.

At the stage of entry from the road to the port: When the driver arrives at the main gate of the terminal, he will stop at the Safety stage and give information about the dangerous cargo. The driver will then hand over his documents to the operations officer after entering through the terminal gate. If it is a cargo subject to scale operation, first of all, after entering the port scale, the operation of unloading the cargo to the field or loading directly on the ship will continue. In the case of packaged cargoes, a physical check will be carried out on the correct plates according to the IMDG rules, other IMDG signs and, where mandatory, the UN Number, based on the information previously provided at the control point.

Before arriving at port by ship: Before arriving at port by ship, the operations planner shall identify dangerous cargoes in accordance with the ship's loading plan. For packaged or packaged dangerous cargoes, the appropriate transport name, hazard class, packing group and UN number shall be defined. In case of loads belonging to different hazard classes that will not be discharged as supalan, a field stacking plan will be made in accordance with the separation rules in accordance with IMDG Code Volume 1 Section 7. When the load is unloaded, it will be lowered to suitable sites predesignated and allocated for each load to be stacked.

Dangerous cargoes packaged other than bulk cargo to ARGAZ Port Facility are checked according to IMDG and ADR rules at the port entrance. Cargo that is not properly packed, marked and labeled is not allowed to enter the port.

7.4. Procedures for the supply and possession of the dangerous goods safety data sheet (SDS)

In addition to the measures taken within the scope of the general hazard class in ARGAZ facilities, a Material Safety Data Sheet is requested from the cargo related to the dangerous cargo or dangerous goods or cargo containing dangerous content coming from sea or land to each port facility. All mandatory documents related to dangerous cargoes (transport documents, unloading/loading list, Material Safety Data Sheet (MSDS)), information and documents are sent by the agency. According to the MSDS form, after all security measures are taken, the operational process is started.

The plant handles the Flour 1965 cargo and keeps the cargo safety data sheet up to date.

7.5. Procedures for keeping records and statistics of dangerous loads

Records of dangerous cargoes are recorded by the plant directorate.

8. EMERGENCIES, EMERGENCY PREPAREDNESS AND RESPONSE

8.1. Intervention procedures for dangerous loads that pose/may pose a risk to Cana, property and/or the environment and dangerous situations involving dangerous loads

Collection/unloading, handling, transportation, relocation of dangerous cargoes are carried out with fixed tanks, tanks (portable tank/tank fixed tank) and packaged for services such as detection, inspection, sampling, internal filling/unloading.

Information on bulk dangerous cargoes that are not covered by the operating permit of Marport Port Authorities was not included in the procedure.

8.1.1. Information about IMGD Code

General information about the code is as follows.

- General provisions
- List of definitions
- Classification
- Physical – chemical properties of these products
- Requirements for packaging and classification to categories I, II and III
- List of classification of dangerous goods
- *Complete List of Dangerous* Goods, including UN number of goods, appropriate shipping name, class/division, secondary risks, packing groups, etc.
- Provisions regarding limited and excluded quantities
- The dangers they present
- Labelling and signage system that is easy to understand and enables the identification of possible hazards of products
- Recommendations for stacking on board
- Separation tables
- Product or substance United Nations Identification Number (UN Number)
- Documents that must accompany the goods
- Rules for the prevention of marine pollution
- Provisions relating to packaging/stationary tanksand tanktainers
- Procedures for the documents required for the shipment of dangerous goods, labelling, signage and transportation
- Construction and testing tests for packaging/bottle/stationary tank, medium bulk stationary tanks(IBC) and tanks and road tank vehicles
- Provisions relating to carriage, stacking and sorting
- Special provisions in case of accidents, fire precautions and transport of waste
- Other

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

- Emergency response, fire and spill procedures
- Medical first aid manual
- Notification procedure in case of accident with dangerous goods
- Stacking in transport units
- Risk-free use of pesticides
- INF Code (International Code for the Safe Carriage of Packaged Irradiated Nuclear Fuel, Plutonium and High-Level Radioactive Waste on Ships)

8.1.2. Load characteristics

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

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

In addition to temperature and pressure changes, the dilution of the main substance of the load or the solution to obtain another product with the main substance can also cause changes in the load . The example of ammonia would be quite revealing for the rule.

1005 AMMONIA as dissolved gases in Flour 1043 FERTILIZER obtained by using amenterative solution with free ammonia while carrying class 2.3 toxic gases and side hazard class 8 corrosive properties in the dewatered state non-toxic and non-flammable class 2.2. Ammonia solutions not exceeding 50% are also assigned to Un 2073 and are subject to the classification of non-flammable and non-toxic as dissolved gases. The example of ammonia is very important in terms of understanding this paragraph. When flour is treated with 1005 AMONIC water and is in solution of more than 10% and less than 35% , it ceases to be class 2 and is considered as Un 2672 class 8 corrosive substances.

Reaction rates for chemicals should be defined as changes under changing conditions at a given time. Chemical reaction rates;

- Concentration of the chemical at a given moment
- Temperature/presecurity exposure
- Exposure time
- Quantity (kilograms or liters)

Due to improper use of dangerous goods, the consequences of a chemical reaction can cause:

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

8.1.3. Risks of dangerous goods classes

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

- **Petroleum by-products** – fire and explosion are the main risks. Such as diesel fuel, benzene, liquefied petroleum gas and other fuels.
- **Chemical products** – manufactured and loaded as final products for consumption (industrial, pharmaceutical and agricultural) or as by-products for industrial use. The latter are many of the dangerous goods that are transported and, if not handled properly, can cause great harm to people, transport units and the environment.
- **Minerals** – such as coal, sulfur, mineral concentrates and other metals or asbestos that can cause different diseases, injuries, poisoning or fires.

- **Products of animal or vegetable origin -** as cakes pressed from fish meal, oilseeds and cotton, can cause spontaneous burning, fire or explosions
- **Radioactive materials –** used for various industrial and medical processes, as well as military applications, which can cause immediate harm in high doses or cause cancer and other diseases if exposed to people for a long time, even in small doses.
- Most substances from Class 1 to Class 9 are considered marine pollutants. A marine pollutant is defined as "any substance that would disrupt aquatic organisms living in water."

8.1.4. Working with stationary tanks and tanks

- *Portable* tanks containing dangerous cargo must have a plate with markings in accordance with the provisions of the IMDG Code below. These are;
    - 6.7.2.20 (tanks used for all classes except class 2)
    - 6.7.3.16 (tanks for non-refrigerated liquefied gases and chemicals under pressure – T50 tanks)
    - 6.7.4.15 (tanks for refrigerated liquefied gases – T75 tanks)
    - 6.7.5.13 (tanks used for multi-element gas stationary tanks)

- Box fixed tanks must have CSC safety approval on them.
- Periodic inspections of fixed tanks and tanks should be checked.

The use of stationary tank lifting equipment and accessories, twist lock operations, fastening at height should be kept in good repair. It should be ensured that the defects of the fixed tanks that are being repaired are eliminated.

8.1.5. Things to consider and do when working with hazardous loads

8.1.5.1. Class 2 – Gases

THINGS TO CONSIDER

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

WHAT TO DO

- In the event of large-scale spills and leaks, such as a storage tank or tanker truck, the isolation distance (2.1 meters for flammable gases and 800 meters for other classes) should be insulated.
- Entry into the territory should be prohibited by applying evacuation in the area within the border.
- Closed Circuit Clean Air Inhaling Device and personal protective equipmentshould be fully bird named.
- Enclosed areasshould be ventilated before entering the area.
- When the risk of spillage, scattering, leakage or fire in the box fixed tank is evaluated, the necessity of ventilation before the intervention is checked and if necessary, without intervening in the appropriate time for ventilation should be expected. For example, 6.1 When leakage is detected in the packages of toxic substances, the fixed tank doors must first be opened and the cargo must be ventilated for the appropriate period of time according to the hazard group , and then intervened . .

- In cases where it is safe to stop leakage, this option should be implemented quickly . For this, if the packaging caps and valves are sufficient, the caps, valves should be closed immediately.
- A flooding resources should be closed before the intervention.
- When the gases come out of the container into the atmosphere, they can increase 250-300 times by switching from the liquid form to the gas form. The isolated area must be kept safe until the gases are dispersed.

8.1.5.2. Class 3 – Flammable Liquids

THINGS TO CONSIDER

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

WHAT TO DO

- Loads with the hazard expression H226 do not immediately burn when some loads encounter a source of flame. For example, diesel fuel. When such load mixes with loads with the hazard expression H 224 or H225, the flash points and starting boiling points may change and combustion may occur.
- Static electricity should be combated for all charges with flammable harmful expressions.
- Interventions in load carrying units such as box fixed tanks or IBC tanks should be considered as small-scale spills, leaks and the area should be isolated. Personnel trained in the use of portable fire extinguishers can intervene before the fire grows.
- Load carrying units with an average of 20-30 tons of actual load, such as portable tanks, should be considered as spills and leaks with a large diameter and should be prohibited from entering the zone by applying unloading in areas within the limits of the isolation distance. In such fires, the behemehal fire brigade should be notified and any other flammable objects in the vicinity should be removed from the area.
- The personnel who will intervene must discharge the static electricity on it.
- Closed Circuit Fresh Air Inhalation Device and personal protective equipment should be used for intervention.
- Load carrying units should be ventilated by opening the covers beforehand.
- In cases where it is safe to stop leakage, this option should be implemented quickly . For this, if the packaging caps and valves are sufficient, the caps, valves should be closed immediately.
- A flooding resources should be closed before the intervention.

8.1.5.3. Class 8 Corrosive Substances

THINGS TO CONSIDER

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

WHAT TO DO

- The danger zone should be isolated and entry should be prohibited.
- Closed Circuit Fresh Air Inhalation Device and personal protective equipment should be used for intervention.
- Loads in the danger zone should not be touched and walked on.
- If it can be done safely, the leakageshould be stopped.
- For subsequent disposal, a well must be drilled at a remote point of liquid scattering.
- Intervention personnel must wear protective clothing.

8.1.5.4. Class 9 Miscellaneous Dangerous Goods and Articles

THINGS TO CONSIDER

- Some of the loads belonging to this class are burning, but they do not ignite easily.
- Containers can explode when heated.
- Some of them can be carried warm.
- Inhalation of the substance can be harmful.
- Contact with the substance can burn the skin and eyes.
- Inhaling asbestos dust can cause destruction to the lungs.
- Fire may produce irritating and/or toxic gases.

WHAT TO DO

- The danger zone should be isolated and entry should be prohibited.
- Closed Circuit Fresh Air Inhalation Device and personal protective equipment should be used for intervention.
- Liquid leaksshould be collected with sand or other absorbents.
- Loads in the danger zone should not be touched and walked on.

8.1.6. Things to consider and do when working with hazardous loads

The risk assessment must comply with the OCCUPATIONAL HEALTH AND SAFETY RISK ASSESSMENT REGULATION. The analysis should cover not only employees, but also non-permanent employees, ship crews, visitors who will be affected by the activity. Collective protection measures should be considered before individual protection.

Risk assessments should be updated during periods in the aforementioned regulations and immediately after any incident or when there are significant changes in operations. Many accidents and

losses can be prevented by an appropriate and adequate assessment of the risks arising from work and the adoption of appropriate control methods.

The risk assessment should record the significant hazards and risks of the operation together with the relevant control measures. Risk assessments in port operations should take into account changes such as tidal changes, weather, trim, cargo list, cargo/cargo and ship dynamics.

8.2. Information on the capability, capability and capacity of the coastal facility to respond to emergencies.

8.2.1. Shore resort emergencies

Accordingly, coastal facility emergencies are as follows;

- Fire
- Explosion
- Emission of hazardous chemicals
- Natural disasters
- Incidents and accidents requiring first aid and evacuation
- Food poisoning and
- It is in the form of sabotage.

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

8.2.2. Contingency plan

The objectives of the shore facility hazardous cargoes contingency plan are as follows.

- Always be ready for emergencies related to dangerous cargoes,
- Rapid and effective isolation of emergencies caused by hazardous loads,
- Managing the hazardous situation until fire, fire brigade, AFAD, health and law enforcement forces control the emergency situation to the coastal facility,
- Assisting the incoming emergency service teams by informing them and providing equipment support,
- Protecting all employees and those in the environment from the effects of an emergency

8.2.3. Emergency management

The emergency situations management system caused by hazardous loads is a tool used to solve the coastal facility within the framework of a continuous improvement approach by addressing it systematically and in accordance with the general strategies and should follow the following processes. These are;

- Prevention: Taking regulatory, physical and operational measures to prevent emergencies caused by dangerous loads and to minimize their effects,
- Preparation: Mobilizationof regulations and resources to prevent emergencies caused by dangerous burdens,
- Intervention: Physical and operational activities carried out to minimize the effects of an emergency caused by dangerous loads after it occurs,
- Renovation: Renewal of the section(s) of the coastal facility affected by hazardous loads as soon as possible and arrangements to ensure that those exposed recover from this situation as quickly as possible.

8.2.4. Shore facility de facto emergencies

In case of detection, inspection, sampling, collection / evacuation and all kinds of handling, parking of vehicles and withdrawal from the park, the following emergencies are possible in the coastal facility in case of detection, inspection, sampling, discharge of cargo carrying units containing dangerous cargo.

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

8.2.5. Preventive measures

8.2.5.1. Fire precautions

Preventive measures

- Periodic inspections of the electrical installation are carried out. There are competent personnel to intervene in case of possible malfunctions.
- There are controlled restricted areas where smoking is allowed.
- Periodic inspections of the gas cylinders used in the workshop are checked.
- Lightning rod is available and periodic inspections are complete.
- When not in use,the plugs of the sieve devices are pulled out and are not left uncontrolled.
- Periodic inspections of boilers are carried out.
- Entrances to the boiler room are limited and unauthorized personnel are not allowed.
- The signs and labels of the chemicals that the coastal facility takes to the port for their own use are checked. Information about the content of any chemical packaging can be easily obtained from the signs and labels on the packaging.
- Chemical wastes are also a storage area and landfills are made.

Restrictive measures

- There is a fire fighting team.
- The training of the fire fighting team members is complete and is being renewed.
- Fire drills are held periodically.
- There are emergency exit doors and exit/exit warning signs for rapid evacuation in case of fire.
- Firefighting equipment is immediately accessible within the coastal facility.
- Fire extinguishing equipment is checked regularly.
- Emergency valves are quickly closed to cut off the flow of natural gas.
- The coastal facility has 12 hydrants, 12 fire cabinets, 60 units of 6 kg, 60 units of 12 kg and 20 units of 50 kg ABC dry chemical powder, 20 units of 10 kg CO_2 fire extinguishers.
- Fresh water is used for fire hydrants. It has the ability to use sea water against water interruption. It also has the ability to store 10 tons of water.

8.2.5.2. Precautions for explosion

Preventive measures

- The coastal facility has an explosion protection document.
- Areas in accordance with the provisions of the "REGULATION ON THE PROTECTION OF EMPLOYEES FROM THE DANGERS OF EXPLOSIVE ATMOSPHERES" were identified and hung in the areas related to the plate.
- Electrical equipment used in areas within the explosive atmosphere safety distance is in the appropriate category.

- Safety data sheets of the chemicals used are easily accessible.
- The presence of mechanical and natural ventilation.

Restrictive measures
- Evacuation plans are posted in visible places of the shore facility, where emergency exits and portable fire extinguishers are also shown.
- Firefighting equipment is immediately accessible within the coastal facility.
- Fire extinguishing equipment is checked regularly.
- Emergency valves are quickly closed to cut off the flow of natural gas.

8.2.5.3. Precautions for natural disasters

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

Preventive measures

- Maintenance and inspections of rainwater channels around hazardous cargo stacking areas are carried out regularly.
- The entrance to the coastal facility A gate is blocked against heavy rains and the flood is prevented.
- Snow fighting equipment is used to keep roads open against excessive snowfall.
- During storms, access to empty fixed tank sites is restricted.

Restrictive measures

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

8.2.5.4. Measures for sabotage

Preventive measures

- The entrances to the stacking area, warehouse and IMDG area are controlled.
- Hazardous cargo areas are constantly monitored by security cameras.
- For coastal facility needs, the entry to the areas where flammable, flammable materials are stored is restricted and the entry of unauthorized personnel is prevented.
- Records of the drivers of vehicles entering the port are kept.

Restrictive measures

- The first thing to be done in the detection of sabotage in hazardous cargo areas is to provide behemehal information to law enforcement agencies.
- Emergency sirens should sound.
- Evacuation plans indicating emergency exits should be in visible places in workplaces.

8.2.5.5. Precautions for dangerous loads

Preventive measures

- Whichever is possible for chemical emissions that may occur from cargo carrying units containing dangerous cargo; their valves must be closed, the cargo covers must be closed, their packaging must be closed.
- Loads are stacked in accordance with the separation provisions of MSC.1/Circ.1216.
- There is natural ventilation for loads in the hold.
- Persons without a permit are restricted from entering the warehouse, IMDG site and G7 stacking area.

Restrictive measures

- Personnel and cargo interests that provide services such as detection, inspection, sampling use personal protective equipment appropriate to their work.
- Personnel are trained to use appropriate personal protective equipment according to the hazard class.
- Employees in the field are capable of using portable fire extinguishers in case of fire caused by dangerous loads.
- An evacuation plan is available to ensure rapid evacuation against possible chemical spread and leakage.
- Evacuation plans hang in visible places at the coastal facility.

8.3. Regulations on the first response to accidents involving dangerous cargo

(Procedures for first intervention, first aid facilities and capabilities, etc.).

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

When an emergency situation caused by dangerous loads occurs, the negativities that may be encountered during the intervention are as follows.

- Difficult conditions of struggle; inability to intervene closely, transportation difficulties, weather conditions, high risk of freight transport units.
- Emotional and psychological negativity; the fact that there is a time constraint in the interventionto the dangerous situation that arises as a result of emergencies caused by dangerous loads, whether it is dead or injured, the deep responsibility felt to help.
- Physical fatigue; performing heavy work for intervention, exhaustion as a result of long intervention times.

8.3.1. Emergency response to fire

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

8.3.2. Emergency response to an explosion

- To the upper supervisor in a rapid manner that detects the explosion caused by dangerous loads; provide the area where the explosion occurred, the mark, label and orange plate information on the load carrying unit caused by the explosion, if any.
- Upon noticing an explosion , the nearest emergency button must be pressed.
- Fire brigades and other emergency services should be called to inform about the explosion and the injured, if any.
- In line with the instructions of the emergency teams, exit from the emergency exit and go to the emergency assembly area . It should be included in the counting to be made here.
- Personnel designated from emergency teams should cut off the natural gas and electricity of the workplace. It should act by checking whether explosive chemicals pose a danger.
- The firefighting team must begin extinguishing operations with emergency equipment to prevent a fire from starting or growing after an explosion.
- The search and rescue and evacuation team must ensure that employees are evacuated from the area where the explosion occurred and from the entire workplace and that they reach the safe place. After helping the injured with a safe place, the search and rescue operations of the injured should begin within the framework of the training they receive.
- The first aid team should provide first aid to the wounded.
- Officials should be informed about the explosion. Contributions should be made to the reports prepared afterwards.

8.3.3. Emergency response to natural disasters

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

- Everyone should be notified with the emergency notification button. If this is not possible, those around should be warned audibly.
- Those who are in the closed area should prefer columns, under the beams, high places as the closest first protection zone according to the type of disaster. Those in the open area should remain in the protection zone.
- The evacuation process should begin immediately and go to safe places.
- If there are any injured people, first aid teams should intervene .
- The valves should be checked for leaks.
- Natural gas and electrical installations should be turned off.

8.3.4. Emergency response requiring first aid and evacuation

- First aid teams should be informed quickly for situations requiring first aid and evacuation caused by dangerousloads.
- Members of the first aid team should intervene with the wounded and relay information to the superior supervisors.
- An ambulance should be used when necessary and even 112 should be asked for support.
- The directions of the workplace physician and occupational safety specialist should befollowed.

8.3.5. Emergency response in cases of sabotage

As soon as sabotage occurs in hazardous cargo storage areas, the supervisor must immediately be notified.

- Suspicious package finding
- Suspicious person identification
- Action or demonstration in hazardous cargo areas (transportand vehicle drivers or employees should also be considered).
- Security guards should be notified.
- Emergency servicesshould be informed.

- A safe area must be chosen and the position maintained.
- The suspicious situation should not be watched as a bystander.
- They should act according to the relevant emergency response procedures such as fireand explosion.

8.4. On-site and off-site notifications in case of emergency.

Coastal facility "EMERGENCY MANAGEMENT PROCEDURE" is applied.

8.5. Accident reporting procedures

According to Article 11-(1) l of the Regulation on the Carriage of Dangerous Cargo by Sea and the Safety of Loading Regulations on the *Responsibilities of the Coastal Facility Operator*; Accidents related to dangerous cargoes, including accidents at the entrance to closed areas, must be reported to the port authority.

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

In the directive, the incident is not included in the accident notification form because it is considered as a series of events or incidents other than the accident that takes place in connection with operations and activities and endangers the safety of people or other persons and the environment, which may be dangerous if not corrected, but the form can be used in both accident and incident notification.

ACCIDENT NOTIFICATION FORM

S.No	Notification subject	Explanation
1	When the accident occurred,	
2	If the accident is known, how it occurred and why,	
3	The place where the accident occurred (coastal facility and/or ship), its position and area of impact,	
4	If there is a ship involved in the accident, information (name, flag, IMO number, owner, operator, cargo and quantity, name of the captain and similar information),	
5	Meteorological conditions,	
6	The UN number, the appropriate carriage name (to be based on the legislation specified in the definition of dangerous goods) and quantity of the dangerous goods,	
7	The hazard class of the dangerous goods or the sub-hazard section, if any,	
8	Packaging group, if any, of hazardous substances,	
9	Additional risks of hazardous substances, such as marine pollutants, if any,	

10	Marking and label details of the dangerous goods,	
11	Characteristics and number, if any, of the packaging, cargo carrying unit and fixed tankin which the dangerous goods are transported,	
12	Manufacturer, sender, carrier and receiver of dangerous goods,	
13	The extent of the damage/pollution that has occurred,	
14	The number of injured, dead and missing, if any,	
15	Emergency response practicesbuilt by the coastal facility for accidents.	

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

All accidents involving Dangerous Goods will first be coordinated with the Port Authority. With the notification of the Port Authority, support and cooperation will be provided with the Hospital, Fire Department, AFAD, and the relief units of neighboring facilities.

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

- First of all, measures will be increased in the facility,
- Teams will be prepared to assist the neighboring facility,

Given the urgency of the situation and the extent of the danger, assistance and support teams will be deployed to respond to the incident when it is assessed that they do not have the opportunity or time to seek assistance.

By evaluating the class, quantity and hazard risk of the cargoes in the hazardous cargo area and the field of cargoes, preparations will be made for measures such as evacuation and dilution of the cargoes, and lifting the ship instead of anchor if there is a ship in the interface.

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

Emergency dialing phones

Fire Brigade (Fire Notification)	110
IFire Brigade	112
Ambulance	112
Policeman	155
Gendarmerie	156
Natural gas	187
ISKI	185
BEDAS	186
HOSPITAL (Marmaraereğlisi State Hospital)	112
Provincial Disaster and Emergency Directorate (AFAD)	110
Fuzz	153
Electrical fault	186

Coastal facility manager: Mehmet Dumlu	0(535)623-6722
Poison Advice	114

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

The coastal facility "SHIP EMERGENCY HAZARD CONTROL PROCEDURE" is applied.

8.8. Procedures for handling and disposal of damaged dangerous cargoes and wastes contaminated with hazardous loads

There is a specially designated area for operations for damaged cargo handling units and packages containing dangerous cargo. The facility has 2 leakage pools with a fixed tank capacity of 40 feet . There is a suitable drainage system for the discharge of load residues poured into the leakage pools.

When the fixed tank containing such loads is ready for services such as detection, inspection or sampling with the discharge of the leakage caused by the damaged package into the pool, pre-process cleaning is carried out and service is provided after the laying process.

Damaged cargo transport units that carry out port exit procedures are taken out of the behemehal facility by taking the necessary precautions for the environment when the danger of leaked packaging is minimized, or the service is provided after the necessary measures are taken to provide service.

In addition, the fixed tankhas a portable leakage pool with a capacity of 2 tons for damaged packages that do not cause any damage and only for damaged packages that are caused by the damage of the package itself and where there is a risk of contamination of other packages with load residue. It is used for packaging load damages that may occur during detection, inspection or sampling processes and service is provided after the preparation of the necessary minutes after the leakage is over and the packaging is cleaned.

Wastes left over from the cleaning of cargo carrying units containing damaged hazardous cargo are considered as hazardous waste. These wastes are classified according to the hazard class of the cargo. The classification for hazard wastes belonging to different hazardous classes that do not react with each other is carried out according to the provisions of IMDG Code 2.0.3.6 hazard priorities. This also applies to waste of sorbent material or sample containers that may occur after sampling hazardous cargoes.

Cargo handling units containing explosives shall not be loaded on board. When such cargoes are detected before the entrance of the facility, they will not be accepted to the coastal facility and

when they are detected in the facility, they will be notified to the port authority without waiting and they will be removed from the facility.

When damage occurs in the packages or cargo transport unit during the handling of cargo transport units containing explosive materials, the operation is immediately stopped and the port authority is notified. If it is possible to replace the packages for the damaged cargo that is subsequently noticed in the facility or for the cargo damaged during handling, the renewal process can be carried out by taking the necessary safety and security measures under the supervision of the HSE unit and TMGD. This process should be carried out in the area reserved for explosive substances.

8.9. Emergency drills and their records.

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

Personnel working with dangerous loads are made ready for a possible emergency by rehearsing emergency situations with drills. All of the exercises are scripted, informed and unannounced. After the exercise, the report is prepared and recorded.

Exercises;

- Offshore ISPS exercises
- Exercises to improve the ability to use portable fire extinguishers
- Dangerous loads are in the form of spillage, scattering drills .

8.10. Information on fire protection systems.

Coastal facility "EMERGENCY MANAGEMENT PROCEDURE" is applied.

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

Coastal facility "EMERGENCY MANAGEMENT PROCEDURE" is applied.

8.12. Precautions to be taken in cases where fire protection systems do not work.

Coastal facility "EMERGENCY MANAGEMENT PROCEDURE" is applied.

8.13. Other risk control equipment.

Coastal facility "EMERGENCY MANAGEMENT PROCEDURE" is applied.

9. OCCUPATIONAL HEALTH AND SAFETY

9.1. Occupational health and safety measures

The coastal facility "OHS INTERNAL REGULATION" is applied.

9.2. Information about personal protective clothing andproceduresfor their use

The coastal facility "PERSONAL PROTECTIVE EQUIPMENT AND WORKWEAR MANAGEMENT PROCEDURE" is applied.

9.3. Closed area entry permit measures and procedures

9.3.1. Indoor hazards

Working indoors can pose a risk of death or serious injury. This can be caused by exposure to the hazard of the load in confined spaces containing dangerous loads, lack of oxygen and hazard conditions of the load in the form of solids, liquids or gases. These are;

- Warehouse
- Potholes that may form
- Tanks, stationary tanks
- Pressure vessels
- Boilers
- Manholes
- Chat rooms
- There may be rooms etc. that are not ventilated or do not have good ventilation ability.

It should be noted that personnel working in confined spaces face the risk of death or serious injury. This also applies to the rescue team, which does not receive the right training and does not use the appropriate equipment. Rescue intervention should be carried out remotely if possible. If there is a possibility of finding a solution by avoiding working in closed areas, this option should be tested.

The hazards arising from hazardous loads when working in closed areas are as follows.

- Lack of oxygen, especially due to the suffocating effect of dangerous loads in the form of gases
- Lack of natural lighting
- Powders of dangerous loads in the form of solids
- The ability of liquid hazardous loads to fill enclosed spaces. This must also be taken into account for strict hazardous loads.
- Working conditions that increase body temperature during work
- The formation of toxic, flammable gases, fumes or vapors caused by the fact that the working equipment is emitted into the working environment and even caused by the peculiarity of the dangerous load itself
- As a result of the narrowness of the closed space, even light gases create an asphyxiant environment

If working indoors is inevitable; The time to be worked, the work to be done, the appropriate training of the personnel, the physical, physical effort or effort needed potentially, the health suitability (age, weight, resistance, etc.) of the personnel to perform the task, the competence of the rescue teams for possible accidents should be included in the risk assessment and the following working environments should be taken into consideration.

- How the methods of entry and exit to the enclosed space will be. If possible, an entry-exit rehearsal should be made to the closed area before the work starts and this period should be noted. Especially the exit rehearsal should be done slowly and calmly. For critical thresholds such as

being able to trip and fall, crash and lose consciousness, the threshold for those who try should be differentiated.
- Lighting. Flammable especially portable ex-proof equipment should be preferred in closed areas where hazardous loads (class 2 and class 3 including side hazards) are present.
- Lack of oxygen. A break should be taken for half the time when the oxygen in the area will be sufficient, and if necessary, the employee should be replaced by another attendant who has the ability to do the same job.
- Side hazards of the work done. For example; If it is necessary to weld in closed areas containing dangerous loads, the toxic gas that will be released by welding fumes should be taken into consideration.
- Communication methods to use to sound the alarm.
- Evacuation when necessary.

Working materials must be considered. These are;

- Tools such as traction and murch that come into contact with the metal parts of the enclosed space will be able to produce sparks. If it works, plastic hammers should be preferred. It should be taken into account that this situation may cause the officer to make additional effort.
- Waste that will be generated
- Smoke and
- It is in the form of access to the tools and equipment needed.

9.3.2. Indoor measures

If possible, access to enclosed spaces should be avoided. It should not be forgotten that work in enclosed spaces containing dangerous loads can cause serious injuries and even death. Other solutions should be sought for the work to be done, the possibilities should be tested and the conditions should be forced.

When access to the closed area is inevitable, a work permit must be obtained and emergency procedures must be applied before the work begins.

It should be confirmed by the unit issuing the work permit that the personnel who will carry out the work have knowledge and experience about the work to be done. The dangerous goods safety consultant must be informed before the work begins.

Aeration

It should be ensured that there is proper ventilation in the working environment and if necessary, temporary ventilation should be applied before the work begins. For this, approval must be obtained from the workplace physician.

If there is no or limited natural air supply in the area to be worked , it may be necessary to use a respirator to provide air supply to the user. For this, approval must be obtained from the workplace physician.

Isolation

Some services may need to be temporarily suspended in order for employees to work safely in confined spaces containing hazardous loads. The water, electricity and gas systems of the respective area can be temporarily deactivated.

Personal protective equipment

Officers working in confined spaces containing hazardous loads are required to use personal protective equipment appropriate to the job. The equipment to be used must be chosen correctly so that it

does not pose another danger. Personal protective equipment that would prevent overheating or communication or restrict movement should not be preferred. For this, the employee must also be suitable for the personal protective equipment to be used. In other words, both the conditions that the personal protective equipment is suitable for the job and the employee's suitability for the personal protective equipment should be sought together.

Employees; use eye and ear protection equipment, hand-foot and head protection equipment, a respirator, thermal clothing if necessary and, if necessary, appropriate seat belts.

The personal protective equipment in the coastal facility is as follows.

- Protective goggles
- Half and full face mask
- Dust mask
- Gas detector
- Air tube breathing apparatus
- Seat belt and
- Can rope

Emergency procedures
Appropriate and adequate measures must be taken to ensure the safe rescue of workers in confined spaces before starting work.
In addition, first aid procedures, safety of rescuers and contact with emergency services should be considered.

The emergency procedure should also consider the following.

- It should be an effective means of communication to sound an alarm, both indoors and by someone from the outside.
- Rescue and first aid equipment should be provided.
- When a rescue operation is needed, units near the enclosed area containing dangerous cargo may be temporarily taken out of service.
- Emergency services should be planned for how they can reach staff when needed, what are the access routes, and information about hazards should be provided.
- Rescue team members should be trained, ready to respond, protected against the cause of an emergency, and know how to use equipment provided for rescue, such as a respirator, life-saving rope or firefighting.
- Those who work indoors should be trained in their work and, if necessary, trained in the use of respirators.

9.3.3. Enclosed space entry procedures

9.3.3.1. Inspection of the enclosed space and filling out the control form

Before entering the enclosed area, the area must be evaluated and *the Closed Area Entry Permit Form must be completed.*

The form should contain at least the following information.

- Description and location of the enclosed space
- Purpose of entry into the region
- Known and potential hazards (information on dangerous cargo)
- Required isolation methods (e.g. lockout/tagout)
- Environmental conditions of the enclosed space
- Atmospheric readings to verify that acceptable environmental conditions are being met and maintained
- Rescue services, procedures and equipment that may be required in the event of an emergency

- Communication procedures to be used
- Personal protective equipment to be used
- Any additional information regarding the specific conditions of the enclosed space
- The names of the following:
    - Who allowed entry
    - The section supervisor who commissioned the work
    - Staff to do the job
    - Restricted domain responsible
    - Occupational safety officer

9.3.3.2. Obtaining permission to enter the confined area

In confined spaces containing dangerous cargoes, personnel must notify the person who allowed entry before entering the area.
The person who allows entry files all records such as what the dangers of the confined area are, what measures are taken, the personnel information entered, healthy communication routes, rescue and first aid measures.
The person who allows entry will then properly review and approve the entry form. Attach a copy of the form to the file for future reference.

9.3.3.3. Preparation of the indoor entrance team

Before entering a confined space, all relevant employees who will enter the enclosed space must attend a preparatory meeting that includes the following topics:

- Discussion of real and potential hazards
- Review of emergency procedures, including rescue and evacuation
- Filling out the entry form by all team members to acknowledge that they understand the hazards associated with the enclosed space
- Provision of personal protective equipment
- Discussion of the location of the enclosed space and other important information

9.3.3.4. Monitoring of the indoor atmosphere

Due to inadequate ventilation and physical structure, the atmosphere in enclosed spaces can be truly or potentially dangerous. Atmospheric hazards include.

- Oxygen deficiency or oxygen-rich atmospheres
- Flammable atmospheres
- Toxic atmospheres
- Any other atmosphere that is immediately dangerous to life or health

Personnel trained in monitoring the indoor atmosphere in indoor work should monitor and take note of the following points.

- Oxygen content
- Flammable atmosphere
- Potentially toxic pollutants

Oxygen Atmospheres
Oxygen-enriched atmospheres are more than 23.5% oxygen; oxygen-deficient atmospheres are less than 19.5% oxygen. Certain chemical or biological reactions can reduce oxygen over time, but its working processes, such as cutting or welding, can reduce oxygen content very quickly. When hot work is done in an enclosed space, oxygen levels should be tested regularly. The graph below summarizes the human response to various oxygen levels.

Odds (%)	Physical Impact
23,5	Oxygen enrichment
19,5-16	No impact
16-12	- It accelerates in breathing. - The heartbeat accelerates. - Attention, thinking and coordination disorders are observed.
12-10	- There is difficulty in making decisions. - Muscle control is weakened. - Muscles get tired quickly. - Intermittent breathing is observed.
10-6	- Nausea and vomiting - Difficulty moving or loss of movement. - Unconsciousness that can result in death
6-8	- Difficulty breathing - Cluttering - Death in a few minutes
6-4	- Coma and death in 40 seconds

Table 1.x Human response to oxygen concentration

Flammable Atmospheres

Flammable atmospheres contain enough oxygen and flammable steam, gas, or dust to ignite and support a fire or explosion when exposed to flames, sparks, or heat. Oxygen-rich atmospheres and hazardous atmospheres that exceed lower flare limits are extremely flammable and dangerous.

Toxic Atmospheres

Toxic atmospheres can cause injury, disease, or death. Safety concerns include inhalation and skin exposure. If the identity of the toxic atmosphere is known, all appropriate Safety Data Sheets (SDS) for threshold limit values and recommended personal protective equipment should be checked. If the identity of the toxic atmosphere is unknown, a maximum PPE (respirator) should be used.

9.3.3.5. Indoor ventilation

Ventilation controls the atmospheric hazards of an enclosed space by replacing unsafe air with clean, breathable air. There are several methods for airing a closed space. The method and equipment used depend on the following factors:

- Size of the enclosed space
- Atmosphere
- The source of makeup air

For most enclosed spaces, fans or other air-moving equipment can provide adequate ventilation. Two common types of mechanical ventilation include ventilation with a fan and with an aspirator. In some cases, both can be used. (Ventilation with aspirator was used instead of exhaust system).

Aspirator ventilation catches and removes contaminants at exit points. This type of ventilation method is ideal for flammable and toxic substances produced in a single point (e.g. hot works and works involving cleaning solvents). When using this type of ventilation system, the aspirator inlet should be kept close to the work being done. This type of ventilation system should not be used for widely dispersed contaminants or enclosed spaces that make ventilation difficult. Instead, ventilation with a fan should be used.

Ventilation with a fan cleans the atmosphere by supplying and consuming large volumes of air. Since this system does not reduce the amount of pollutants released, it is not recommended for highly toxic atmospheres. Aeration with a fan is ideal for providing oxygen and controlling low concentrations of highly non-toxic materials. When using this type of ventilation system during hot operation, the

atmosphere must be constantly monitored and, if necessary, a compressed air breathing apparatus (SCBA) should be used.

Ventilation alone cannot reduce some atmospheric hazards to safe levels. An atmospheric testmay be needed to verify whether the ventilation system is successful.

The following guidelines should be followed for ventilation of enclosed spaces.

- From the safety data sheet for the dangerous cargo, the hazard class of the substance and its side class, if any, should be determined and the characteristics of the relevant class should be defined. For example, flammable, toxic, corrosive, etc.
- Ventilation should be started before work begins to ensure that the area is safe before entering the enclosed space.
- The atmosphere should be tested before entering to verify that the ventilation system is working properly and that the area is safe.
- It continues tobe ventilated as long as there is work in the closed area , or at least until oxygen levels and hazardous concentrations are within safe limits.
- If working indoors can make the air unsafe (e.g. hot work, painting, solvent use, sandblasting, etc.), ventilation should be continued.

9.3.3.6. Preparing for entrance to the enclosed space

Employees must complete the following steps to prepare enclosed spaces for entry:

- Using guards and barriers (including delinators, signs, rope or tape), the entrance area to the enclosed space should be separated from other areas in the vicinity.
- To avoid flammable, toxic and corrosive hazards, the indoor area should be ventilated andemptied if possible.
- All electrical, mechanical and pneumatic energy sourcesmust be insulated.
- Ensure that all employees are wearing appropriate personal protective equipment and that all persons wearing respirators are properly trained in their use.
- Ensure continuous ventilation when necessary.
- When working in a potentially flammable atmosphere, ensure that non-sparking tools and explosion-proof equipment are used.
- Gas cylindersshould be positioned for cutting or burning outside the enclosed space.
- Make sure that a compressed air breathing apparatus (SCBA) is available.
- Personal protective equipment, including life-saving ropes, cranes and harnesses, should be acquired when necessary,and ensure that the equipment is checked as planned.
- From the safety data sheet of the cargo, the hazard class of the cargo and its side class, if any, should be examined and precautions should be taken against swallowing hazards such as liquid, dirt and dust of the cargo.

9.3.3.7. Security operations

Life support safety is very important during indoor operations. The following items are requirements for the protection of enclosed spaces.

- Employees must wear appropriate personal protective equipment at all times.
- Employees should use seat belts, life ropes and/or cranes as appropriate.

Personnel conducting indoor surveillance are responsible for the following.

- Keeping a record of all authorized entrances operating in the confined space.
- Constant verbal communication with authorized participants in a confined space.

- To take the necessary precautions and measures to prevent unauthorized persons from entering a closed area.
- Initiating evacuation procedures when conditions inside or outside the enclosed space pose a new hazard.

All employees must evacuate an enclosed space when one or more of the following conditions occur.

- When the indoor supervisor orders an evacuation
- When automatic atmospheric alarm sounds are heard
- When authorized participants are convinced that they are in danger

9.3.3.8. Emergency procedures

If an employee is unable to vacate the enclosed space in an emergency, the indoor supervisor should contact rescue personnel by radio or other means.

The indoor supervisor and other employees outside the enclosed space should attempt to rescue the employee exposed to the hazard from the enclosed space using a lifeguard rope.

Under no circumstances should unauthorized employees enter a confined space in an emergency.

Indoor entrance permit form

WORK PERMIT FORM IN CLOSED AREAS CONTAINING DANGEROUS CARGO			
Information on dangerous goods			
Full Shipping Name		Flour No:	
Side class, if any,		Packing group:	
Work Area:		**Indoor Supervisor/Supervisor**	
		Name-Surname:	
		Signature	
People to Work			
Name -Surname	Task	Respirator	Safety belt
1.			
2.			
3.			
4.			
5.			
To Do:		**Supervisor**	
		Name-Surname:	
Ambient Measurement		**Limit value**	**Measured value**
Oxygen		%18-%21	
Carbon monoxide		50 ppm	

Hydrogen sulfide (minimum permissible lower limit of life hazard in air)	10-700 ppm	
Methane (explosion limits)	%5-%15	
Issues to be checked	**Yes**	**No**
Is there continuous air circulation?		
Is secure check-in/check-out provided?		
Is the lighting sufficient?		
Do you need hazardous energy isolation?		
Is it ensured that a person is constantly waiting outside the enclosed space?		
Do the personnel who will enter have seat belts and enough rope attached to it?		
Is a roller system required for emergency exit?		
Is an emergency alarm device necessary?		
Personal protective equipment (for indoor areas)	**Yes**	**No**
Gas mask with oxygen cylinder		
Air-fed face mask		
Face mask (with chemical cartridge)		

The official who commissioned the work	**CAN START WORKING**
Name-Surname:	Name-Surname (OHS Officer):
Signature:	Signature:
History:	History:
Hour:	Hour:

10. OTHER CONSIDERATIONS

10.1. Validity of the Dangerous Goods Conformity Certificate:

ARGAZ Port Facility, which handles dangerous goods , has prepared a dangerous goods guide that includes cargoes belonging to each hazard class it handles commercially. This guide contains mandatory information such as all detailed information for the dangerous goods classes handled, emergency action plans, intervention procedures, medical first aid requirements when necessary, and all port facility and subcontractor employees dealing with hazardous materials have been made aware of these plans as per the definition of their duties. When the detailed instructions regarding the Dangerous Cargo Conformity Certificate are announced by the Administration, the Dangerous Cargo Conformity Certificate prepared by ARGAZ will be revised and approved within the scope of the instructions.

In case of a change in the relevant conditions, the Administration shall be notified of this change in writing within 30 days at the latest and the necessary conditions shall be re-provided within 90 days.

10.2. Defined Tasks for a Dangerous Goods Safety Advisor

It is defined in Article 23 of the Communiqué No. 29007 "On Dangerous Goods Safety Consultancy" published in the Official Gazette on May 22, 2014.

10.3. Matters relating to those carrying dangerous goods arriving at the shore facility by road/leaving the shore facility

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

10.3.1. Considerations including occupational health and safety measures

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

1. Dangerous Cargo Declaration
2. Dangerous Goods Transport Waybill
3. Multimodal Hazardous Load Form
4. Dangerous Goods Manifesto
5. Packing and Stationary tank/Vehicle Loading Certificate
6. Safety Data Sheet
7. Transport document showing exemption for carriage under ADR/RID/IMDG Codes 3.4 and 3.5
8. Transport document showing exemption for carriage within the scope of ADR 1.1.3.6
9. For carriages covered by ADR
    a) Suitable for carriage and valid SRC 5 certificate
    b) ADR written instruction
    c) Vehicle Conformity Certificate suitable and valid for carriage
    d) Transportation document
10. Equipment required to be in the vehicle (according to its respective class in accordance with ADR 8.1.5)
    a) Wedge (all classes)
    b) 2 erectible warning signs (all classes)
    c) Reflective vest (all classes)
    d) Portable lighting tool (all classes)
    e) Protective gloves (all grades)
    f) Eye protection equipment (all classes)
    g) Eye rinse fluid (all classes except class 1 and class 2)

h) Shovel (solid and liquid only 3, class 4.1, class 4.3, class 8 and class 9)
i) Sewer cover (solid and liquid only 3, class 4.1, class 4.3, class 8 and class 9)
j) Collection container (solid and liquid only 3, class 4.1, class 4.3, class 8 and class 9)
k) Emergency mask (class 2.3 and class 6.1)

11. CSC Certificate for transports with fixed tank
12. Certificate in the load handling unit (CTU) and in the case of the use of heat-treated wood for loading safety or transportation
13. Loading safety certificate showing that the loads in the fixed tank or vehicle are properly secured under the IMDG Code (except for fragmentary loads with no gaps and solid/liquid bulk cargoes)
14. Certificate of conformity to transportation of those who contain harmful gases or fumigation applications in the cargo transportation units coming to the port facility and in the cargo transportation units leaving the port facility as a result of the risk assessment or if the gas measurement has been made
15. Certificate of professional competence appropriate to the class of dangerous cargo carried by vehicle drivers (SRC 5)
16. Freight transport units that will continue their journey by road from the K heat plant must be fitted with orange plates and hazard warning signs in accordance with the provisions of ADR 5.3. It is sufficient to have an orange plate on the front and back of vehicles carrying dangerous loads with p accredits, except for Class 1 loads. In addition, no hazard warning signs are required (this provision applies when class 7 handling is not carried out at the port. In any case, this classdoes not have an operating permit. If there was an S class 7 operating permit, it would be mandatory to install this hazard warning sign).

Dangerous cargoes arriving at ARGAZ Port Facility cannot be transported without the mandatory documents related to transportation listed above, orange plates and hazard warning signs. Loads that are not properly secured under the IMDG Code are also treated as dangerous cargo.

The speed limit in the port area is set at 20 km/h.

10.3.2. Transport legislation requirements

Within the scope of Article 8-(2) of the Regulation on the Carriage of Dangerous Goods by Road, at the entrances and exits of the coastal facility;

- Transport document in accordance with ADR 5.4.1
- Periodic inspections of load carrying units
- Hazard warning sign/sign and orange plate checks are carried out.

10.4. Matters relating to those carrying dangerous goods arriving at the shore facility by sea/leaving the shore facility

(day/night signs to be displayed by ships and sea vessels carrying dangerous goods at the port or coastal facility, cold and hot working procedures on ships, etc.)

If a ship is to participate or is participating in an operation related to the transport or handling of dangerous cargoes at the port site, a special type of signal that may appear day and night shall be used. Dangerous cargoes include the following cargoes:

- bulk liquid loads in closed container with flash point below 60ºC;
- Flammable and/or toxic bulk gases; and
- Liquid explosives that have lost their sensitivity allocated to class 3 and solid explosives that have lost their sensitivity allocated to class 4.1.

The reason for using the day or night signal is to inform marine traffic and personnel within the port area about the increased danger due to the presence and handling of dangerous cargoes in the environment. The signals and signals to be used are as follows:

- Daytime: "B" pennant and

(Bravo: I load, unload, or transport dangerous cargo)

- At night, flashless red light visible from 360°.

10.5. Additional Considerations to be Added by the Coastal Facility

10.5.1. Prohibited activities

(Ports Regulation) ARTICLE 21 –

1) In the approach channels of coastal facilities, at breakwaters, at berthing and mooring places and at anchorage sites; it is forbidden to engage in all kinds of aquaculture fishing, sailing, rowing or other water sports activities and swimming.

2) Boats for sports, sightseeing and recreational purposes must sail in a manner that does not interfere with the activities of other ships and sea vessels in the harbor area, in the area limited to breakwaters and in the bays, and at a speed that will not cause damage. The Port Authority shall determine the appropriate speed limit where and where it deems it necessary.

3) Ships and vessels arriving to connect to the buoy or leaving the buoy, and ships and vessels other than those used for services of coastal facilities, shall not pass between buoys and buoy lines.

4) Ships and vessels, other than those used in the service of aquaculture facilities and fish cages, shall not come within more than two hundred meters of aquaculture facilities and fish cages.

5) Ships and sea vessels cannot be connected and docked in places that do not have a coastal facility operation permit and in places that are not in the operation or ownership of any institution / organization. However, the Administration may make temporary arrangements for the facilities it deems appropriate in case of emergency.

6) Ships and sea vessels with an extreme trime or dangerous propensity and those at risk of environmental pollution due to any damage, ships and sea vessels that tow reserves and do not have documents related to carrying dangerous cargo, but carry dangerous cargo, may not approach or leave the coastal facilities without the permission of the port authority.

10.5.2. Other matters subject to the permission of the port authority

ARTICLE 22 – (1) Before the construction of coastal structures and the establishment of aquaculture areas to be carried out after obtaining the necessary permissions and approvals from the relevant institutions / organizations, the relevant persons shall obtain permission from the port authority to start the activity.

(2) It is mandatory to obtain permission from the port authority before buoyancy, diving, seabed and underwater works, seabed dredging and similar activities. Ships and sea vessels used in such

activities display daytime signs with lanterns in accordance with the legislation and give sound signs.

(3) It is obligatory to submit a request for permission to the port authority at least 15 days in advance for races starting from one port administrative area and ending at another port administrative area, and at least 7 days before for other competitions and activities.

(4) Races and similar activities or organizations cannot be organized in the port administrative area unless permission is obtained from the port authority.

(5) Water sports to be carried out in the port administrative area are carried out within the scope of the Regulation on Sports Activities for Tourism Purposes and other relevant legislation published in the Official Gazette dated 23/2/2011 and numbered 27855. The powers of the port authority to ensure the safety and security of life, property, navigation and the environment related to water sports for tourism purposes are reserved. The port authority is authorized to make all kinds of restrictions and to stop these activities by taking into account the safety and security of life, property, navigation and the environment.
(6) Unless permission is obtained from the port authority, other ships and sea vessels cannot be aborted on the boards of ships and sea vessels located at anchor or in coastal facilities. The fact that agency and food engines, public vessels, refueling vessels, water tankers and coastal facilities service vessels are aborted is outside the scope of this paragraph and such vessels shall carry out their services in coordination with the coastal facilities enterprises, with the knowledge of the head of the port.

(7) The captain or agent of the ship that will resupply fuel, oil and water shall notify the relevant port authority before the replenishment operation.

(8) Fishing boats and yachts; they can be abort to each other's boards in coastal premises, they can not make double row binding.

(9) Ships and sea vessels in the port areas unless permission is obtained from the port authority; repair, scraping and painting, welding and other hot work may not carry out the lowering of the lifeboat and/or boat into the sea or other maintenance work. If the ships and sea vessels to carry out these works are in the coastal facility, they must coordinate with the coastal facility operation.

(10) Coastal facilities located in the port administrative area shall notify the Department of Navigational Hydrography and Oceanography of the Naval Forces Command for the inclusion of their geographical location on the relevant nautical maps.
(11) Ships and vessels may not change their mooring areas without permission from the port authority. However, those who are unable to stay where they are due to adverse weather and sea conditions can leave their places and anchor at safer mooring sites. Those concerned shall notify the port authority as soon as possible. The arrangement for the application of this paragraph shall be made by the port authority concerned in places where there is a ship traffic services center.

(12) Ships and sea vessels that will not engage in any activities in the coastal facilities but are moored in the mooring areas for shelter due to force majeure events such as weather opposition and situations that endanger navigation, life, property, environmental safety and security shall immediately notify the relevant port authority and/or guidance organization. The arrangement for the application of this paragraph shall be made by the port authority concerned in the places where there is a Ship Traffic Services Center.

(13) Ships and vessels cannot dock at the head of ships and sea vessels docking in the stern.

(14) The floating equipment to be used in the beach areas within the borders of the port and in front of the coastal hotels, motels, holiday villages, sites, in the sea areas up to 200 meters from the shore to determine the boundaries of the swimming area are determined by the relevant persons and prepared and maintained completely between April 1 and November 15 every year. Ships and sea vehicles cannot enter the designated swimming areas. The port authority is authorized to make changes in the boundaries of the swimming area based on the safety and security of navigation, life, property and environment.

(15) Carrying out limbo activity in the port administrative area is subject to the permission of the port authority.

(16) The backup process is carried out with the permission of the port authority within the framework of the procedures and principles determined by the Administration.

(17) In each port, vaulting and mooring needs and related arrangements are made by the port authority, and the operating procedures and principles are determined by the Administration.

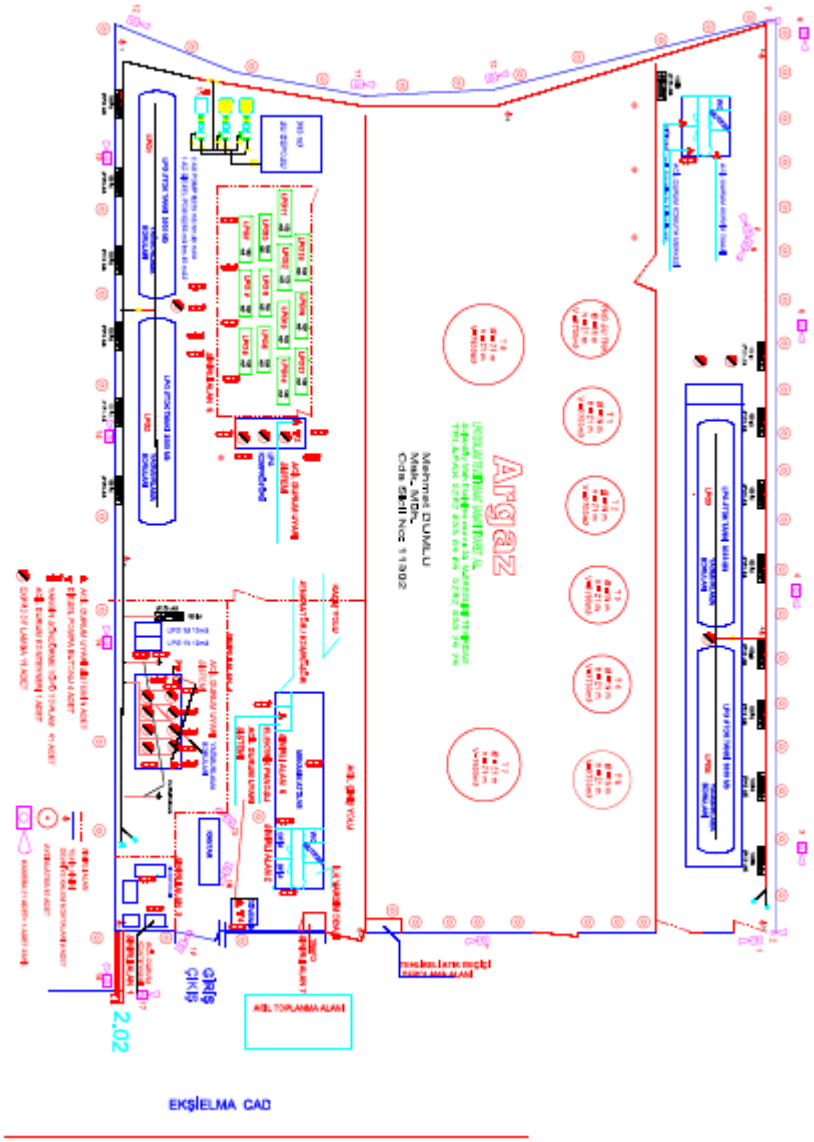
(18) The provision of guidance services to ships and sea vessels that do not have permission to dock at coastal facilities and ships and sea vessels that do not have a port exit certificate or mooring period is subject to the permission of the port head.

(19) Day trip excursion (tenezzüh) boats; The issues related to the determination of mooring, shelter and navigation routes shall be determined by the port authority, taking into account waste reception and other services, and shall be approved by the Administration. The port head may impose restrictions on capacity, entry-exit and use of mooring and accommodation places if the capacity of the mooring and accommodation places is exceeded.

ECLAIR:

1- General site plan of the coastal facility
2- General appearance photos of the coastal facility
3- Emergency Contact Points and Contact Information
4- General Layout Plan of the Areas Where Dangerous Cargo is Handled
5- Fire Plan of Areas Where Dangerous Cargo Is Handled
6- General Fire Plan of the Facility
7- Emergency Plan
8- Emergency Meeting Places Plan
9- Emergency Management Scheme
10- Dangerous Cargo Handbook
11- Leaking areas and equipment for CTU and Packages, input / exit drawings
12- Inventory of Port Service Vessels
13- Maritime of the Port Authority administrative boundaries, mooring places and guide captain landing/boarding points
Coordinates
14- Emergency response equipment against marine pollution in the coastal facility
15- Personal protective equipment (PPE) usage map
16- Dangerous cargo incidents notification form
17- Control results notification form for dangerous goods transport units (CTUs)
18- Other necessary additions
19- Dangerous Cargo Handling Guide Additional Load Notification (When necessary)

11.1 General Layout Plan of the Coastal Facility

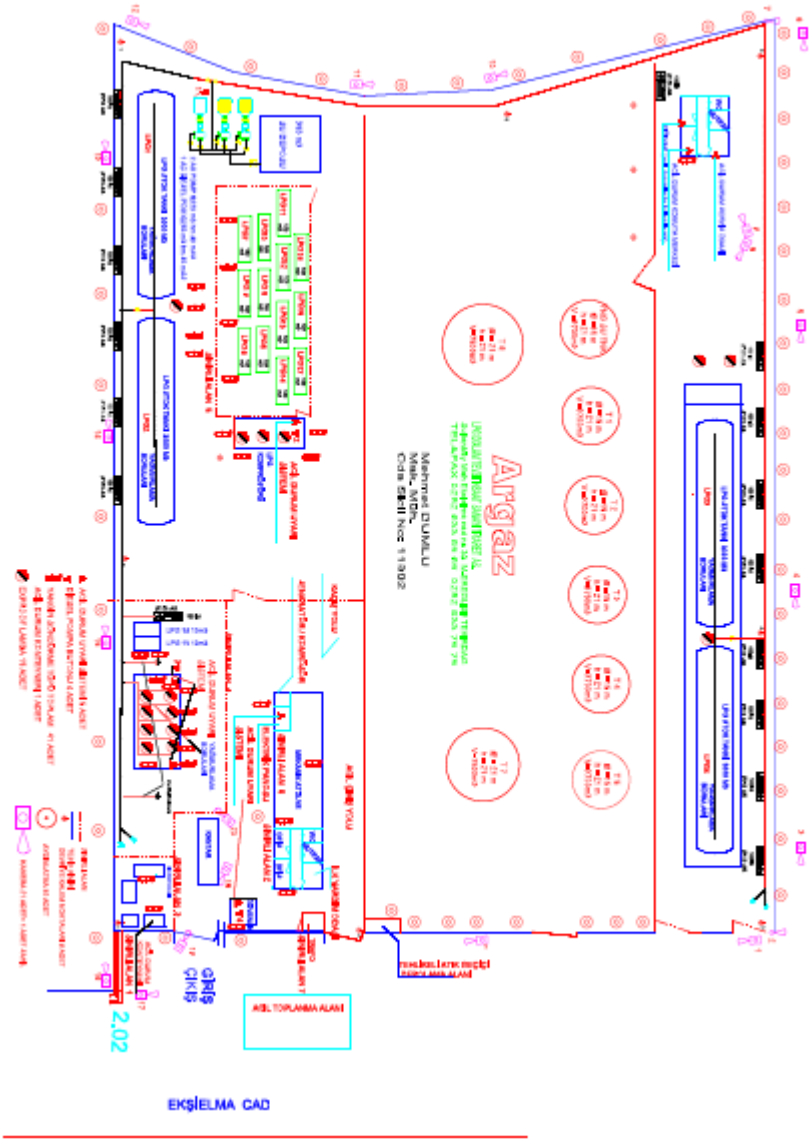


11.2 Coastal Facility Overview Photos

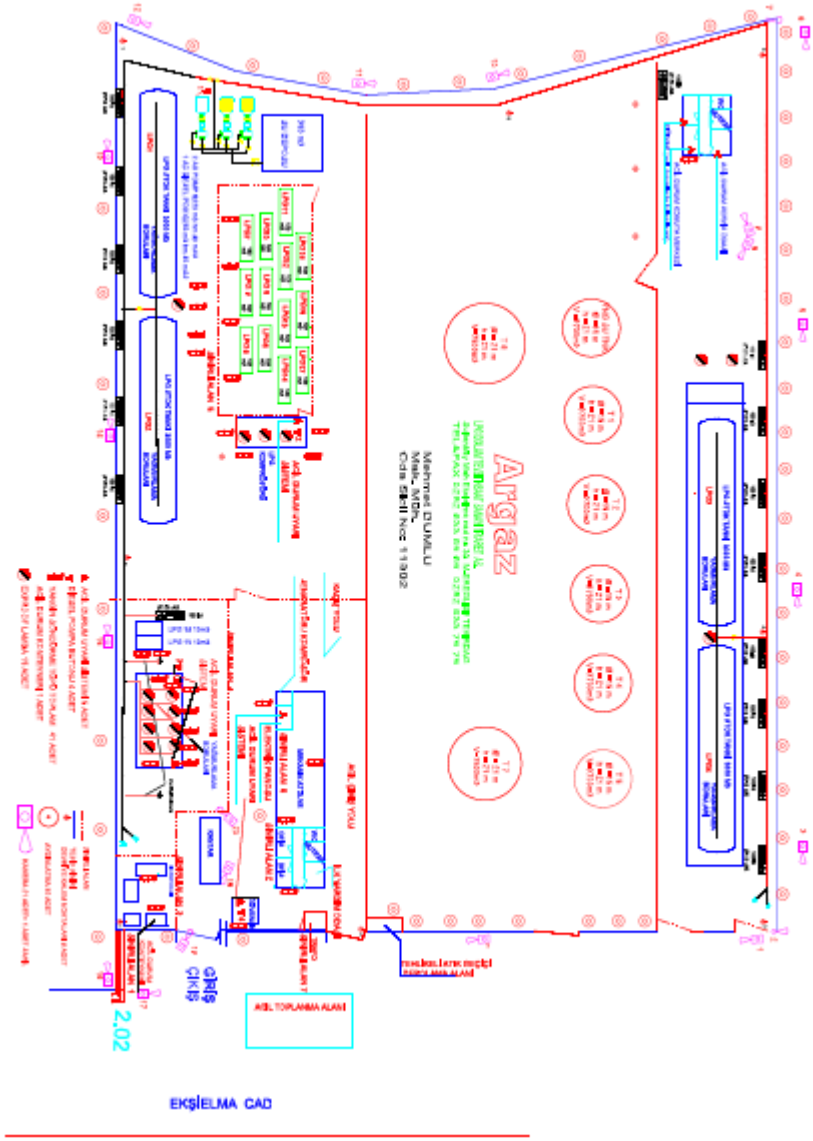
11.3 Emergency Points of Contact and Contact Information

No	ENTERPRISE	0 282 633-6565
1	Safiport Safi Derince Ul. Port Business. INC	0 262 281-2700
2	TEKIRDAG REGIONAL PORT PRESIDENCY	0 282 633-6565
3	AFAD	122
4	FIRE BRIGADE	110
5	AMBULANCE (FAST URGENT)	112
6	POLICE EMERGENCY	155
7	ISTANBUL GOVERNORSHIP	0 282 262 80-80
8	MARMARAEREĞLISI STATE HOSPITAL	0 282 613 24-10
9	MARMARAEREĞLİSİ MUNICIPALITY	0 850 440 09 59
10	POISON COUNSELING CENTER	114
11	ÇORDAŞ (ÇORLU NATURAL GAS DISTRI-BUTION)	0 282 654 94-95
12	HEALTH CONSULTATION	184
13	WATERS ADMINISTRATION	0 850 450 58-54
14	MARMARAEREĞLİSİ DISTRICT SECURITY DI-RECTORATE	0 282 613 13-51
15	MARMARAEREĞLİSİ GENDARMERIE COMMAND	0 282 613 11-89
16	WHITE TABLE	0 850 440 09 59
18	TREDAŞ (ELECTRICAL FAILURE)	0 282 264 56-59

11.4 General Layout Plan of Areas Handling of Dangerous Goods

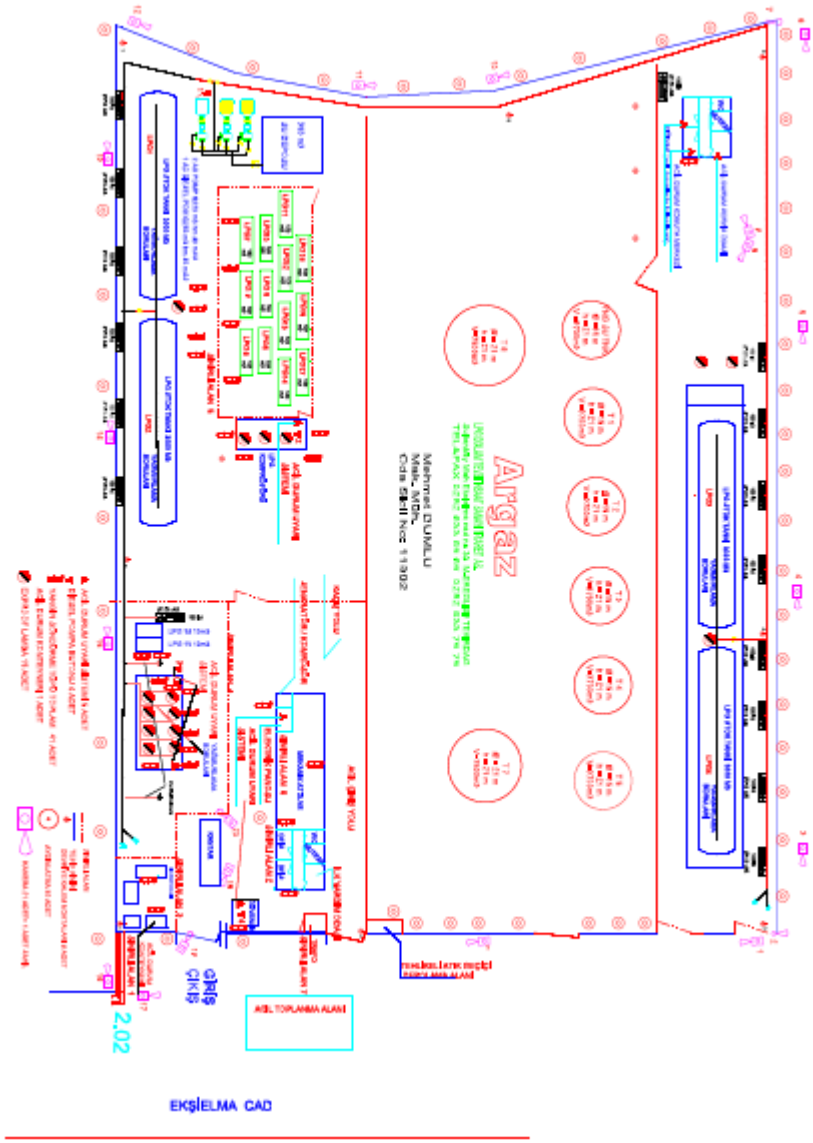


11.5 Fire Plan of Areas Handling Dangerous Cargo



11.6 General Fire Plan of the Facility

As in clause 11.5.

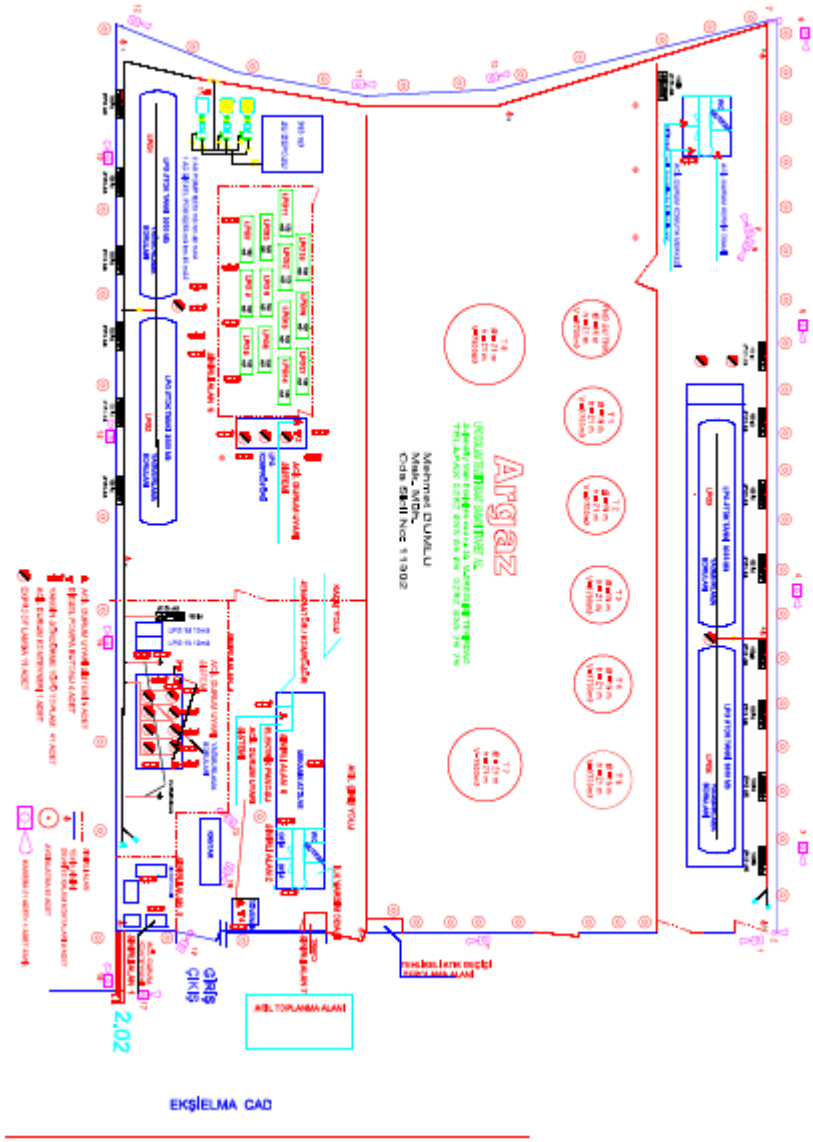


11.7 Contingency Plan

It is kept as a separate document in the port facility and is renewed at least once every 3 years. The details of the Contingency Plan are as follows.

Emergency procedures,
Emergency response organizational chart
Name, title and contact details of the person/organization preparing the emergency procedures,
Coordinating emergency response activities that may occur at the coastal facility
the name, title and contact information of the authorized person appointed to do so, and their duties and responsibilities,
The name, title and contact information and duties and responsibilities of the facility authority who will contact the relevant Port Authority and other relevant institutions and organizations in case of emergency,
The names and duties of the teams designated for emergency response and the teams in these teams
the names, duties and responsibilities of the assigned personnel,
The nature and capacities of the resources, equipment and equipment to be used by the coastal facility for emergency response,
The measures to be taken and the actions to be taken in order to control the serious foreseeable conditions that may cause emergencies to occur and to minimize the negative effects that they may cause and the facility's existing facilities, capabilities and capacity related to this,
The nature of the measures and warnings to be taken in order to prevent or minimize the possible risks to the persons in the coastal facility in case of any emergency, and the arrangements regarding the methods of announcement and the actions to be taken by the persons in the face of a warning,
In case of emergency, the initial notification procedures to be made to the Port Authority, the content of the information required to be notified and the procedures for transmitting this information to the Port Authority as new information is obtained,
Trainings to be taken by the personnel to be employed in emergency situations,
Coordination methods to be provided with emergency teams outside the coastal facility in case of emergency,
The nature of the exercises to be carried out for emergency situations and the period in which they are carried out,
To provide support to measures taken outside the coastal facility in case of emergencies
Tweaks.
Contingency plans must cover each of the following emergency situations:
a) Facility, equipment and field fires,
b) Load fires belonging to each hazard load class and sub-hazard classes permitted to be handled at the port,
c) Ship fires,
d) Explosion
e) Accidental death and serious injury,
f) Natural disasters such as earthquakes, floods, landslides, tsunami waves,
g) adverse weather conditions such as very strong wind, thunderstorms, excessive snow or icing,
h) Leakage, leakage or spillage of dangerous goods belonging to each hazard class or sub-hazard class permitted to be handled at the port,
i) Marine pollution (e.g. oil/fuel leakage or dangerous cargo into the sea or spillage/fall of environmentally harmful substances),
i) Gas leakage,
i) Power failure.

11.8 Plan of Emergency Meeting Places



11.9 Emergency Management Scheme

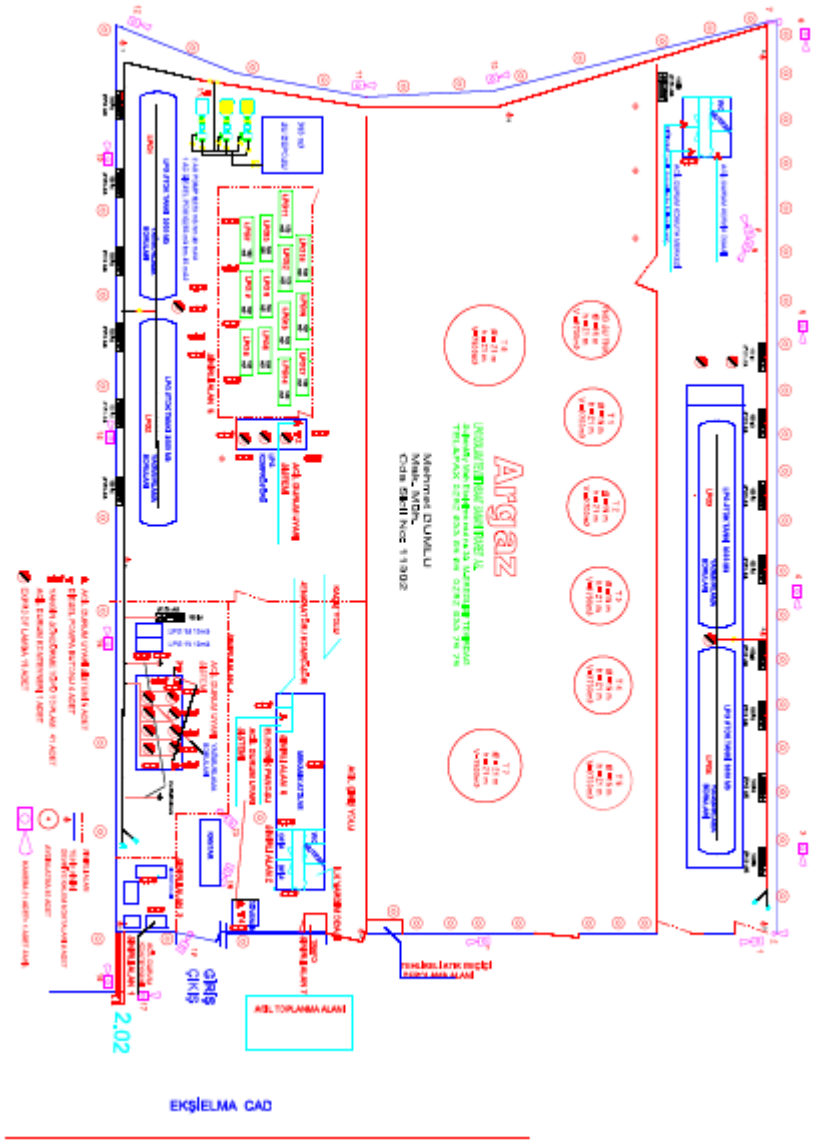
Emergency Manager: Mehmet Dumlu

11.10 Dangerous Goods Handbook

Dangerous Goods Handbook FR. It is published with the document number TMEK.01.

11.11 Leak Areas and Equipment for CTU and Packages, Input/Output Drawings

It is located in the layout plan.



11.12 Inventory of Port Service Vessels

Gas tankers arriving at the port within the scope of regular voyage permits arrive.

At Argaz Port; There are no "Port Service vessels" such as Port Tankers, mooring boats, fire-fighting vessels, pollution response vehicles, etc.

11.13 Maritime coordinates of the Port Authority administrative boundaries, moorings and guide captain disembarkation/boarding points

Float No. 1
41 o 00' 811" N- 27º 59' 943" E

Float No. 2
41 o 00' 902" N- 27º 59' 972" E

Float No. 3
41 o 00' 909" N- 27 o 00' 170" E

A) Port administrative area boundary

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

a) 40º 45´ 24" N – 029º 21´ 15" E
b) 40º 43´ 30" N – 029º 21´ 18" E
c) 40º 43´ 30" N – 029º 09´ 24" E
d) 40º 54´ 05" N – 029º 08´ 56" E

B) Anchorage sites

a) Mooring area no. 1: The mooring area of ships and military ships that do not carry dangerous goods is the maritime area formed by the following coordinates.

1) 40º 50´ 48" N – 029º 15´ 18" E
2) 40º 50´ 12" N – 029º 15´ 18" E
3) 40º 49´ 18" N – 029º 14´ 36" E
4) 40º 49´ 18" N – 029º 13´ 12" E
5) 40º 50´ 48" N – 029º 13´ 12" E

b) Moorated area no. 2: The mooring area of ships carrying dangerous goods, military ships operating with nuclear power, ships to be quarantined and ships to be degassed is the maritime area formed by the following coordinates.

1) 40º 49´ 18" N – 029º 13´ 12" E
2) 40º 49´ 18" N – 029º 12´ 00" E
3) 40º 50´ 00" N – 029º 12´ 00" E
4) 40º 50´ 48" N – 029º 13´ 00" E
5) 40º 50´ 48" N – 029º 13´ 12" E

c) **(Change:OG-26/7/2014-29072)** Anchorage area no. 3: The mooring area of ships that do not carry dangerous cargo to pass through the Bosphorus is the sea area formed by the following coordinates.

1) 40º 53´ 05" N – 029º 10´ 48" E
2) 40º 52´ 39" N – 029º 09´ 39" E
3) 40º 51´ 00" N – 029º 10´ 18" E
4) 40º 51´ 24" N – 029º 12´ 00" E
5) 40º 52´ 31" N – 029º 13´ 18" E

Pick-up and drop-off place of the guide captain

40° 51´ 12" N – 029° 15´ 00" E

11.14 Emergency Response Equipment Against Marine Pollution in the Port Facility

Emergency response equipment against marine pollution in the coastal facility					
List of Equipment Specified in ARGAZ Port Risk Assessment and Emergency Response Plan (LEVEL-1)	List of Equipment Specified in ARGAZ Port Risk Assessment and Emergency Response Plan (LEVEL-2)	List of Equipment Specified in ARGAZ Port Risk Assessment and Emergency Response Plan (LEVEL- 3)	On-Premises Equipment (DFDS)	List of Equipment in GİSAŞ Warehouse	SUM
700 meters barrier (fence type/solid/inflatable)	1400 meters barrier (fence type/solid/inflatable)			2175 meters (fence type/solid/inflatable)	2175 meters (fence type/solid/inflatable)
7 sets barrier support equipment	14 sets of barrier support equipment			7 sets	7 sets
Set of 2 scrapers	Set of 3 scrapers	Set of 4 scrapers		5 pcs	5 pcs
2 gas measuring devices	3 gas measuring devices	4 gas measuring devices		2 pcs	2 pcs
2 x barrier winding drums	4 pcs barrier winding drums			9 pcs	9 pcs
1 water jet	2 pcs water jets			5 pcs	5 pcs
360 meters absorbing boom	900 meter absorbent boom		30 meters	4002 meters	4032 meters
400 absorbent pads	850 absorbent pads		200 pcs	9000 pcs	9200 pcs
20 kg sorbent particles	50 kg sorbent particles			20 kg sorbent particles	20 kg sorbent particles
20 sorbent pillows	35 sorbent pillows			20 sorbent pillows	20 sorbent pillows
1 x Centrifugal pump	3 pcs centrifugal pump			2 pcs	2pcs
3 radios	7 radios			15 pcs	15 pcs
20 life jackets	30 life jackets	40 life jackets		20 pcs	20 pcs
20 helmets	30 helmets	40 helmets		26 pcs	26 pcs
20 helmet lights exproof	30 helmet shapes exproof	40 pcs helmet shape exproof		20 pcs	20 pcs
20 mac holders	30 mac holders	40 mac holders		20 pcs	39 pcs
20 pairs of intervention shoes	30 pairs of intervention shoes	40 pairs of intervention shoes		20 pcs	20 pcs
50 pairs of gloves	70 pairs of gloves	100 pairs of gloves		20 pairs	21 pairs
20 pcs filter half face gas mask	30 pcs filter half face gas mask	40 pcs filter half face gas mask		20 pcs	20 pcs
20 protective goggles	30 protective goggles	40 protective goggles		20 pcs	20 pcs
20 overalls	30 overalls	40 overalls	5 pcs	15 pcs	20 pcs
150 tywek suites	250 tywek suites	400 tywek suites		150 pcs	150 pcs
5 x Exproof flashlight	7 x Exproof flashlight	10 x Exproof flashlight		10 pcs	10 pcs
2 pieces of watercraft	4 pieces of sea vessels	6 pieces of watercraft		4 pcs	4 pcs
25 pcs cardboard box	40 pcs carton box	50 pcs carton box		25 pcs	25 pcs
1 fixed tank and stretcher	3 fixed tanks and stretchers			1 fixed tank, 2 stretchers	1 fixed tank, 2 stretchers

2 nets	3 networks			2 pcs	2 pcs
50 pcs nylon bags	70 pcs nylon bags			50 pcs	50 pcs
10 lt detarjan	20 lt detarjan			10 lt	10 lt
30 labels	50 labels			30 pcs	30 pcs
2 pcs floating storage tanks	4 pcs floating storage tanks	7 pcs floating storage tanks		13 pcs	13 pcs
2 land storage tanks	4 land storage tanks	7 land storage tanks		10 pcs	10 pcs
2 pieces of impermeable material	4 pieces of impermeable material	6 pieces of impermeable material		2 pcs	2 pcs
10 plastic drums	25 plastic drums	40 plastic drums		10 pcs	10 pcs
200 plastic bags	500 plastic bags	1000 plastic bags		250 pcs	250 pcs
2 balls of greenhouse nylon	5 balls of greenhouse nylon	7 balls of greenhouse nylon		2 balls	2 balls
3 roll warning strips	5 roll warning strips	10 roll warning strips		3 rolls	3 rolls
5 wheelbarrows	7 wheelbarrows	10 wheelbarrows		10 pcs	10 pcs
5 buckets	10 buckets	30 buckets		20 pcs	20 pcs
5 rakes	7 rakes	10 rakes		25 pcs	25 pcs
5 pickaxes	7 pickaxes	10 pickaxes		23 pcs	23 pcs
15 pcs of shovels	25 pcs of shovels	40 pcs of shovels		20 pcs	20 pcs
1 x Generator	2 x Generator	3 x Generator		2 pcs	2 pcs
5 spotlights and feet	10 spots and feet	15 spotlights and feet		5 pcs	5 pcs
10 sampling containers	15 sampling containers	25 sampling containers		15 pcs	15 pcs

11.15 Personal protective equipment (PPE) usage map

USE OF PERSONAL PROTECTIVE EQUIPMENT																		
PART	**TASK**	**HELMET TS EN 397 + A1**	**WORK SHOES (S2P) TS EN ISO 20345**	**ELECTRICIAN SHOES (S2P) EN ISO 20345:2011**	**ELECTRICAL INSULATED GLOVES TS EN 60903 (1000 V) TS EN 352 - 2**	**PROTECTIVE GLOVES (GENERAL) TS EN 420 +A1**	**CHEMICAL KOR. GLOVES TS EN 374 / 1-2-3**	**WELDER GLOVE TS EN 12477:2001**	**FACE SHIELD (VISOR) TS EN 1731**	**EYE PROTECTOR TS 5560 EN 166**	**CHEMICAL PROTECTIVE GLASSES EN 166**	**RESPIRATORY FOG. PROTECTIVE TS EN 149+A1 (DUST MASK)**	**FILTERED HALF FACE MASK TS EN 140 / 1998 EN 14337 AXP3**	**EAR PROTECTOR TS EN 352 - 1 / TS EN 352 - 2**	**WELDER'S APRON TS EN ISO 11611**	**WELDER MASK EN166:BT, EN175:B, EN 379**	**CHEMICAL JUMPSUIT EN 13034:2005+A1:2009 Type 6 Liquid Splash Type:3,4,5,6**	
PORT	PORT OPR. EXP./EXP ASSIS-TANT	X	X															
	AGENCY EXP./EXP ASSIS-TANT	X	X															
	FIELD SUPERVI-SOR	X	X			X				X		X		X				
	FIELD WORKERS	X	X			X	X			X		X		X				
	TERMINAL TRAC-TOR OPERATOR	X	X			X												
	REACH STACKER OPERATOR	X	X			X												
	WORKSHOP																	
	MECHANICAL GROUP	X	X			X	X		X	X	X	X	X	X			X	
	ELECTRICAL GROUP	X		X	X	X				X		X	X	X				
	WELDER	X	X			X		X		X		X	X	X	X	X		

11.16 Dangerous Goods Incidents Notification Form

Number no- Date		
Company / Institution		
Sender		**CONTACT INFORMATION**
Requirement		

PORT FACILITY
"DANGEROUS MATTER INCIDENT NOTIFICATION" DATE:

1. When the accident occurred,

2. If the accident is known, how it occurred and why,

3. The place where the accident occurred (coastal facility and/or ship), position and area of influence, d) If there is a ship involved in the accident, information (name, flag, IMO number, equipment, operator, cargo and quantity, captain's name and similar information),

4. Meteorological conditions,

5. UN number of the dangerous goods, the appropriate carriage name (legislation specified in the definition of dangerous goods to be taken as the basis) and its quantity,
The hazard class of the dangerous goods or the sub-hazard section, if any,
Packaging group, if any, of hazardous substances,
Additional risks of hazardous substances, such as marine pollutants, if any,
Marking and label details of the dangerous goods,
Characteristics and number of the packaging, cargo transport unit and **fixed tank** in which the dangerous goods are carried, if any, **Manufacturer, sender, carrier and receiver of the dangerous goods**

6. The extent of the damage/pollution caused,

7. Number of dead and injured in the accident (if any),

8. How the accident was intervened,

9. From which organizations assistance is requested,

10. Other ships or neighbouring facilities that may be affected by the accident,

PREPARED THE FORM :

Name Surname : Position :
Signature:

11.17 Control Results Notification Form for Dangerous Goods Handling Units (CTUs)

The form containing the CTU control results requested to be sent to the port authorities by the Administration in quarterly periods is below.

Year/Term	**...../.....**
Relevant Port Authority	
Name of Kıyı	

CONTROL AGENTS	**Checked (Pieces)**	**Inaccurate (Pieces)**	**Checked (%)**	**Inaccurate (%)**
CTU Plates and Brands Compliance				
Unsuitable or Damaged Packaging				
Labels and Brands of Packages				
Documentation (Declaration of Dangerous Goods)				
Improper or Damaged Portable Tanks or Land Tankers				
CTU/Vehicle/Stationary In-tank Stacking and Mooring				
Compliance of the load with the rules of separation				
Safe Fixed Tanks Contract (CSC) Approval Sheet				
Land Tanker Mooring Apparatus and Attachments				

CHECKED CTU FILLING COUNTRY INFORMATION	**Stationary tank Custom**	**Other CTU (Pieces)**	**Tool (Pieces)**
Domestically filled			
Stuffed Abroad Country.....			
Stuffed Abroad Country.....			
Stuffed Abroad Country.....			
Stuffed Abroad Country.....			
Stuffed Abroad Country.....			