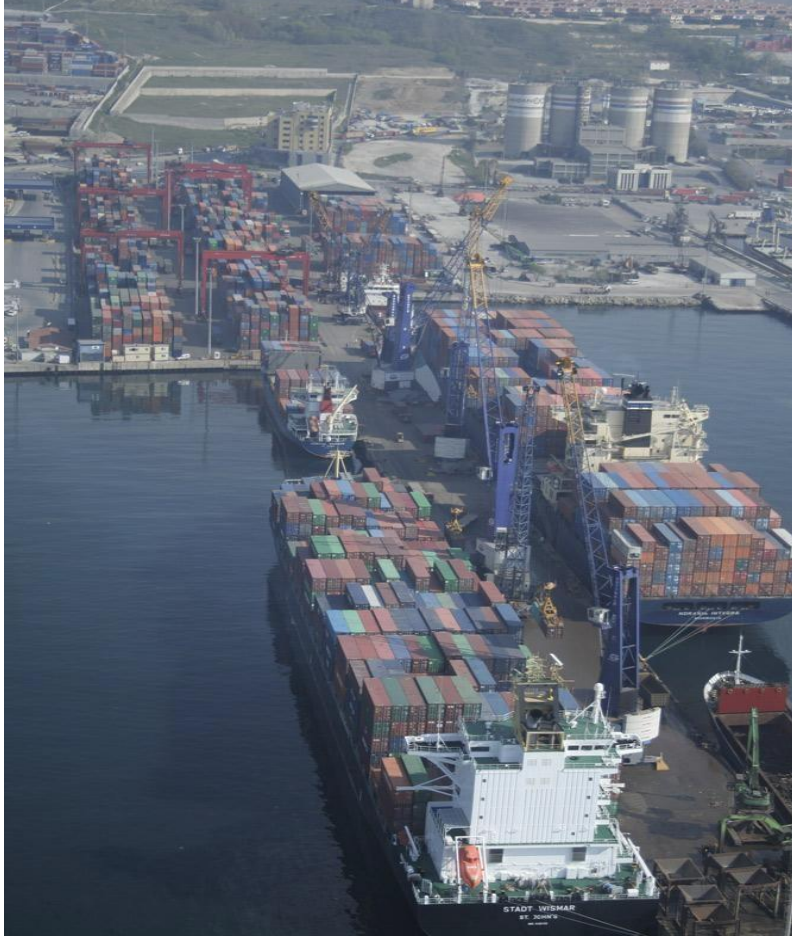




**MARDAŞ PORT
DANGEROUS CARGO HANDLING GUIDE**



Preparation Date : 29.04.2022

Gökhan BEKİRCAN
General manager
(signature stamp)

REVISION PAGE


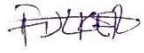

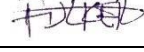
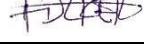
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one	-	First publication within the scope of the Implementation Instruction on Dangerous Cargo Handling Guide dated 20.04.2022 and numbered 281879	First Publication 29/04/2022	Feridun Ülker IMDG DGSA	
2	001	Field of activity update and organizational change	15/11/2022	Feridun Ülker IMDG DGSA	
3	002	Regulatory review	15/12/2022	Feridun Ülker IMDG DGSA	
4	003	Change in field of activity	15/03/2023	Feridun Ülker IMDG DGSA	
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- 16- Dangerous cargo incidents notification form
- 17- Control results notification form for hazardous cargo transport units (CTUs)
- 18- Other required attachments
- 19- Dangerous Cargo Handling Guide Additional Cargo Notification (When necessary)

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 transportation contract,
- b) **Packaging:** The transport container in which the dangerous cargo is placed, as defined in IMDG Code Section 6,
- c) **Packer:** Real and legal persons who place the dangerous goods in large packaging containers and make the packages ready for transportation when necessary, pack the dangerous goods or change the packages and labels of these goods, label them for transportation, carry out these operations with the sender or his instructions, and the person who actually carries out this process. land and coastal facility personnel,
- d) **Ministry:** Ministry of Transport, Maritime Affairs and Communications,
- e) **Unloader:** The person who removes a container loaded with dangerous goods, a multi-element gas container, a tank-container, a portable tank from a vehicle; unloading packaged hazardous materials, small containers and portable tanks from a vehicle or container; an enterprise that unloads dangerous goods from a tank (tanker, demountable tank, portable tank or tank container), a battery-powered gas tanker, MEMU or multi-element gas container, a vehicle or a bulk container,”
- f) **Bulk cargo:** Solid, liquid and gaseous substances that are planned to be transported without direct containment, located in a tank or warehouse that is a structural part of the ship or permanently fixed in or on the ship,
- g) **Handling:** Changing the location of the dangerous cargo, transferring it from large containers to small containers, ventilating, separating, sifting, mixing, renewing, changing or repairing the cargo transport units and packaging and similar operations for transportation, without changing its essential characteristics,
- h) **Fumigation:** The process of applying chemical substances in solid, liquid or gaseous form that act in gaseous form to a closed cargo transport unit (CTU) or ship hold in order to destroy harmful organisms,
- i) **Ship related person:** Owner, operator, charterer, captain or their agents and real or legal persons authorized to represent the ship,
- j) **Sender:** Natural and legal persons who send dangerous goods on their own behalf or on behalf of a third party or are specified as senders in the transportation contract,
- k) **Safety Data Sheet:** Detailed information on the properties of dangerous substances, where it is located , according to the hazard characteristics, and the necessary information to protect human health and the environment from the negative effects of hazardous substances,
- l) **Gas measurement:** Determination of the gases and required amounts determined by the Administration within the scope of the relevant regulation in cargo transport units and/or closed areas by authorized organizations and persons using special devices and apparatus,
- m) **Degassing:** Works and operations carried out with active or passive ventilation in case it is determined that the load transport units containing gases that are within the scope of fumigation and not within the scope of fumigation but may be harmful to life, property and the environment are above the values in the relevant directive as a result of the risk assessment,
- n) **IBC Code:** International Code for the Construction and Equipment of Ships Carrying Dangerous Chemical Cargoes in Bulk,
- o) **IGC Code:** International Code for the Construction and Equipment of Ships Carrying Liquefied Gas in Bulk,
- p) **IMDG Code:** International Code for Dangerous Cargoes Transported by Sea,
- q) **IMO:** 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 directs and manages the ship,
- v) **Coastal facility:** Docks, piers, buoys, platforms and related anchorages, approach areas, closed and open storage areas, buildings and buildings used for administrative and service purposes, the boundaries of which are determined by the Administration, where ships can safely take on and off cargo or passengers or take shelter. structures,

- w) **Container:** A cargo transport equipment that has a certificate in accordance with the applicable standards within the scope of the CSC Convention,
- x) **MARPOL 73/78:** International Convention for the Prevention of Pollution of the Seas by Ships,
- y) **Hot work:** Performed by persons certified by the relevant authority; the use of open fires and flames, power tools or hot rivets, grinding, soldering, burning, cutting, welding or any work involving heat or producing sparks,
- z) **SOLAS:** International Convention for the Safety of Life at Sea, dated 1974,
- aa) **Carrier:** The actual carrier, broker, ship owner, transportation organizer, transportation broker, ship agency who receives, makes an offer or accepts an offer regarding the transportation of all kinds of dangerous cargo on his own behalf or on behalf of third parties, and the dangerous cargo within the scope of combined transportation by road or transportation. Real and legal persons who carry out transportation by railway with or without a contract,
- bb) **Hazardous waste: Cargo** that is classified as specified in the Basel Convention and whose transport class and conditions have been determined within the scope of SOLAS, that are not intended for direct use, or dangerous cargo, or packaging and cargo transport units carrying dangerous cargo, that are transported for reprocessing, disposal, incineration or other means. parts, solutions, mixtures and used packaging and cargo transport units,
- cc) **Dangerous Cargo Compliance Certificate (TYUB):** The document issued by the Administration that coastal facilities engaged in dangerous cargo handling and temporary storage must obtain within the scope of the regulation.
- dd) **Dangerous cargo (dangerous goods):** Petroleum and petroleum products within the scope of Annex I of the International Convention for the Prevention of Pollution of the Seas by Ships (MARPOL 73/78), packaged substances listed in the International Code for Dangerous Cargoes Transported by Sea (IMDG Code), International Maritime Bulk goods with the UN Number given in Annex-1 of the Solid Bulk Cargo Code (IMSBC Code), substances given in Chapter 17 of the International Code on the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code) and the Construction of Ships Carrying Liquefied Gas in Bulk The substances given in Chapter 19 of the International Code on Equipment and Equipment (IGC Code) and the substances that have not yet been included in these lists but have the potential to harm life, property, the environment or other substances during transportation due to their physical, chemical properties or mode of transportation, the substances in which these substances are transported and packaging and cargo transport units that have not been properly cleaned
- ee) **UN Number:** The four-digit identification number of the dangerous substance or parts taken from the United Nations model regulations,
- ff) **Transportation Electronic Transport Document System (U-ETES):** The system in which 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 data sharing with relevant public institutions and organizations when necessary.
- gg) **New coastal facility: Coastal facility that has not received a coastal facility operation permit/coastal facility temporary operation permit within the scope of the "Regulation on the Procedures and Principles for Issuing Operation Permit Certificates for Coastal Facilities" published in the Official Gazette No. 26438 dated 18/2/2017.**
- hh) **Regulation:** Regulation on the Transport of Dangerous Goods by Sea published in the Official Gazette dated 14.11.2021 and numbered 31659 ,
- ii) **Loader:** The person who loads dangerous loads and loads that pose a danger in terms of loading safety to the ship and marine vessel, vehicle or cargo transport unit in accordance with the instructions of the sender, and labels, plates the cargo transport unit, and handles, stacks and unloads the loads, including dangerous cargoes within the ship or cargo transport unit. or legal entities,
- jj) **Cargo person:** The sender, receiver, representative and transportation broker of the dangerous cargo,
- kk) **Cargo transport unit (CTU):** Designed and manufactured for the transportation of packaged or bulk dangerous cargo; It refers to road trailer, semi-trailer and tanker, portable tank and multi-element gas container, railway wagon and tank wagon, container and tank container.

PRESENTATION

1. ENTRANCE

- The entry and keeping of dangerous cargoes in port areas, the subsequent handling process, 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.
- Safety of life at sea is also related to the safety and protection of a ship, its cargo and crew in the port area, and the measures taken regarding dangerous cargoes directly before loading/unloading 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 guide do not apply to dangerous goods kept for general storage in the port area or used in the port area, but the Administration may wish to check whether such use and storage complies with legal national requirements.
- An important prerequisite for the safe transportation and loading of dangerous cargoes is to properly identify, protect, package, secure, mark, label, plate and document these cargoes. This will apply regardless of whether the transactions are carried out in the port area or in facilities away from the port area.
- Although land, port and sea elements are included in the general transportation chain, it is very important that the people responsible for the issues specified in the responsibility section take all kinds of precautions and that all relevant information is given to the people included in the transportation chain and also to the final consignment. Attention is paid to possible different requirements for different transport methods.
- Safe transportation and loading of dangerous loads is based on the correct and precise application of the regulations for the transportation and loading of the loads in question, and depends on the judgment of everyone who knows the regulations fully and in detail and is informed about the existing risks related to these issues. This can only be achieved through properly planned and carried out training and retraining of the persons concerned.
- Legislation such as laws, regulations and relevant national and international publications are under constant evaluation and are revised regularly. It is very important to use only current versions. The contents of these Laws, regulations and related publications are repeated in the recommendations in this guide only to the extent necessary.

1.1. General Information about the Facility

Ship Operation Process (MRDGR.SR.013,00) and Storage and Cargo Delivery Process (MRDGR.SR.013,00) for the safe management of IMDG coded hazard class loads (Special cargo) that are handled, temporarily stacked or stored, loaded and unloaded within the port facility. MRDGR.SR.015,02) was created. In order to safely carry out IMDG Code guide applications and all kinds of operations on IMDG coded containers within the framework of MARPOL and SOLAS agreements,

- Employment, occupational safety and environmental training,
- IMDG Code Training (distribution of IMDG Code booklet to personnel after the training),
- Emergency Action Plan,
- ISPS Code Instruction (MRDGR.TA.033,00),

- Corrective Action Procedure (MRD.PR.004,01),
- Preventive Action Procedure (MRD.PR.005,00),
- Postal Number Determination Instruction (MRD.TA.038,00),
- Container Discharge and Loading Instruction (MRD.TA.040,00)
- Lashing Unlashing Procedures Instruction (MRD.TA.042,00)
- Open Cargo-Container Stacking Instruction (MRD.TA.057,00) has been prepared and studies are continuing within the framework of these documents.

Facility Information Table

one	Facility operator name/title	Mardaş Marmara Maritime Management
2	Contact information of the facility operator (address, telephone, fax, e-mail and web page)	Marmara Mahallesi,Liman Caddesi No:51/1 34524 Beylikdüzü ISTANBUL-TURKEY Tel: + 90 212 875 27 32 (pbx) Fax: + 90 212 875 27 38-39 (pbx) port@mardas.com.tr www.mardas.com.tr
3	Name of facility	Mardaş Marmara Maritime Management Inc.
4	Province where the facility is located	Istanbul
5	Contact information of the facility (address, telephone , fax, e-mail and web page)	Marmara Mahallesi,Liman Caddesi No:51/1 34524 Beylikdüzü ISTANBUL-TURKEY Tel: + 90 212 875 27 32 (pbx) Fax: + 90 212 875 27 38-39 (pbx) port@mardas.com.tr www.mardas.com.tr
6	Geographical region where the facility is located	Marmara Region
7	Port Authority to which the facility is affiliated and contact details	Ambarlı Port Authority Tel: + 90 212 875 68 48-49 ambarli.liman@udhb.gov.tr
8	Municipality to which the facility is affiliated and contact details	Beylikdüzü Municipality Tel: 444 09 39 Fax: 0212 871 15 31
9	Free Zone or Organized Industry where the facility is located Name of region	-
10	Validity date of Coastal Facility Operating Permit/Temporary Operating Permit Certificate	29.09.2026
11th	Activity status of the facility (x)	Own load and additional 3rd party (...) Own load (...) 3rd party (X)
12	Name and surname of the facility manager, contact details (phone, fax, e-mail)	Fatih ARICAN Tel: +90 212 875 27 32 (Ext. 7178) Fax: + 90 212 875 27 38-39 (pbx) fatiha@mardas.com.tr
13	surname of the facility's hazardous material operations manager , contact details (phone, fax, e-mail)	Fatih ARICAN Tel: +90 212 875 27 32 (Ext. 7178) Fax: + 90 212 875 27 38-39 (pbx) fatiha@mardas.com.tr
14	Hazardous Material of the Facility Security Consultant's name and surname, contact details (phone, fax, e-mail)	Hazardous Materials Safety Advisor: Feridun Ülker, feridunulker@anadolutmgd.com, 0537 027-9306
15	Sea coordinates of the facility	Coordinate: 40°57'08" North; 028°40'07"
16	Types of hazardous materials handled in the facility (MARPOL Annex -I, IMDG Code, IBC Code, IGC Code, With loads within the scope of IMSBC Code, Grain Code, TDC Code asphalt /bitumen and scrap loads)	Packaged Dangerous Cargoes, Scrap Cargoes, Dangerous Solid Bulk Cargoes,

17	Ship that can dock at the facility breeds	Container ship, Bulk carrier, General cargo ship				
18	Distance of the facility to the main road (km)	To motorway: 12 km, to E5: 4.4 km				
19	Distance of the facility to the railway (km)	-				
20	The name of the nearest airport and to the facility (km)	Ataturk Airport – 19 km				
21	Load handling capacity of the facility (Ton/Year; TEU/ Year; Vehicle /Year)	800,000 TEU/Year 2,000,000 Tons/Year				
22	Whether scrap handling is carried out at the facility	Yes				
23	Is there a border gate? (Yes No)	No				
24	Is there a Customs Area? (Yes No)	Yes				
25	Cargo handling equipment and capacities	http://www.mardas.com.tr/LimanIsletme/mardas.aspx?id=200&lang=tr http://www.mardas.com.tr/LimanIsletme/mardas.aspx?id=13&lang=tr				
26	Number of storage tanks (m ³)					
27	Open storage area (m ²)	46667 m ²				
28	Semi-closed storage area (m ²)	-				
29	Closed storage area (m ²)	720 m ² (Customized)				
30	Specified fumigation and/or fumigation purification area (m ³)	-				
31	Name/title and contact details of the pilotage and towage services provider	Towage: Uzmar Uzmanlar Maritime Phone: 0 212 879 00 58/59 Pilotage: Marine Tug: Phone:0 212 875 40 50 - 0 212 875 76 41				
32	Security Plan has been created ? (Yes No)	Yes (under ISPS Code)				
33	Waste Reception Facility capacity (This section is calculated separately according to the waste accepted by the facility). (will be edited .)	Official number 25682 dated 26.12.2004 from the Ministry of Environment and Forestry There is a Waste Reception Facility Exemption Certificate obtained in accordance with Article 7 of the regulation published in the Gazette. (Exemption Document No: 34-AKTMB-039)				
34	Dock/Pier etc. properties of fields					
	Dock/Pier Number	Height (Meters)	Width (Meters)	Maximum water depth (meters)	Minimum water depth (meters)	Largest ship tonnage and length to berth (DWT or GRT) (metre)
	one	910	30	16.5	-	GRT: 78,316 GT 302.00m

Table 1.2 Facility Information Form

1.2. Loading, Discharging, Handling and Storage Procedures for Dangerous Cargos Handled and/or Temporarily Stored at the Coastal Facility

1.2.1. IMDG

a) Cargoes defined in the IMDG Code as Class 1 Explosive Cargoes, Class 6.2 infectious substances and Class 7 radioactive substances are not taken to the shore facility. These loads are called strictly unacceptable dangerous loads and are operated as transit loads with the permission of the Competent Administration. They are loaded and unloaded in a special area at the coastal facility and are shipped and removed without being kept at the coastal facility. If such loads are handled, the safety rules specified in this guide will be applied. Within the scope of MARPOL Annex-I, IMDG Code, packaged, packaged or bale/bundle/bundle cargo, general cargo cargo and project cargo are handled. Within the scope of the IMSBC Code, all kinds of bulk cargo, mine, coal, cement, clinker, ammonium nitrate containing fertilizers and solid bulk cargo of this type; Within the scope of the Grain Code, all kinds of bulk grain are handled in the port area.

b) The following issues will be ensured in terms of the safety of the coastal facility, employees and ships in the coastal facility, such as handling of dangerous cargo coming to the coastal facility, keeping them temporarily at the coastal facility, stacking and sorting, and storing.

c) A coordination meeting will be held at least 1 day before the dangerous cargoes are accepted to the coastal facility and the participation of Operations, Field Planning, HSE, DGSA and other relevant parties will be ensured in this meeting. (The decision to hold this meeting for routinely handled dangerous cargoes accepted to the port may be made by Operations or HSE / DGSA)

- At the coordination meeting; Regarding the Dangerous cargo/s to be accepted to the port;
- Risk arising from dangerous cargo
- Interaction with dangerous cargoes present in the coastal facility,
- Interaction with loads planned to be accepted to the coastal facility in the near future,
- Stack conditions
- Parsing conditions
- Material and equipment needs for Emergency Response
- Competence of Emergency Response teams
- Issues of interaction from/to neighboring facilities are handled within the scope of current IMDG CODE documents and an acceptance/rejection or executive decision is taken.

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

If the Port Authority needs to be informed upon admission to the coastal facility, the situation is notified to the Port Authority in writing along with the reasons.

1.2.1.1. Procedure for Safe Handling of Packaged Dangerous Cargoes

1.2.1.2. Aim

To ensure safe handling and temporary storage of packaged dangerous cargo.

1.2.1.3. Operation

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

- The person who will ensure communication between the ship and the shore facility is the Port Operations Chief.
- The personnel who will ensure communication between the ship and the port responsible for the operation of dangerous cargoes has been determined and a job description has been made and notified.

1. The packaging and packages to be used in the activities of replacing and repairing cargo transport units or placing damaged packages in rescue packages must be suitable for the structure

of the dangerous substance, produced and certified within the scope of the provisions of IMDG Code Section 6. Salvage packages at Mardaş Port meet IMDG Part 6 requirements.

2. In the coastal facility, cargo transport units; The provisions of the "Code of Practice for Packaging of Cargo Transport Units (CTU Code)" must be taken into account during internal loading operations and/or loading onto other transport mode vehicles. If container/vehicle loading is carried out by the coastal facility operator in areas where the facility's cargo transport units are unloaded and/or in closed warehouses (CFS areas), a "Container/Vehicle Packing Certificate" must be issued. In addition, the coastal facility operator checks that each cargo transport unit arriving at the coastal facility to be transported by sea has a "Container/Vehicle Loading Certificate", and cargo transport units without the said certificate are not allowed to be loaded onto the ship.
3. Coastal facility operator; The handling and temporary storage operations to be carried out at the coastal facility are listed in Table 1 (For Dangerous Cargoes in Port Areas) in the Annex of the "Recommendations on the Safe Transport of Dangerous Cargoes and Related Activities in Port Areas" of the International Maritime Organization (IMO) circular numbered MSC/Circ.1216. It complies with the parsing rules specified in the Parsing Table. Even if there are no containers or *CTUs containing dangerous goods in the port area, segregation and stacking provisions are complied with according to the provisions of IMO MSC/Circ.1216.*
4. Handling, transportation, storage and stacking of dangerous packaged loads; It is carried out by the ship captain and Mardaş Port Authority in accordance with national and international legislation, IMO and EU recommendations/directives.
5. Work and operations regarding damaged cargo transport units or packages containing dangerous goods will be carried out by taking the necessary precautions in the secure area. In case of leakage in the mentioned cargo transport unit or packages, the relevant operations will be carried out in portable leak basins with a capacity of 2 40 feet containers.

*STACKING SEPARATION REQUIREMENTS OF DANGEROUS CARGO IN WAREHOUSES,
WAREHOUSES AND OPEN AIR*

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

Meaning of Symbols

Symbol	Packages / IBCs / trailers / platform containers	Closed containers / portable tanks	Open road vehicles / railway wagons / open top containers
X	Not Required or IMDG DGL Column 16b	There's no need	There's no need
one	At least 3 m should be separated.	There's no need	At least 3 m should be separated.
2	open areas, hangars or warehouses, a minimum separation of 12m unless separated by an approved fire wall.	In open areas, a minimum separation of 6m is required longitudinally and laterally, whereas hangars or warehouses require a minimum separation of 3m longitudinally and laterally, unless separated by an approved fire wall.	In open areas, a minimum separation of 12m is required longitudinally and laterally, with hangars or warehouses requiring a minimum separation of 6m longitudinally and laterally, unless separated by an approved fire wall.

1.2.1.4. Stacking and Storage

a) A storage area should be created in accordance with the separation and stacking rules for packaged dangerous cargoes and containers carrying dangerous goods, and the temporary storage of such packaged loads and containers should be carried out in accordance with the separation and stacking rules. Necessary fire, environmental and other safety precautions must be taken in these areas. If hazardous materials are stacked or stored in the entire area, access roads to cargo transport

units containing hazardous materials must be open and there must be equipment on the site that can provide emergency facilities and capabilities that can be responded to in a short time.

b) The hardware, software and interfaces required for electronic data transfer regarding handled or temporarily stored dangerous cargo must be provided.

c) Cargo transport units carrying temperature-controlled dangerous goods can be stored temporarily in the port only in special areas where necessary precautions are taken. The temperature values of the mentioned cargo transport units should be constantly observed and monitored with remote monitoring opportunities, as far as practicable.

d) Class 4.3 packages containing dangerous substances that emit flammable gases in contact with water and cargo transport units containing such packages are temporarily stored in the shed in front of the port warehouse in our facility, in a way that will not be affected by rain, sea water and similar factors, and their location is shown on the port general layout plan. This area is equipped with warning signs indicating the risks of this type of load. CTUs containing the hazardous substances in question can be stacked in open facility areas if they are not affected by rain, sea water and similar factors.

1.2.1.5. Emergency

a) In case of emergencies or accidents, first aid materials to be used for intervention should be kept in places known and easily accessible by the personnel.

b) Necessary warning, warning signs and fire alarm buttons should be placed in visible and easily accessible places. In hazardous places and situations, the relevant personnel must be equipped with personal protective clothing and equipment in accordance with occupational safety and worker health criteria. Personnel who do not have personal protective clothing and equipment appropriate to their job descriptions and work areas should not be employed.

c) Communication equipment in loading/unloading and handling operations of dangerous cargoes; They must be of a safely usable type and sufficient in number to ensure uninterrupted communication, and must be kept in working order and in good condition.

d) Training in line with the relevant legislation on emergency situations (fire, explosion, leakage, etc.), occupational health and safety, security and similar issues in accordance with the job descriptions and work areas of the personnel involved in the loading/unloading of packaged dangerous cargo works and operations, starting from the first job. are given gradually according to their authority and responsibilities.

e) Our port facility has an electric and diesel engine water pump connected to a sufficient volume of water, with sufficient power and capacity for cooling purposes, a fire hydrant connected to fire pipes of sufficient number/diameter to the required places, a fire cabinet, backup energy production devices (generators) of sufficient power, a sufficient number of foam pumps. Fire equipment including equipment (for extinguishing works other than buildings and liquefied gas fire) and dry chemical/powder fixed/mobile fire extinguishers has been equipped and there is a port fire plan approved by a competent engineer.

1.2.2. IMSBC

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

Cargoes consist of Group A, which may liquefy when shipped with a moisture content exceeding the transportable moisture limits, Group B and Group A, which contain chemical hazards that may become dangerous from the ship, and Group C cargoes (which do not have liquefaction and chemical hazards). Although Group C loads are not defined in the Regulation (REGULATION ON SEA TRANSPORTATION OF DANGEROUS CARGO AND LOADING SAFETY), they are included in the guide to understand the other groups (Groups A and B) in IMSBC.

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

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

Angle of repose means the maximum angle of inclination of free-flowing (cohesionless) granular material. It is measured as the angle between a horizontal plane and the cone slope of such material. In other words, when bulk granular materials are poured onto a flat surface, they will form a conical pile. The internal angle between the pile surface and the horizontal surface is the standing (tilting) angle. The angle of repose depends on the density, surface area and shape of the particle, as well as the coefficient of friction. For example, the angle of repose of Flour 1942 AMMONIUM NITRATE is between 27 and 43 degrees.

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

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

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

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

1.2.2.1. General loading, transport and unloading precautions

Unwanted accidents occur as a result of improper loading and unloading of solid bulk cargo into ship cargo areas. The stability of the ship must be ensured and excessive stress of the ship structure must be prevented. In addition, the shipper (cargo person) must provide the captain with sufficient information about the cargo to ensure that the ship is loaded properly.

To prevent excessive stress of the ship structure;

- The vessel should be in the range of 1.30 to 1.67 cubic meters per ton when loaded to full bale and dead weight capacities.
- Care must be taken in the distribution of load weight to avoid excessive stresses.
- Ship stability should be utilized for weight distribution.
- To the extent possible, high density cargo should be loaded in lower hold cargo spaces rather than in tween deck cargo spaces.
- When high-density loads must be carried on intermediate decks or in higher cargo spaces, overstretching of the deck area must be prevented and the ship's stability must be prevented from falling below the minimum acceptable level.

- *High density* load is used to mean a solid bulk load with a stacking factor of 0.56 m.

Loading and unloading

- Before loading and unloading, cargo spaces should be checked for suitability for the cargo to be loaded.
- Bilge lines, sounding pipes and other service lines in the cargo space must be in good condition.
- Considering the speed at which some high-density solid bulk cargoes are loaded, special care must be taken to avoid damage to cargo areas.
- Ventilation systems should be closed or screened and air conditioning systems should be recirculated to prevent or minimize dust ingress into living spaces and other interior spaces whenever possible during loading or unloading.
- Care should be taken to minimize the extent to which cargo dust comes into contact with moving parts of deck machinery and external navigation aids.

1.2.2.2. Ship and personnel security

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

For incidents involving dangerous goods in bulk, a copy of the medical first aid manual (MFAG) for use in accidents involving dangerous goods must be carried on board.

Toxic, corrosive and suffocating loads

Some solid bulk cargoes are susceptible to oxidation, which can result in oxygen depletion, emission of toxic gases and fumes, and self-heating. Some, although not prone to oxidation, can emit toxic fumes when wet. There are loads that, when wet, corrode the skin, eyes and mucous membranes or the structure of the ship.

While transporting these loads, special precautions must be taken to protect personnel and before loading and after unloading.

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

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

Before entering the confined space on the ship, it must be verified that the oxygen level is sufficient and that there are no poisonous or suffocating gases inside.

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

When emergency access to cargo spaces is required, this should be provided by trained personnel wearing pressurized breathing apparatus and protective clothing.

Health hazards from dust

Exposure to dust from some solid bulk cargoes may pose chronic and acute risks. To minimize this risk, those exposed to dust should use appropriate respiratory protection, protective clothing, and minimize possible damage with skin protection creams.

Formation of flammable atmosphere

Dust from some solid bulk cargoes may pose an explosion hazard during loading, unloading and cleaning. This risk is minimized by ventilation and hosing rather than sweeping to prevent the formation of a dust-laden atmosphere.

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

Ventilation

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

If continuing ventilation would endanger the ship or cargo, it may be interrupted unless there is a risk of explosion.

If the information regarding the cargo provided by the shipper (cargo person) indicates the need for continuous ventilation, ventilation will continue unless a situation develops where ventilation will endanger the ship.

Ventilation must be such that hazardous concentrations of hazardous gases or dust cannot enter living spaces or interior spaces. Adequate precautions must be taken to prevent hazardous gases, vapors or dust from reaching closed areas and to protect personnel in the work area.

Degasification of cargoes under fumigation will be carried out by agricultural engineers who are authorized fumigation operators from the Agricultural Quarantines. For this process, the permits required to be obtained from the port authority and the Provincial Agricultural Quarantines Directorate will be submitted to the coastal facility.

1.2.2.3. Cargo information

The shipper (cargo person) must provide the necessary information about the cargo to the master or his representative before loading, in order to ensure that the measures that may be necessary for the proper stacking and safe transportation of the cargo are put into effect. Shipping information should include the following.

- Proper shipping name (BCSN) and additional secondary name, if any, when listed on IMSBC
- Cargo group (A, B, A and B or C)
- IMO class, if any (classification is as in IMDG part 2)
- Flour number, if any
- Total quantity
- Stacking factor
- Trimming and trimming procedures
- Possibility of displacement, including stowage angle
- Moisture content and transportable moisture limit certificates of the cargo
- Probability of wet base formation (IMSBC 7.2.3)
- Production of toxic, flammable or suffocating gases that may arise from the load, if any
- The load, if any, is flammable, toxic, corrosive and prone to oxygen depletion.
- Self-heating characteristics of the load and the need for trimming, if any
- Specifications regarding the emission of flammable gases in contact with water, if any
- Radioactive properties, if any
- Current documents required by the administration

A declaration must be submitted in addition to the information provided by the shipper (cargo person). The cargo declaration form is given below. The information requested for Formozlem island green may be of different types, provided that the requirements of this paragraph are met.

KAGRO INFORMATION FORM

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

1.2.2.4. IMSBC Code dangerous goods list

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

DANGEROUS SOLID BULK CARGO (IMSBC CODE)		
UN NO	NAME	NAME
1350	SULPHUR (crushed lump and coarse grained)	Crushed lump and coarse sulfur
1363	COPRA (dry)	Dried Coconut
1376	IRON OXIDE, SPENT	Iron Oxide
1376	IRON SPONGE, SPENT	Iron Sponge
1386	SEED CAKE, containing vegetable oil (a) mechanically expelled seeds, containing more than 10% of oil or more than 20% of oil and moisture combined	Seed Meal
1386	SEED CAKE, containing vegetable oil (b) solvent extraction and expelled seeds, containing not more than 10% of oil and when the amount of moisture is higher than 10%, not more than 20% of oil and moisture combined.	
1395	ALUMINUM FERROSILICON POWDER	Aluminum Ferrosilicon Powder
1398	ALUMINUM SILICON POWDER, UNCOATED	Aluminum Silicon Powder
1408	FERROSILICON	Ferro Silicon
1435	ZINC ASHES	Zinc Ash
1438	ALUMINUM NITRATE	Aluminum Nitrate
1446	BARIUM NITRATE	Barium Nitrate
1454	CALCIUM NITRATE	Calcium Nitrate
1469	LEAD NITRATE	Lead Nitrate
1474	MAGNESIUM NITRATE	Magnesium Nitrate
1486	POTASSIUM NITRATE	Potassium Nitrate
1498	SODIUM NITRATE	Sodium Nitrate
1499	SODIUM NITRATE AND POTASSIUM NITRATE MIXTURE	Sodium Nitrate-Potassium Nitrate Mixture
1759	METAL SULPHIDE CONCENTRATES, CORROSIVE	Metal Sulfur Mixtures, Corrosive
1942	AMMONIUM NITRATE	Ammonium nitrate
2067	AMMONIUM NITRATE BASED FERTILIZER	Ammonium Nitrate Based Fertilizer
2071	AMMONIUM NITRATE BASED FERTILIZER	
2216	FISHMEAL, STABILIZED	Fish Meal
2216	FISHSCRAP, STABILIZED	Fish Crumbs
2217	SEED CAKE	Seed Meal
2793	FERROUS METAL CUTTINGS	Iron Metal Sawdust, Scraps or Scraps, prone to self-heating
2793	FERROUS METAL SHAVINGS	
2793	FERROUS METAL BORINGS	
2793	FERROUS METAL TURNINGS	
2912	RADIOACTIVE MATERIAL, LOW SPECIFIC ACTIVITY (LSA-1)	Radioactive Material, Low Specific Activity
2912	SAND, MINERAL CONCENTRATE, RADIOACTIVE MATERIAL, LOW SPECIFIC ACTIVITY (LSA-1)	Sand, Mineral Mixture, Radioactive Material, Low Specific Activity
2913	RADIOACTIVE MATERIAL, SURFACE CONTAMINATED OBJECTS (SCO-1)	Radioactive Material, Contaminated Objects
2969	CASTOR BEANS	Castor Seed or Castor Oil Cake or Castor Pulp or Castor Flake
2969	CASTOR FLAKE	
2969	CASTOR MEAL	
2969	CASTOR POMACE	
3170	ALUMINUM REMELTING BY-PRODUCTS	Aluminum Smelting Byproducts or Aluminum Remelting Byproducts
3170	ALUMINUM SMELTING BY-PRODUCTS	
3190	METAL SULPHIDE CONCENTRATES, SELF-HEATING	Self-Heating Metal Sulfur Mixtures

1.2.2.5. Hazardous Solid Bulk Cargo Safe Handling Procedure

1.2.2.5.1. Aim

hazardous bulk solid cargoes is carried out safely.

1.2.2.5.2. General

- a) Information about the dangerous cargo on the ship is sent to the container field planning unit by the ship agency at least 24 hours in advance. Based on the information contained herein, the personnel who will work in the operation are informed and coordination is established with the relevant units to take the necessary occupational safety measures.
- b) Solid dangerous cargoes are handled as dumps in our port facility and will not be stored in our port area.
- c) Occupational safety in the working area, control of equipment, entry and exit of external persons, safe handling of the cargo, environmental cleaning and control of whether these works are carried out appropriately are the responsibility of the Shift Supervisor and Ship Operations Officer, and their duties, powers and responsibilities in this regard are notified to them in writing.
- d) Electrical equipment, equipment and hardware to be used in areas where hazardous materials are handled are ex-proof certified, suitable for use in flammable, combustible or explosive environments. During load operations for hazardous solid bulk cargo, electric lamps other than arc lamps are used, and these lamps are gas-tight LED lamps.
- e) Hazardous substances that burn on their own, such as coal, but are not affected by water, are not stored in the port facility.

1.2.2.5.3. Operation

- a) Loading/unloading operations of dangerous bulk cargo are carried out in the last 200 meters of our pier, at piers 3, 4, 6, 7.
- b) Tarpaulins that will prevent solid bulk dangerous goods from falling into the sea during discharge from the ship or loading onto the ship will be kept between the ship and the dock during the operation.
- c) The ship captain and the operations officer, within their areas of responsibility, carry out operations for the transportation, handling or loading/unloading of dangerous solid bulk cargoes, "International Maritime Solid Bulk Cargoes Code (IMSBC Code)", "Code of Practice for the Safe Loading and Discharging of Bulk Cargo Ships (BLU) Code)", "Regulation on Safe Loading and Unloading of Bulk Cargo Ships" published in the Official Gazette dated 31.12.2005 and numbered 26040 and "Handbook on Loading and Discharge of Solid Bulk Cargoes for Terminal Representatives (IMO MSC/Circ.1160, It will ensure that it is done in accordance with MSC/Circ.1230 and MSC.1/Circ.1356).
- d) The captain of the ship who will load/discharge dangerous solid bulk cargo will receive a detailed loading/discharge plan, which includes details about the location and quantities of the cargo in question on the ship, by the operation manager before starting the loading/unloading process. An agreement will be reached between the ship captain and the operations officer regarding the loading/unloading plan in question.
- e) In areas where hazardous solid bulk cargoes that release toxic or flammable gases are handled, the concentration of toxic or flammable gases they may create and their possible spread will be regularly checked with gas measuring devices and the measurements will be recorded.
- f) Necessary warnings are made to prevent trucks from loading more than their capacity, and those responsible show the necessary attention in this regard. Trucks must be covered after loading.
- g) Drivers will wait at the designated point away from the vehicle while loading and unloading the vehicle. It will be checked that the driver has the necessary protective equipment.
- h) If the ship's evacuation is partially completed, gas measurements will be made before the assignment is made to evacuate the remaining cargo in the ship's hold.

1.2.2.5.4. Security

- a) When determining the areas where dangerous cargo is handled according to its risks; Administrative buildings, other facilities adjacent to the facility and the types of cargo handled in these facilities, the characteristics of other cargoes temporarily stored and handled in the facility, and the fastest and safest access opportunities for responding to emergencies will be taken into account.
- b) When the temporary storage or handling of hazardous solid bulk cargoes results in the spread of dust that may cause ignition and explosion, all practicable measures must be taken to prevent such ignition and explosion or to minimize their effects if they occur.
- c) Dangerous solid bulk cargoes that may interact with each other should be transported and handled in a way that prevents them from interacting. This also applies to other dangerous cargoes with which hazardous solid bulk cargoes may interact.
- d) A sufficient number of appropriate personal protective clothing, equipment and hardware must be available against the characteristics of the hazardous solid bulk cargoes handled and the risks they may pose.
- e) Dangerous solid bulk cargoes that may release flammable or toxic gases or spontaneously ignite when in contact with water should be kept as dry as possible. Such loads should only be handled in rainless weather conditions.
- f) Solid bulk cargoes with oxidizing properties should be temporarily stored, handled and kept away from heat or combustion sources to prevent contamination with flammable or carbon-containing substances as much as possible.

1.2.3. SCRAP LOADS

Heavy pieces of metal scrap can damage soft side walls and container floors when loaded as metal scrap in the wrong sizes or when the wrong loading method is used. It should also be noted that scrap cargo contains radioactivity. This part of the guide is to ensure proper packaging, declaration and transportation of metal scrap and professional experience in working safely with scrap loads is needed. This section is open to improvement and it is recommended that professional experiences be preferred if they conflict with professional experiences.

Scrap cargo consists of recyclable materials such as vehicle parts, building materials and surplus materials left over from product manufacturing and consumption. Scrap has a value (monetary value), especially recovered metals, and it should not be forgotten that non-metallic materials are also recovered for recycling.

The metal scrap industry poses a large potential risk of accidents where a hazardous substance is present and could cause death, injury, amputation or environmental damage. Examples are radioactivities found in scraps. Metals, including substances such as beryllium, cadmium and mercury, can pose a hazard to personnel and contaminate metal smelting facilities.

Metal scrap is considered waste and the sender is expected to be in full compliance with national legislation. Scrap cargo may cause potential fire, automatic ignition, explosion, damage to the container, and leakage (remaining oils or liquids discharged from engine parts).

Scraps can be turned, drilled, shredded, heavy mixed scrap, plate-shaped and consist of engines and transmissions.

Metal scrap is generally shipped in standard dry cargo containers. Considering the risk of damage to the containers, it is recommended to choose old containers for transportation of such cargo.

Container selection and loading

Metal scrap can be shipped in open-top containers. This will make it easier for filling and emptying.

Metal scrap pressed into large bags, bundles and bundles generally does not damage containers if properly packaged and secured. However, it is seen in field applications where metal scraps are loaded loosely in bulk in containers.

Metal scrap, container walls and floor should be protected with plywood or similar, depending on the nature and shape of the scrap. It should be ensured that the load is not pushed towards the doors during transportation.

Filling the container by pouring scrap cargo from its front end is not recommended as it will damage the containers. Scrap should be loaded in a horizontal position. The load must be loaded and secured so that it cannot move during transportation. The container should not be overloaded.

The container loader must comply with the following points.

- Scrap should be classified.
- Make sure that all liquids such as oil, fuel and water are drained from loads such as the transmission and engine.
- The container floor and side walls should be protected using plywood sheets or linings.
- Make sure the container is placed horizontally before loading. Loading in a vertically rotated position should not be allowed.
- No more scrap should be loaded than allowed. Gross weight must be verified.
- It is strictly forbidden to compress the scrap while loading it into the container. This will damage the container side walls and frames.
- Larger scrap pieces should be secured or trimmed to prevent any movement of the load.
- It must be ensured that the cargo does not come into contact with the container doors during the entire transportation. This ensures that the doors are not damaged and that the doors can be opened safely by the buyer and control officials.

The loading operator must comply with the following points.

- It should be checked for leaks.
- Radioactivity must be checked.
- The container walls should be checked for abnormal heat.
- External visible container damage should be checked.

1.2.3.1. Safe Handling of Scrap Cargoes Operation Procedure

Scrap cargo is handled at our port facility. It will not be stored in the port facility.

1.2.3.1.1. Aim

To ensure that the handling of scrap cargo is carried out safely.

1.2.3.1.2. Necessity

- a) Controlled access to the quarantine area will be provided, the entrance door of the area in question will be locked outside of the operation and warning signs will be placed on it.
- b) Cevat YILMAZ and Nuri Baran ERDEM were assigned to be responsible for handling contaminated radioactive materials at the coastal facility, and these responsible people took the Radiation Protection Officer course from TAEK and their duties were notified to them in writing.
- c) Radiation measurements of scrap cargo at the coastal facility are made through fixed radiation detectors located at the port entrance and exit.

1.2.3.1.3. Handling Operation

- a) Dust contaminated with radiation accumulated in the collection pool at the coastal facility will be measured and collected by TAEK.
- b) The radiation well, where radioactive sources and/or radiation-contaminated materials detected in the scrap cargo are temporarily stored, is surrounded and limited to prevent the approach of unauthorized persons. Radiation wells will be kept under constant surveillance during the temporary storage of the materials in question and a control point will be established at an appropriate distance.

- c) Vehicles loaded with scrap will be allowed to pass through the radiation measurement device at the port entrance at a speed below 10 km. Any scrap loaded vehicle that has not been measured will not be allowed to leave the facility. During the operation, it is the responsibility of the port surveyor to go to the weighbridge area after the vehicles are loaded and to see that the measurements are made.
- d) If the radiation level in a scrap-loaded vehicle is detected as Level-3 in the measurements; The vehicle to be abandoned, including the driver, will be towed to the quarantine area, and the vehicle will be kept in the quarantine area until the necessary emergency response is completed. The area in question and its approaches will be marked with warning signs and people in the facility will be informed about this situation.
- e) In case a radioactive source and/or substances contaminated with radiation are detected, the detected source and/or substances will be taken to the radiation well and the number, size and approximate weight of the radioactive sources will be reported to TAEK within 24 hours at the latest. Operators, facility employees or third parties who have not received radiation protection training and who do not have appropriate protective clothing, equipment and equipment will be prevented from entering the quarantine area.
- f) Radiation measurement will be carried out in the radiation detection and quarantine area, radiation well, dust accumulated in the collection pool, water discharged from the collection pool and scrap-loaded vehicles that will leave the port area.

2. RESPONSIBILITIES

2.1. GENERAL RESPONSIBILITIES

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

All parties involved in dangerous cargo transportation activities; They must take all necessary precautions to carry out transportation in a safe, secure and environmentally friendly manner, to prevent accidents and to minimize the damage as much as possible when an accident occurs: In order to carry out the operations regarding dangerous loads safely, the trainings specified in Article 1.2 of this document are carried out and all prepared services are also carried out. processes and documents are implemented in the field.

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

- All vehicles carrying cargo transport units use the roads reserved for them.
- When an emergency response is required, the signs, labels and plates on the cargo transport units must remain visible.
- All vehicles must comply with the in-port speed limit.
- Speed control is carried out in the port. All vehicles are expected to comply with speed limits.
- Vehicle personnel carrying cargo transport units containing dangerous cargo must have equipment in the vehicle against spills and scatters.
- Personal protective equipment for each vehicle personnel must be available and quickly accessible in accordance with the load.
- Vehicles carrying dangerous loads must have at least 2 6 kg fire extinguishers and a 2 kg fire extinguisher in the driver's cabin.
- Smoking is prohibited in vehicles.
- In-port traffic signs and rules must be followed.
- In case of vehicle malfunction, the shore facility should be notified immediately and assistance should be requested.
- In the port, no strangers should be allowed into the driver's cabin, other than the vehicle crew.
- No waste should be thrown out of the vehicle while driving.
- Traffic instructions of coastal facility officials must be followed.
- The vehicle should be used carefully in adverse weather conditions such as snow, rain and storm.
- The use of recreational drugs is prohibited in the vehicle.

2.1.2. In emergencies such as fire, leakage and spillage that occur during the transportation of dangerous goods, they benefit from the EmS Guide, which includes Emergency Response Methods and Emergency Tables for Ships Carrying Dangerous Goods.

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

In the event of a fire or spill, initial actions should be taken in accordance with the onboard emergency plan. Separate intervention methods are given in the guide for certain dangerous goods, taking into account the type of ship, the quantity and type of packaging of dangerous goods, and whether the goods are stacked or not. Intervention on deck or below varies.

The guide is for the use of packaged dangerous cargoes and ships where the captain and crew must respond to fires and spills without outside help.

For fires, the EmS fire chart should be consulted. The table indicates the appropriate fire extinguishing method for each hazardous load.

2.1.3. Special notes for classes of hazardous substances in fires

2.1.3.1. Class 2

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

Gases do not begin to burn unless there is an ignition source (e.g. fire or heat). The location of the burning gas must be determined as it may be the center of the fire. Heating the outlet is the most serious danger due to the possibility of it breaking, popping or exploding. In case of fire, containers containing gas should be sprayed with plenty of water to keep them as cold as possible.

Non-flammable leaks from flammable gas containers may cause explosive mixtures to form in air. If a fire caused by the ignition of leaking gas is extinguished in the cargo space before the leak is stopped, gas accumulation will occur. 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 hazard in addition to flammability and toxicity, and emergency crews should avoid contact with such leaks and the immediate environment.

2.1.3.2. Class 3

Spraying water on a fire containing flammable liquids is dangerous. Many flammable liquids float on water, and the water jet disperses the liquid, creating a greater hazard. Closed containers exposed to fire will be pressurized and rupture will occur.

Heated flammable liquid will emit vapors that can start burning instantly with an explosive effect. As a result, firefighting personnel should remain in a well-protected position and use water spray on the fire area. This cools the temperature of the liquid and the air-vapor mixture.

2.1.3.3. Class 4.1

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

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

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

2.1.3.4. Class 4.2

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

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

- I. Controlled burning: stay in a well-protected position. Let the goods burn. Many products in this class react dangerously with water. In such cases, contact with water may aggravate the burn. Therefore, it is not recommended to apply water directly on burning property. When portable water monitors that provide water shield functionality are available: create a water curtain to prevent fire spread. Fire involving goods must be allowed to completely extinguish. If the fire has already spread to adjacent cargo that does not react with water, fight the fire from a safe distance.
- II. Fight fire from a safe distance. If the location of the fire allows it, plenty of water should be used immediately. Although the burning goods will react with water and create heat , a large amount of water will cool the reaction and prevent further heat release. However, water should not be used when the location of the fire makes it impossible to apply copious amounts of water directly to the goods.

2.1.3.5. Class 4.3

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

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

- I. Controlled burning: stay in a well-protected position. Let the goods burn. All goods in this class react dangerously with water: Contact with water will aggravate combustion. Therefore, it is not recommended to apply water directly on burning property. When portable water monitors providing water shield functionality are available: create a water curtain to prevent fire spread. Fire involving goods must be allowed to completely extinguish. If the fire has already spread to adjacent cargo that does not react with water, fight the fire from a safe distance.
- II. Fight fire from a safe distance. This issue should be taken into consideration as extinguishing a fire with water may intensify the fire and cause the emergence of flammable gases that may explode in mixtures with air.

2.1.3.6. Class 5.1

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

Fires containing these substances are difficult to extinguish because the ship's fire fighting installations may not be effective. Everything possible should be done to prevent fire from spreading into containers containing these hazardous substances. However, if fire reaches cargo, personnel must immediately retreat to a well-protected position.

2.1.3.7. Class 5.2

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

If temperature control cannot be restored, the manufacturer should be consulted as soon as possible, even if smoke emissions have stopped. The cargo must then be kept under surveillance. The surrounding area should be kept isolated because liquid may gush out from the drain arrangements.

2.1.3.8. Class 6.1

Substances in this class are toxic by contact or inhalation and therefore the use of self-contained breathing apparatus and firefighter clothing is mandatory.

2.1.3.9. Class 8

These substances are extremely dangerous to humans and many can cause the destruction of safety equipment. Burning cargo of this class will produce highly corrosive vapors. As a result, wearing a self-contained breathing apparatus is essential.

2.1.3.10. Class 9

Miscellaneous hazardous substances and objects and environmentally hazardous substances include substances, materials and objects that are considered to pose some hazard but are not classified under the criteria of classes 1 to 8.

2.1.3.11. marine pollutants

A number of substances belonging to all of the above classes have also been identified as marine pollutants. Packages containing these substances will bear the marine pollutant mark.

It is important to be aware that in the event of leakage from burning cargo, any spillage of marine pollutants washed into the sea will contaminate the sea. However, it is more important to intervene in a fire on a ship than to prevent pollution of the sea.

2.1.4. Special classes for dangerous goods in spills

2.1.4.1. Class 2

The release of a flammable gas (class 2.1) is the first step leading to a potential vapor cloud explosion. For an explosion to occur, the substance must mix with air in sufficient quantities to form a cloud. Once friction (electrostatic potential) is within range of the explosive and an ignition source, an explosion can occur with flash fire, deflagration and sometimes even catastrophic results. When dealing with gas leaks, allow the gas to evaporate and drift away. Keep all sources of ignition away. Water spray may reduce the cloud's ignition potential.

Non-toxic, non-flammable gases (class 2.2) can displace oxygen, creating an asphyxiation hazard. It is important to ventilate all relevant areas.

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

Liquefied gases may present the additional hazard of very low temperatures around the leak point. Such a leak would be especially dangerous when the liquid phase leaks from a container that will experience very low temperatures. Emergency personnel 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.

2.1.4.2. Class 3

is the first step leading to a potential *vapor cloud explosion*. For an explosion to occur, vapor must mix with enough air to allow the mixture to form a cloud. Once friction (electrostatic potential) is within range of the explosive and an ignition source, an explosion can occur with flash fire, deflagration and sometimes even catastrophic results. Water spray will reduce cloud evaporation and ignition potential. Keep all sources of ignition 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, it is recommended to use self-contained breathing apparatus in all cases.

Some flammable liquids are corrosive to human skin, ship hulls, or normal personal protective equipment. Vapors are toxic if inhaled. Therefore, washing the spills and discharging the vapors into the sea with water spray is the preferred method. It is important to close all vents to protect the accommodation and machinery spaces and the bridge from vapors. Crew members should stay away from any wastewater.

Many flammable liquids are insoluble in water and float on water (e.g. mineral oil, kerosene, petrol). In general, high concentrations of these substances are not lethal but produce a narcotic effect. The crew should be aware of this and stay away from highly concentrated vapors. Mineral oil is considered a marine pollutant although it is not classified or labeled. Depending on the quantities, oil spilled into the sea can cause problems and is often given a high profile by the media. If spilled onto a ship, the predominant danger is flammability. Keep all sources of ignition away.

2.1.4.3. Class 4.1

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

Spilled flammable solids can create an explosive atmosphere that can easily ignite. While some solid items (e.g. items) can be repackaged, others will contaminate the surfaces of ships, meaning the items must be thoroughly cleaned upon launch.

A few flammable substances are transported in molten form. It is possible to use inert materials to clean contaminated areas, allowing emergency crews to shovel the debris and throw it into the sea.

Flammable solids that become explosive when spilled from a package should be kept wet and thrown into the sea. Ignition of the drying material (e.g. by heat or friction) will cause an explosion.

Temperature-controlled self-reactive substances are also classified as flammable solids under class 4.1. Spills are often linked to failure of temperature control, leading to a chemical reaction and creating a fire hazard. If it is not thrown into the sea, the relevant FIRE PROGRAM should be consulted.

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

2.1.4.4. Class 4.2

Some self-igniting substances can react with water. Drowning with dry inert material and immediately throwing it overboard can limit the danger of ignition. Others will ignite within minutes and fire-fighting will be necessary.

2.1.4.5. Class 4.3

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

2.1.4.6. Class 5.1

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

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

2.1.4.7. Class 5.2

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

2.1.4.8. Class 6.1

The effects of toxic substances (class 6.1) may occur immediately upon exposure or may be delayed until after exposure. Inhalation is the main pathway for vapors, gases, mists and dust. Skin and eye contact is a concern for emergency personnel. The use of self-contained breathing apparatus and appropriate chemical protection (e.g. chemical suit) is recommended in all cases. Vapors of toxic liquids can fill an area or area of the ship with a toxic atmosphere. Therefore, in the event of vapor formation, it is important to close, seal and insulate all ventilation to the accommodation and machinery spaces and the bridge.

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

2.1.4.9. Class 8

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

The use of self-contained breathing apparatus and appropriate chemical protection (e.g. chemical suit) is recommended in all cases. Washing the spills and throwing the vapors into the sea with water spray is the method used in all cases. It is important to close, seal and secure all ventilation to the preferred location, engine rooms and bridge. All personnel 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 flammability hazard is more important to the safety of the ship and crew than the corrosive properties (see e.g.

2.1.4.10. Class 9

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

2.1.4.10.1. Marine Pollutants

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

Rather than 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.

2.1.5. They benefit from the Medical First Aid Guide (MFAG) included in the IMDG Code annex in order to provide the necessary medical first aid to people affected by the damage of dangerous cargoes and to health problems that occur as a result of accidents involving these cargoes.

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

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

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

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

2.2. Responsibilities of the Cargo Person

The responsibilities of the cargo person are stated below:

- a) Prepares and prepares mandatory documents, information and documentation regarding dangerous cargo and ensures that these documents are accompanied by the cargo during the transportation activity.
- b) It ensures that hazardous loads are classified, packaged, marked, labeled and plated in accordance with their type.
- c) It ensures that dangerous cargoes are loaded, stacked and securely tied to approved packaging and cargo transport units in accordance with the rules and safely.

2.3. Carrier Responsibilities

The carrier's responsibilities are stated below:

- a) Requests mandatory documents, information and documents regarding dangerous cargo from the cargo person and ensures that they are present with the cargo during the transportation activity.
- b) It checks the compliance with the legislation of dangerous cargoes classified, packaged, marked, labeled and plated by the cargo person.
- c) It checks that dangerous cargoes are packaged in accordance with the rules using approved packaging and cargo transport units, loaded safely to the cargo transport unit and securely fastened.

2.4. Responsibilities of the Coastal Facility Operator

The responsibilities of the coastal facility operator are stated below:

- a) It does not allow ships carrying dangerous cargo to dock at its facility without the permission of the port authority.
- b) It provides written information to the ship that will dock at its facility within the scope of facility rules, cargo handling rules and relevant legislation.
- c) It does not handle dangerous cargoes for which it has not received handling permission from the administration, and does not victimize the ships that will berth by planning in this context.
- d) It requests mandatory documents, information and documents regarding dangerous cargo from the cargo officer and ensures that they are included with the cargo. If the relevant documents, information and documents cannot be provided by the cargo person, he is not obliged to accept or handle the dangerous cargo in his facility.
- e) It shares all the data that may be necessary depending on the characteristics of the cargo with the ship's person and carries out the loading or unloading operation according to the agreement to be reached. The ship does not make any changes in the operation without the knowledge of the person concerned.
- f) It determines the working limits by taking into account the safe working capacity of the facility and weather forecasts, and takes the necessary precautions to ensure that the ship remains securely tied to the dock and handled.
- g) It checks the transport documents containing information that the dangerous goods arriving at the facility are properly classified, packaged, marked, tagged, plated and loaded safely into the cargo transport unit.
- h) It ensures that the personnel involved in the handling of dangerous cargoes and the planning of this handling are certified by receiving the necessary training, and does not assign uncertified personnel to 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 regarding the use of these equipment.
- j) By taking occupational safety measures at the coastal facility, it ensures that the personnel use personal protective equipment appropriate to the physical and chemical properties of the dangerous cargo.
- k) It carries out activities related to dangerous cargo in docks, piers and warehouses established appropriately for these works.
- l) It keeps an up-to-date list of all dangerous cargoes on ships docked at its facility and in closed and open areas of its facility and provides this information to the relevant parties upon request.
- m) It notifies the port authority about the immediate risk posed by the dangerous cargoes handled or temporarily stored in its facility and the measures taken accordingly.
- n) Reports accidents related to dangerous cargo, including accidents when entering closed areas, to the port authority.
- o) Provides the necessary support and cooperation in the controls and inspections carried out by the administration and the port authority.
- p) It ensures that Class 1 (except Class 1 Compatibility Group 1.4 S), Class 6.2 and Class 7 dangerous cargoes, which are not allowed to be stored temporarily, are transported out of the coastal facility as soon as possible, without waiting, and in cases where it is necessary to keep them, it applies to the Administration for permission.
- q) It temporarily stores the cargo transport units in which dangerous cargoes are carried in accordance with the separation and stacking rules, and takes fire, environmental and other safety measures appropriate to the class of the hazardous cargo in the storage area. It keeps fire extinguishing systems and first aid units ready for use at all times in areas where hazardous cargo is handled and carries out the necessary checks periodically.
- r) He/she obtains permission from the port authority before performing hot work and operations in areas where dangerous cargoes are handled and temporarily stored.
- s) It prepares an emergency evacuation plan for the evacuation of ships from coastal facilities in case of emergency and submits it to the port authority and informs the relevant people about the plan approved by the port authority.
- t) It ensures the internal loading of cargo transport units in accordance with the loading safety rules in the facility.

2.5. Ship Person's Responsibilities

The responsibilities of ship officials are stated below:

- a) It ensures that the cargo to be carried by the ship is certified as suitable for transportation and that the cargo holds, cargo tanks and cargo handling equipment are suitable for cargo transportation.
- b) Requests all mandatory documents, information and documents related to dangerous cargo from the cargo officer and ensures that they are present with the cargo during the transportation activity.
- c) Ensures that the documents, information and documents required to be kept on the ship regarding dangerous cargo within the scope of legislation and international agreements are appropriate and up-to-date.
- d) It checks the transport documents containing information that the cargo transport units loaded on the ship are appropriately marked, plated and loaded safely.
- e) Informs the relevant ship personnel about the risks of dangerous cargo, safety procedures, safety and emergency measures, intervention methods and similar issues.

- f) It keeps up-to-date lists of all dangerous cargo on the ship and declares them to the relevant parties upon request.
- g) Ensures that the loading program, if any, is approved and documented on the ship and is kept in working order.
- h) It notifies the port authority and the coastal facility about the instant risk posed by the dangerous cargo on the ship docking at the coastal facility and the measures taken accordingly.
- i) If there is a leak in the dangerous cargo or if there is such a possibility, it will not accept to carry the dangerous cargo.
- j) He/she reports to the port authority any dangerous cargo accidents that occur on his ship while cruising or at the coastal facility.
- k) 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 relevant institutions and organizations.
- m) It ensures that seafarers in charge of handling hazardous cargo use personal protective equipment appropriate to the physical and chemical properties of the cargo during handling.
- n) It ensures the loading safety requirements of the cargo loaded onto its ships.

2.6. Loading Safety

- 1) The port authority stops the handling operation at the coastal facility when it sees any risk and does not start it until the risk is eliminated.
- 2) In order to ensure safe loading of cargo onto the ship, BLU Code and BLU Manual, Safe Practice Code for Cargo Stowage and Security (CSS Code), Code of Practice for Packaging of Cargo Transport Units (CTU Code) and Safe Practices Code for Ships Carrying Timber Loads on Deck (TDC Code) provisions are complied with.
- 3) Stacking of cargo is carried out in accordance with the relevant legislation and international agreements to which we are a party.
- 4) The ship cannot be loaded more than the loading limit, taking into account the loading limit brand. If such a situation is detected, the ship is not allowed to sail and administrative action is taken against the person concerned within the scope of Article 22.
- 5) Before the handling operation, the loading-unloading plan is submitted to the port authority by the person concerned, and the results of the draft survey or weighbridge survey are submitted to the port authority to determine the amount of cargo loaded before the ship departs. The administration or port authority may request that the draft survey or weigh-bridge survey report be obtained from an authorized inspection company.
- 6) Precautions are taken to prevent the stability of the ship from being negatively affected by ensuring that the cargo on bulk carriers, especially single-hold bulk carriers, is loaded in a way that it spreads across the bottom of the hold (by pilling).
- 7) To ensure that the ship's structure is not subjected to excessive stress, the cargo and ballast water patterns are monitored throughout the loading or unloading operation.
- 8) Care is taken to ensure that the ship is not heeling, but if a heeling (tilting) is required during loading, it is ensured that it is as short as possible. In order to avoid structural damage to the ship, balanced loading and unloading is ensured in accordance with the approved stability bill.
- 9) In case of adverse meteorological and oceanographic conditions that may affect the cargo handling operation, the handling operation is stopped by the captain until the conditions improve.
- 10) In order to prevent situations such as placing a heavy load on top of a light load, placing a liquid load on a dry load, and the odor of bad-smelling loads from spreading to other loads, loads that may damage other loads are loaded by following the separation rules.
- 11) In order to ensure that the safety measures regarding loading, stacking, separation, handling, transportation and unloading of cargoes are fully implemented and maintained on the ship, all cargoes, cargo units and cargo transport units, except for solid bulk cargoes, in accordance with SOLAS Chapter VI Part A Rule 5.6. Administration or authorized classification societies. It is loaded, stacked and secured in accordance with the Cargo Securing Manual approved by the Administration on behalf of the Administration.

3. RULES AND MEASURES TO BE FOLLOWED BY THE SHORE FACILITY

3.1. Measures taken by the coastal facility operator

- 3.1.1. It does not allow ships carrying dangerous cargo to dock at its facility without the permission of the port authority:

Towage services are received from Uzmar Uzmanlik Maritime, which is authorized by the administration, to safely dock and tie up ships carrying dangerous cargo. All ships docking at the port receive a docking approval document from the Port Authority before docking, and a separate approval when leaving.

- 3.1.2. It provides written information to the ship that will dock at its facility within the scope of facility rules, cargo handling rules and relevant legislation.

Each ship docking at the port facility is informed by the Mardaş Operation Procedure, which includes the rules they must follow while in the port.

- 3.1.3. It does not handle dangerous cargoes for which it has not received handling permission from the administration, and does not victimize the ships that will berth by planning in this context.

Your permission received from the administration; Dangerous cargoes for which handling permission is obtained within the scope of the IMDG Code: Class 2 (gases), Class 3 (flammable liquids), Class 4.1, Class 4.2, Class 4.3 (flammable solids, self-reactive substances, polymerizing substances and solid explosives with reduced sensitivity), Class It covers dangerous cargoes belonging to classes 5.1 (oxidizing substances), Class 5.2 (organic peroxides), Class 6.1 (toxic substances), Class 8 (corrosive substances), Class 9 (various dangerous cargo and objects). We also operate scrap cargoes and dangerous solid bulk cargoes. It is stated in the "Dangerous Cargo Handling Guide" and "Dangerous Cargo Conformity Certificate", which are also published on our website, that only those with permits are handled among dangerous loads.

- 3.1.4. It requests mandatory documents, information and documents regarding dangerous cargo from the cargo officer and ensures that they are included with the cargo. If the relevant documents, information and documents cannot be provided by the cargo person, he is not obliged to accept or handle the dangerous cargo in his facility.

The mandatory documents, information and requirements for dangerous cargoes are published on our website to inform the cargo authorities who bring dangerous cargo to the port or receive dangerous cargo from the port.

- 3.1.5. It shares all the data that may be necessary depending on the characteristics of the cargo with the ship's person and carries out the loading or unloading operation according to the agreement to be reached. The ship does not make any changes in the operation without the knowledge of the person concerned.

Plans regarding ship loading and unloading are made as a result of discussions between the Planning Department and the Ship Captain or his agency. Loading and unloading are monitored by the field operations team.

- 3.1.6. It determines the working limits by taking into account the safe working capacity of the facility and weather forecasts, and takes the necessary precautions to ensure that the ship remains securely tied to the dock and handled.

Weather forecasts are monitored on a daily basis, and our machines have an automatic stopping system for the cranes in adverse weather conditions. In addition, no work is carried out in adverse weather conditions and operations are stopped by informing the ships in the port.

3.1.7. It checks the transport documents containing information that the dangerous goods arriving at the facility are properly classified, packaged, marked, tagged, plated and loaded safely into the cargo transport unit.

At the entrance and exit of the port facility; The required plates, license plates and signs on vehicles, containers/tank containers and transport documents are checked.

3.1.8. It ensures that the personnel involved in the handling of dangerous cargoes and the planning of this handling are certified by receiving the necessary training, and does not assign uncertified personnel to these operations.

Mardaş Marmara Denizcilik AŞ employees assigned to the handling and planning at the work site; Training and retraining is provided on "IMDG CODE Training".

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

Periodic, planned and unplanned maintenance of the equipment used in the facility is carried out. Maintenance plans are available. Employees using the equipment have certificates.

3.1.10. By taking occupational safety measures at the coastal facility, it ensures that the personnel use personal protective equipment appropriate to the physical and chemical properties of the dangerous cargo.

The use of personal protective equipment in accordance with the specifications specified in the "PPE Equipment Instruction" is ensured.

3.1.11. It carries out activities related to dangerous cargo in docks, piers and warehouses established appropriately for these works.

In our facility, hazardous cargo handling activities are carried out at piers 3, 4, 5 and 6.

3.1.12. Equipping docks and piers reserved for ships that will load or unload dangerous liquid bulk cargo, with installations and equipment suitable for this purpose.

Hazardous liquid bulk cargo is not handled in our port area.

3.1.13. It keeps an up-to-date list of all dangerous cargoes on ships docked at its facility and in closed and open areas of its facility and provides this information to the relevant parties upon request.

Dangerous cargoes in the port and on ships docked at the facility are monitored instantly.

3.1.14. It notifies the port authority about the immediate risk posed by the dangerous cargoes handled or temporarily stored in its facility and the measures taken accordingly.

Emergencies and instantly developing risks for dangerous cargo in the port are reported to the Port Authority.

3.1.15. Reports accidents related to dangerous cargo, including accidents when entering closed areas, to the port authority.

Accidents related to dangerous cargo that occur at the facility are reported to the port authority. "Dangerous Cargo Accident and Incident Reporting Form" is used for accidents.

3.1.16. Provides the necessary support and cooperation in the controls and inspections carried out by the administration and the port authority.

All necessary support is provided by accompanying the administration and port authority inspections, and requests for the requested information and documents are met.

3.1.17. It ensures that Class 1 (except Class 1 Compatibility Group 1.4 S), Class 6.2 and Class 7 dangerous cargoes, which are not allowed to be stored temporarily, are transported out of the coastal facility as soon as possible (if the Administration allows) and applies to the Administration to obtain permission in cases where it is necessary to keep them. .

If the Administration permits, cargo belonging to the relevant classes is allowed to leave the port without being kept at the shore facility.

- 3.1.18. It temporarily stores the cargo transport units in which dangerous cargoes are carried in accordance with the separation and stacking rules, and takes fire, environmental and other safety measures appropriate to the class of the hazardous cargo in the storage area. It keeps fire extinguishing systems and first aid units ready for use in areas where hazardous loads are handled and carries out the necessary checks periodically.

Depending on the characteristics of dangerous cargo containers, which ones can be stored side by side and how much distance should be left during storage, the stacking distances of the containers are determined with the "Separation Table" of port areas used within the scope of IMDG CODE, and the planning department ensures storage according to this table.

- 3.1.19. He/she obtains permission from the port authority before performing hot work and operations in areas where dangerous cargoes are handled and temporarily stored.

Work is carried out by obtaining permission from the port authority for hot work in areas where dangerous cargo is handled and on ships.

- 3.1.20. It prepares an emergency evacuation plan for the evacuation of ships from coastal facilities in case of emergency and submits it to the port authority and informs the relevant people about the plan approved by the port authority.

Emergencies occurring on ships are monitored and recorded using the Ship Emergency Evacuation Control Form.

- 3.1.21. It ensures the internal loading of cargo transport units in accordance with the loading safety rules in the facility.

It is ensured that the cargo transport units are carried out safely during internal filling operations at the port.

3.2. Loading safety

- 3.2.1. The Port Authority stops the handling operation at the coastal facility when it sees any risk and does not start it until the risk is eliminated: Operations are carried out according to the instructions of the Port Authority.

- 3.2.2. In order to ensure safe loading of cargo onto the ship, BLU Code and BLU Manual, Safe Practice Code for Cargo Stowage and Security (CSS Code), Code of Practice for Packaging of Cargo Transport Units (CTU Code) and Safe Practices Code for Ships Carrying Timber Loads on Deck (TDC Code) provisions are complied with: Internal filling of cargo transport units carried out in the port is carried out in accordance with CTU CODE rules.

- 3.2.3. Stacking of cargoes is carried out in accordance with the relevant legislation and international agreements to which we are a party: Stacking of dangerous cargoes is carried out in accordance with IMDG CODE separation rules.

- 3.2.4. The ship cannot be loaded more than the loading limit, taking into account the loading limit brand. If such a situation is detected, the ship is not allowed to sail and administrative action is taken by the administration against the person concerned: The ship's departure from the port is provided with the approval of the Port Authority. In such cases, our facility acts in accordance with the Administration's instructions.

- 3.2.5. Before the handling operation, the loading-unloading plan is submitted to the port authority by the person in charge of the ship, and the results of the draft survey or weighbridge survey are submitted to the port authority to determine the amount of cargo loaded before the ship departs. The

administration or the port authority may request that the draft survey or weighbridge survey report be obtained from an authorized inspection company: Action is taken according to the requests and instructions from the Port Authority.

- 3.2.6. Measures are taken to prevent the stability of the ship from being negatively affected by ensuring that the cargo on bulk carriers, especially single-hold bulk carriers, is loaded in a way that it spreads across the bottom of the hold (by pilling): No hazardous bulk cargo handling is carried out in our facility.
- 3.2.7. In order to prevent the ship's structure from being exposed to excessive stress, the cargo and ballast water system is monitored throughout the loading or unloading operation. In case of non-compliance, action is taken in accordance with the Administration's instructions.
- 3.2.8. Care is taken to ensure that the ship is not heeling, but if a heeling (tilting) is required during loading, it is ensured that it is as short as possible. In order to avoid structural damage to the ship, balanced loading and unloading is ensured in accordance with the approved stability guide: Loading and unloading operations of the ships are carried out together with the ship captain.
- 3.2.9. In adverse meteorological and oceanographic conditions that may affect the cargo handling operation, the handling operation is stopped by the captain until the conditions improve: In adverse weather conditions, work in our facility is stopped. If conditions improve, work begins again. Planning is done together with the ship captain.
- 3.2.10. In order to prevent situations such as placing the heavy load on top of the light load, placing the liquid load on top of the dry load, and the odor of bad-smelling loads from spreading to other loads, loads that may damage other loads are loaded by following the separation rules: is done to minimize it.
- 3.2.11. In order to ensure that the safety measures regarding the loading, stacking, segregation, handling, transportation and unloading of cargoes are fully implemented and maintained, all cargoes, cargo units and cargo transport units, except solid and liquid bulk cargoes, shall be handled by the Administration or authorized persons in accordance with SOLAS Chapter VI Section A Rule 5.6. It is loaded, stacked and secured in accordance with the Cargo Securing Manual approved by the classification societies on behalf of the Administration: In case of non-compliance, action is taken in accordance with the Administration's instructions.

3.3.Loads within the scope of IMDG Code

- 3.3.1. Substances and objects that are prohibited to be transported in the IMDG Code cannot be transported by sea: Cargoes that are prohibited to be transported by sea are not allowed into the port facility.
- 3.3.2. Parties involved in the transportation of packaged dangerous goods take measures in accordance with this Regulation and the IMDG Code provisions, taking into account the nature and size of foreseeable risks in order to prevent damage and injuries and to minimize their effects.
- 3.3.3. The stacking area for hazardous loads is reserved. IMDG CFS area has also been created as a separate area for dangerous cargo containers opened for customs procedures.
- 3.3.4. For activities in the IMDG CFS field, an evaluation is made to the Operations unit in advance for the precautions to be taken according to hazardous load classes.
- 3.3.5. The cargo officer submits a safety data sheet before submitting a request for Customs works such as detection, inspection and sampling. Service is not provided to cargo parties who do not submit a Turkish safety data sheet.
- 3.3.6. In the transportation of dangerous goods by sea, it is mandatory to use packages defined in IMDG Code Chapter 6 and tested and given a UN certificate by the organizations authorized by the Ministry

or the authorized administration of a country that is a party to SOLAS. The UN certified packaging of the hazardous cargoes is checked and monitored.

3.3.7. Our coastal facility has both UN approved IBC and plastic barrels.

3.3.8. The Container/Vehicle Packaging Certificate in IMDG Code Rule 5.4.2 is filled out and signed by the people who load the dangerous cargo into the cargo transport unit (except tank containers). These people receive the relevant training in IMDG Code Rule 1.3. Container/Vehicle Packaging Certificate is presented to the port before the cargo arrives at the port or at the entrance with the cargo. A copy of this certificate is placed on the inner wall of the right door of the container: The Container/Vehicle Packaging Certificate of dangerous cargoes opened for customs procedures in the IMDG CFS Area and filled and unloaded in the port area is checked.

4. CLASSES, TRANSPORTATION, LOADING/DISCHARGE, HANDLING, SEPARATION, STACKING AND STORAGE OF DANGEROUS MATERIALS

The transportation of hazardous substances that pose a risk of polluting the sea by ships 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 necessary regulations of the International Maritime Dangerous Goods (IMDG) Code are explained in detail and they have become the law regarding the transportation of these substances by sea. As of January 1, 2004, IMDG Code became mandatory.

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

of Packaged Dangerous Cargoes, Scrap Cargoes, Dangerous Solid Bulk Cargoes, Explosive Cargoes, Fumigated Cargoes are carried out in Mardaş Port areas. Materials within the scope of IMDG that are not transported, loaded/unloaded, handled and stacked are Class 6.2 and Class 7.

4.1. Dangerous Cargo Classes

The hazardous substance classifications defined within these regulations are as follows.

CLASSES

CLASS	SECTION	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 substances and solid desensitized explosives
	4.2	Substances prone to spontaneous combustion
	4.3	Substances that release flammable gases when in contact with water
Class 5.1		Oxidizing substances
Class 5.2		Organic peroxides
Class 6.1		poisonous substances
Class 6.2		infectious substances
Class 7		radioactive materials
Class 8		Corrosive substances
Class 9		Various dangerous substances and objects

Table 4.1: Dangerous Cargo Classes

4.1.1. CLASSIFICATION CODES

Class 2 Sub- groups	one	Compressed gas: Substances that are completely gaseous at -50 °C when packaged under pressure for transportation; All gases with critical temperatures less than or equal to -50 °C are included in this category.
	2	Liquefied gas: A gas that is partially liquid at temperatures above -50 °C when packaged under pressure for transportation. A distinction is made between: High pressure liquefied gas: Gas whose critical temperature is above -50 °C and equal to or less than +65 °C; Low pressure liquefied gas: Gas with a critical temperature above +65 °C.
	3	Refrigerated liquefied gas: A gas that is partially liquefied due to its low temperature when packaged for transportation.
	4	Dissolved gas: Gas dissolved in a liquid phase solvent when packaged under pressure for transportation.
	5	Small, gas-containing, aerosol dispensers and containers (gas cartridges).
	6	Other objects containing gas under pressure.
	7	Non-pressurized gases (gas samples) subject to special conditions.
	8	Chemicals under pressure: liquids, pastes or powders, and mixtures thereof, pressurized with a propellant that meets the definition of compressed or liquefied gas.
	9	Adsorbed gas: Gas adsorbed onto a solid porous material to give an internal container pressure of less than 101.3 kPa at 20 °C and less than 300 kPa at 50 °C when packaged for transportation.
	A.	Stifling
	HE	Oxidizer
	F	flammable
	T	Toxic
	C.	Corrosive (for UN 1950 and chemicals under pressure)
	CO	Corrosive, oxidizing (for UN 1950)
	F.C.	Flammable, corrosive (for UN 1950 and chemicals under pressure)
	T.F.	Toxic, flammable
	TC	Toxic, corrosive
	TO	poisonous, oxidizing
	TFC	Toxic, flammable, corrosive
TOC	Toxic, oxidizing, corrosive	
2.1	Flammable gases (corresponding to the groups indicated by the capital letter F).	
2.2	Non-flammable, non-toxic gases (corresponding to groups marked with capital letters A or O).	
2.3	Toxic gases (corresponding to groups marked with a capital letter T; such as TT, TF, TC, TO, TFC and TOC).	
Class 3 Sub- groups	F	Flammable liquids, objects containing these substances without secondary risk:
		F1 Flammable liquids, with a flash point of 60 °C and below;

		F2 Flammable liquids, having a flash point greater than 60 °C, carried or transferred for carriage at a temperature at or above the flash point (high temperature substances);
		F3 Articles containing flammable liquids;
	F.T.	Flammable liquids, toxic:
		FT1 Flammable liquids, toxic;
		FT2 Pesticides;
	F.C.	Flammable liquids, corrosive;
	FTC	FTC Flammable liquids, toxic, corrosive;
	D	Liquid desensitized explosives.
Class 4.1 Sub- groups	F	Flammable solids, without secondary risk:
		F1 Organic;
		F2 Organic, fused;
		F3 Inorganic;
		F4 Objects;
	F.O.	Flammable solids, oxidizing;
	F.T.	Flammable solids, toxic
		FT1 Organic, toxic;
		FT2 Inorganic, toxic;
	F.C.	Flammable solids, corrosive;
		FC1 Organic, corrosive;
		FC2 Inorganic, corrosive;
	D	Solid desensitized explosives without secondary risk;
	DT	Solid desensitized explosives, poisonous;
	S.R.	Self-reactive substances:
		SR1 Those that do not require temperature control;
SR2 Those requiring temperature control.		
P.M.	polymerizing agents	
	PM1 Those that do not require temperature control;	
	PM2 Things that require temperature control.	
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;	
	S.W.	Substances prone to spontaneous combustion, which release flammable gases when in contact with water;
	SO	Substances prone to spontaneous combustion, oxidants;
	ST	Substances prone to spontaneous combustion, poisonous:
		ST1 Organic, toxic, liquid;
		ST2 Organic, toxic, solid;
		ST3 Inorganic, toxic, liquid;
		ST4 Inorganic, toxic, solid;
SC	Substances prone to spontaneous combustion, corrosive:	
	SC1 Organic, corrosive, liquid;	
	SC2 Organic, corrosive, solid;	

		SC3 Inorganic, corrosive, liquid;	
		SC4 Inorganic, corrosive, solid;	
Class 4.3 Sub- groups	W	Articles containing substances and similar substances without secondary risk which, in contact with water, release flammable gases:	
		W1 Liquid;	
		W2 Floor;	
			W3 Objects;
	WF1	Substances that release flammable gases in contact with water, liquid, flammable;	
	WF2	Substances that release flammable gases when in contact with water, solid, flammable;	
	W.S.	Substances that release flammable gases when in contact with water, solid, self-heating;	
	WO	Substances that release flammable gases when in contact with water, oxidants, solids;	
	W.T.	Substances that release flammable gases in contact with water, poisonous:	
		WT1 Liquid;	
			WT2 Solid;
	WC	Substances that release flammable gases in contact with water, corrosive:	
		WC1 Liquid;	
			WC2 Floor;
WFC	Substances that release flammable gases in contact with water, flammable, corrosive.		
Class 5.1 Sub- groups	HE	Oxidizing substances, objects without secondary risk and containing such substances:	
		O1 Liquid;	
		O2 Solid;	
			O3 Objects;
	UGH	Oxidizing substances, solid, flammable;	
	O.S.	Oxidizing substances, solid, self-heating;	
	O.W.	Oxidizing substances are solids that release flammable gases when in contact with water;	
	WEED	Oxidizing substances, toxic:	
		OT1 Liquid;	
			OT2 Floor;
RE- VENGE	Oxidizing substances, corrosive:		
	OC1 Liquid;		
		OC2 Solid;	
OTC	Oxidizing substances, poisonous, corrosive.		
Class 5.2 Or- ganic Perox- ides Sub- groups	P1	Organic peroxides, no temperature control required	
	P2	Organic peroxides, temperature control required.	
	T	Toxic substances, without secondary risk:	

Class 6.1 Sub-groups		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;
	T.F.	Toxic substances, flammable:
		TF1 Liquid;
		TF2 Liquid, used in pesticides;
	T.S.	TF3 Solid;
		Toxic substances, self-heating, solid;
	T.W.	Toxic substances that release flammable gases when in contact with water:
		TW1 Liquid;
		TW2 Floor;
	TO	Toxic substances, oxidizing agents:
		TO1 Liquid;
TO2 Solid;		
TC	Toxic substances, corrosive:	
	TC1 Organic, liquid;	
	TC2 Organic, solid;	
	TC3 Inorganic, liquid;	
TFC	TC4 Inorganic, solid;	
	Toxic substances, flammable, corrosive;	
TFW	Toxic substances, flammable, emitting gases in contact with water.	
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;
	C9-C10	C8 Organic, solid;
		Other corrosive substances:
		C9 Liquid;
	C11	C10 Solid;
Objects;		
C.F.	Corrosive substances, flammable:	
	CF1 Liquid;	
	CF2 Solid;	
C.S.	Corrosive substances, self-heating:	
	CS1 Liquid;	

	C.W.	CS2 Floor;
		Corrosive substances that release flammable gases in contact with water:
		CW1 Liquid; CW2 Floor;
	CO	Corrosive substances, oxidizing agents:
		CO1 Liquid;
		CO2 Solid;
	C.T.	Corrosive substances, poisonous substances and objects containing these substances:
		CT1 Liquid;
		CT2 Floor; CT3 Objects;
	CFT	Corrosive substances, flammable, liquid, toxic;
COT	Corrosive substances, oxidizing, poisonous.	
Class 9 Sub- groups	M1	Substances that can endanger health when inhaled in the form of fine dust;
	M2	Substances and objects that may form dioxins in case of fire;
	M3	Substances emitting flammable vapors;
	M4	Lithium batteries;
	M5	Lifesaving devices;
	M6-M8	Substances harmful to the environment:
		M6 Aquatic pollutant, liquid;
		M7 Aquatic pollutant, solid; M8 Genetically modified microorganisms and organisms;
	M9- M10	High temperature substances:
		M9 Liquid;
		M10 Solid;
M11	Other substances and articles not meeting the definitions of another class but presenting a hazard during transport	

Table 4.2 Classification Codes

4.2. Packages and Packaging of Dangerous Cargoes

✓ Package & Packaging Coding

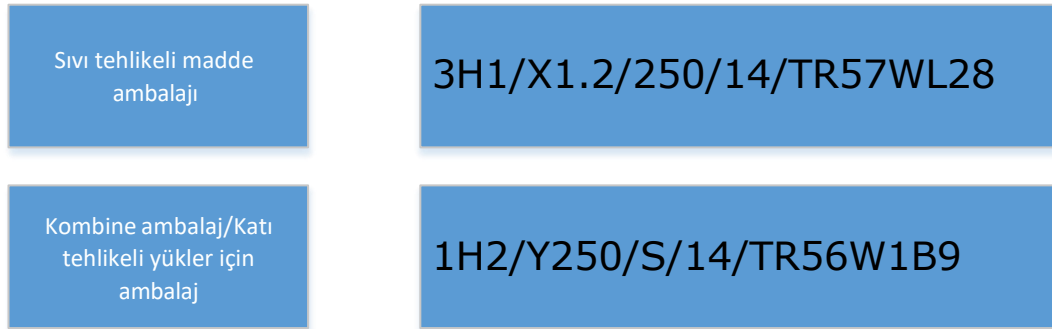


Figure 4.1 Package and Packaging Coding

3H1 : Package identification code

3 : Package type

H : Material

1 : Category

X : Packaging Group

1.2 : Specific Gravity

250 : Hydrostatic test pressure

14 : Package production date (year)

TR57WL28 : Country code of the institution that tested and approved the package

1H2 : Package identification code

Y : Packaging Group

250 : Maximum gross mass

S : For solids

14 : Package production date (year)

TR56W1B9 : Country code of the institution that tested and approved the package

The meaning of the various numbers and letters on the labels of the packaged products in the container is shown in the figure below. All dangerous goods transported by sea in packaging are marked according to the UN packaging code.

4.2.1. Package & Packaging Types

Dangerous cargoes arriving at the port facility will be packaged and packaged within the scope of IMDG Code Section 4. All packages containing dangerous cargo must have United Nations (UN) Type Approval, even if they are in any Cargo Transport Unit (CTU).

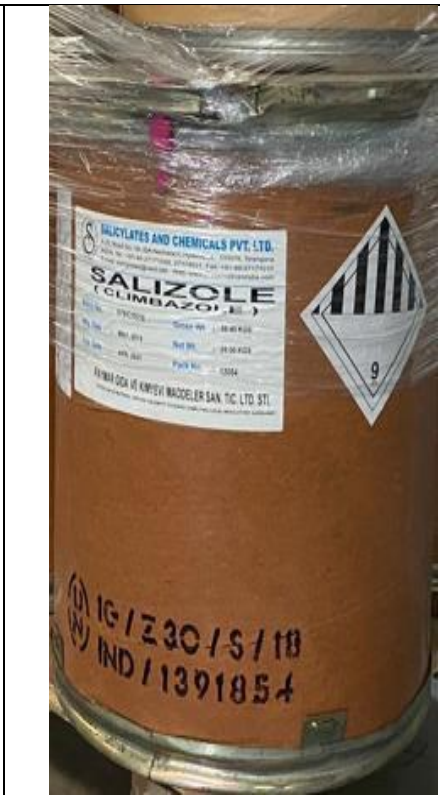
Packaging Types :



STEEL BARREL (1A1)



PLASTIC BARREL (1H2)



FIBER BARREL (1G)



BAG (5H4)



PLASTIC JIN (3H1)



CYLINDER



CARDBOARD BOX (4G)



IBC

IBCs

Rigid or flexible portable packages

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

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

4.3.1. Dangerous cargo placards

Class 1				
	1.1. Explosive	1.2 Explosive	1.3 Explosive	1.5 Explosive
			* compatibility group location	
Class 2				
	2.1 Flammable Gas		2.2 Asphyxiating Gas	2.3 Poisonous Gas
Class 3				
	Flammable Liquid			

















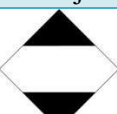

Class 4.1 Class 4.2 Class 4.3				
	4.1 Flammable solids -Spontaneously reactive substances -Polymerizing substances -Desensitized solid explosives	4.2 Substances susceptible to spontaneous combustion	Substances that emit flammable gases upon contact with water	
Class 5.1 Class 5.2				
	5.1 Oxidizing Substances	5.2 Organic Peroxides		
Class 6.1 Class 6.2				
	6.1 Toxic Substances	6.2 Infectious Substances		
Class 7				
	Radioactive Substances			
Class 8				
	Corrosive Substances			
Class 9				
	Miscellaneous Dangerous loads and objects	Lithium Batteries (9A)		
				
	Limited Quantity	exceptional amount		

Table 4.3 Dangerous cargo placards, labels and signs

4.3.2. Dangerous load plates

- Safety approval plate
- IBC plate
- portable tank plate
 - T1-T23
 - T50
 - T75

- MEGC
- Road tankers plate
- IMO 4 types
- IMO 6 types
- IMO 8 types
- IMO 9 types

CSC SAFETY APPROVAL	
A/CS-1234 - 123 / 2013	
DATE MANUFACTURED	09/2013
IDENTIFICATION NO.	CMCL 13 123456
MAX OP GROSS MASS	32,500 KGS 71,650 LBS
ALLOW STACK LOAD FOR 1.8g	192,000 KGS 423,280 LBS
RACKING TEST LOAD VALUE	15,240 KGS 33,600 LBS
ALLOW STACK LOAD ONE DOOR OFF FOR 1.8g	61,000 KGS 134,480 LBS
RACKING TEST LOAD ONE DOOR OFF VALUE	5,650 KGS 2,460 LBS



Safety Approval Plate (1.1)

IBC Plate (6.5)

OWNED OR MANAGED BY: Cronos Containers UK TANK SERIAL NO. [EXTU 10561]	
MANUFACTURED BY: CIMC NANTONG CIMC TANK EQUIPMENT CO. LTD. CHINA DATE OF MANUFACTURE: 2013 MANUFACTURER'S SERIAL NO. [NOTE 11V.30]	
TANK DESIGN CODE	NAME SECT III DV-2 2010E CODE CASE 2624.2594 AD 2000 - Merkblatt
TANK TYPE	T50 UN PORTABLE TANK
CAPACITIES/WEIGHTS TOTAL MEASURED WATER CAPACITY AT 20°C: 10561 LUS gallons	
TARE WEIGHT	7550 kg 16666 lb
MAXIMUM PAYLOAD	28440 kg 62699 lb
MAXIMUM PERMISSIBLE GROSS MASS	39000 kg 87365 lb
PRESSURES TANK MAWP DOT: 25.0 bar 363 lb/in ² TANK MAWP ADR/RID/IMO: 27.5 bar 398 lb/in ² HYDRO TEST PRESSURE: 35.8 bar 519 lb/in ² HYDRO TEST PRESSURE (M): 46.0 bar 667 lb/in ² MAXIMUM EXTERNAL PRESSURE: 1 bar 14.5 lb/in ²	
TEMPERATURES DESIGN TEMPERATURE RANGE: -40°C TO +55°C DESIGN REFERENCE TEMPERATURE: 55°C	
MATERIALS TANK SHELL AND HEAD: MODIFIED P46001.2 MINIMUM THICKNESS: SHELL 14.8 mm 0.575 inch; HEADS (A/F) 13.5 mm 0.531 inch EQUIVALENT MINIMUM THICKNESS IN REFERENCE STEEL: SHELL 15.04 mm 0.592 inch; HEADS (A/F) 13.91 mm 0.548 inch CORROSION ALLOWANCE: NIL	
TANK LINING: ZINC COATED MARINE GRADE ALUMINIUM SHIELDING MATERIAL: NONE	
INSPECTING AUTHORITY: U.S. Coast Guard, AAR 602 (IMO) REGULATING AUTHORITY & APPROVAL PERMIT NO.: [] TESTS INSPECTION (2.5.1 & HYDRAULIC (3)) 2.5 YEAR TEST DATE: [] TEST PRESSURE (bar): [] WITNESS MARK: [] 5 YEAR TEST DATE: [] TEST PRESSURE (bar): [] WITNESS MARK: []	
CSC SAFETY APPROVAL APPROVAL NO.: [] DATE MANUFACTURED: 2013 IDENTIFICATION NO.: [] MAXIMUM OPERATING GROSS MASS: 39000 kg 87365 lbs ALLOWABLE STACKING LOAD FOR 1.8g: 192000 kg 423280 lbs TRANSVERSE RACKING TEST FORCE: 15240 kg 33600 lbs	
NEXT EXAMINATION: 2018	
APPROVED FOR TRANSPORT UNDER CUSTOMS SEAL [GB/C 82444 LR/2013]	

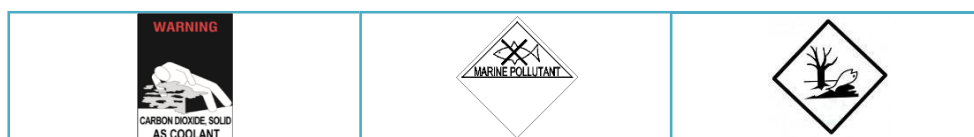
OPERATOR: Trifleet Leasing (The Netherlands) B.V. Buiten Walvest 15 3311 AD Dordrecht The Netherlands	OWNER: International Tank Containers 22 Hurlingham Road ILLDUD Johannesburg 2196	OWNER'S SERIAL NO: TIFU 350349-2 76981 MANUFACTURER'S SERIAL NO: HELFTY BODY COUNTRY OF MANUFACTURE: SOUTH AFRICA COUNTRY OF APPROVAL: BE/SOUTH AFRICA MATERIALS: EN 10028-7 TYPE 1 S404 SWS 3008-7 TYPE 1 S404 MIN DESIGN THICKNESS: 4.20 mm CORROSION ALLOWANCE: 0.20 mm MANUFACTURING THICKNESS: 4.40 mm EQUIV THICKNESS IN REF STEEL: EN 10028-7 TYPE 1 S404 SWS 3008-7 TYPE 1 S404 OPERATING SPECIFICATIONS: TANK WORKING PRESSURE: 4.00 Bar TANK TEST PRESSURE: 5.00 Bar TANK EXTERNAL PRESSURE: 0.10 Bar INT-STEAM WORKING PRESSURE: 4.00 Bar STEAM TEST PRESSURE: 5.00 Bar STEAM HEATING AREA: 0.00 m ² INSULATION K-VALUE: 0.0120 kcal/m ² /h/°C SECTION: ADR 83/001-2 TANK DESIGN CODE: ADR 83/001-2 TANK OPERATING TEMP: -40 °C to 120 °C CALCULATED DESIGN TEMP: -40 °C to 120 °C TANK TYPE: T50 UN PORTABLE TANK INSPECTION AUTHORITY: U.S. Coast Guard TEST CAPACITY: 8.28 °C 24500 L (6600 US GAL) 55100 kg (121500 lbs) 2514 kg (5540 lbs) 2218 kg (4890 lbs) 3.000 m ³ (105.9 cu ft) APPROVAL NO.: [] DATE MANUFACTURED: 2013 IDENTIFICATION NO.: [] MAXIMUM OPERATING GROSS MASS: 39000 kg 87365 lbs ALLOWABLE STACKING LOAD FOR 1.8g: 192000 kg 423280 lbs TRANSVERSE RACKING TEST FORCE: 15240 kg 33600 lbs
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Portable Tank Plate (6.7.3)

Portable Tank Plate (6.7.2)

Table 4.4 Hazardous load plates

4.3.3. Dangerous cargo brands



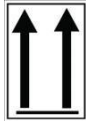



suffocating danger	Marine pollutant and dangerous sign for the environment	
		
Direction arrow	fumigation sign	High temperature hazard

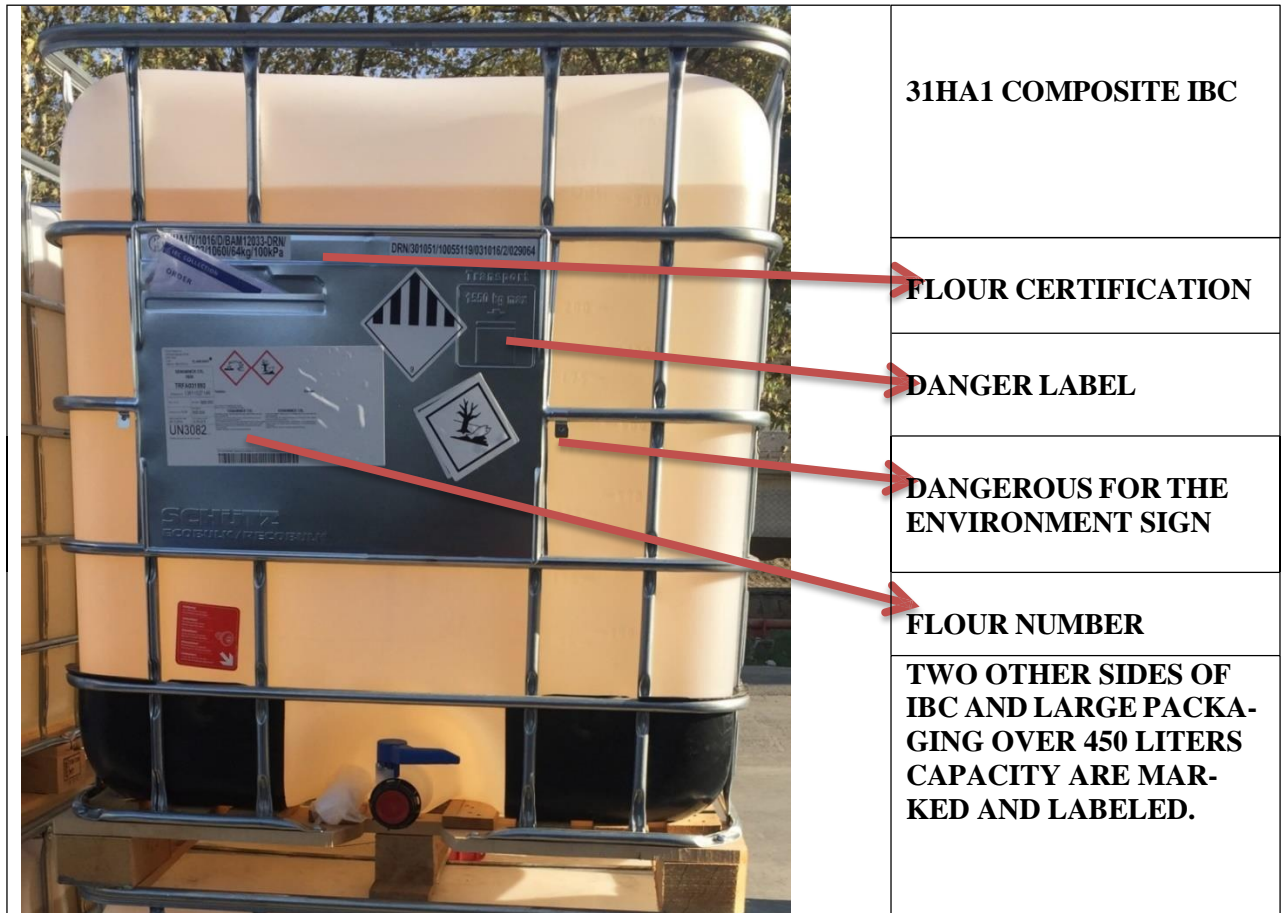
Table 4.5 Dangerous cargo brands

4.3.4. Dangerous cargo labels

✓ **Packaging Labeling**

	DANGEROUS FOR THE ENVIRONMENT SIGN
	DANGER LABEL
	DANGER LABEL
	FLOUR CERTIFICATION
	FLOUR NUMBER
	4G CARDBOARD BOX

✓ IBC Labeling – Marking



IBC (OHK) Labeling

4.4. Signs and packaging groups of dangerous goods

4.4.1. Dangerous cargo signs




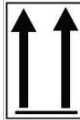


		
suffocating danger	Marine pollutant and dangerous sign for the environment	
		
Direction arrow	fumigation sign	High temperature hazard

Table 4.4 Dangerous cargo signs

4.4.2. Packaging groups of dangerous cargoes

into 9 groups . Although the signs are in the form of labels and plates; Labels are placed on the packages and signs are placed on the container or vehicle.

Dangerous cargo carried in containers must be packaged & packaged according to appropriate standards.

Dangerous loads are transported under three types of packaging & packaging groups.

I Substances of low hazard

II Dangerous loads

III It is in the form of substances of high danger.

Self-reactive substances of classes 1, 2, 5.2, 6.2, 7 and 4.1 have no packing group.

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

Packaging with code X; packing group I, II and III

Packaging with Y code; packing group II and III

Packaging with Z code; For packing group III substances.

4.5. SEPARATION TABLES IN THE PORT ACCORDING TO THE CLASSES OF DANGEROUS GOODS

4.5.1. Separation of dangerous cargo on the ship

To determine the separation conditions of two or more dangerous loads, the separation conditions, the Segregation Table given in IMDG Code Volume I, 7.2.4 and the provisions of IMDG Code Volume II Dangerous Loads List (DGL) Column 16(b) will be applied. In case of any conflict, the provisions of Column 16(b) of the Dangerous Goods List (DGL) shall take precedence.

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

Class	2.1	2.2.	2.3	3	4.1	4.2	4.3	5.1	5.2	6.1	6.2	7	8	9
flammable gases	X	X	X	2	one	2	2	2	2	X	4	2	one	X
Non-flammable and non-toxic gases	X	X	X	one	X	one	X	X	one	X	2	X	one	X
poisonous gases	X	X	X	2	X	2	X	X	2	X	2	one	X	X
flammable liquids	2	one	2	X	X	2	2	2	2	X	3	2	X	X
Flammable solids	one	X	X	X	X	one	X	one	2	X	3	2	one	X
Substances prone to spontaneous combustion	2	one	2	2	one	X	one	2	2	one	3	2	one	X
Substances that release flammable gases in contact with water	2	X	X	2	X	one	X	2	2	X	2	2	one	X
Oxidizing substances	2	X	X	2	one	2	2	X	2	one	3	one	2	X
Organic peroxides	2	one	2	2	2	2	2	2	X	one	3	2	2	X
poisonous substances	X	X	X	X	X	one	X	one	one	X	one	X	X	X
infectious substances	4	2	2	3	3	3	2	3	3	one	X	3	3	X
radioactive material	2	one	one	2	2	2	2	one	2	X	3	X	2	X
corrosive substances	one	X	X	X	one	one	one	2	2	X	3	2	X	X
Various dangerous substances and objects	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Table 4.8 Port Area Hazardous Cargo Separation Table

- In the paired structure seen in this table, the distance to be left between containers for IMDG codes is given in numbers from 1 to 4. Accordingly, the distance between loads is:

Number	Meaning
○ 1	Should be kept away
○ 2	should be separated
○ 3	The whole must be kept separate by means of a compartment or partition.
○ 4	It must be separated longitudinally by an intervening entire compartment or partition.
X	Special cases should be checked in the IMDG code list.

4.5.2. Separation of dangerous cargo at the shore facility

CLASS	2.1	2.2	2,3	3	4.1	4.2	4.3	5.1	5.2	6.1	8	9
Flamma-Non-toxic	X	X	X	2	one	2	X	2	2	X	one	X
Toxic	X	X	X	one	X	one	X	X	one	X	X	X
Flamma-Flammable solids (includ-Sub-Sub-Sub-Organic Toxic Corrosive Various	2	one	2	X	X	2	one	2	2	X	X	X
	one	X	X	X	X	one	X	one	2	X	one	X
	2	one	2	2	one	X	one	2	2	one	one	X
	X	X	X	one	X	one	X	2	2	X	one	X
	2	X	X	2	one	2	2	X	2	one	2	X
	2	one	2	2	2	2	2	2	X	one	2	X
	X	X	X	X	X	one	X	one	one	X	X	X
	one	X	X	X	one	one	one	2	2	X	X	X
	X	X	X	X	X	X	X	X	X	X	X	X

Figure 4.9 Separation Distances of Hazardous Substances in Warehouse Storage

4.6. Separation distances and terms of hazardous cargo in warehouses

Separation in warehouses is as shown in Figure 4.9 and the table of meanings of the symbols is as follows.

Meaning of Symbols

Sym- bol	Packages / IBCs / trailers / platform containers	Closed containers / portable tanks	Open road vehicles / railway wagons / open top containers
X	Not Required or IMDG DGL Column 16b	There's no need	There's no need
one	At least 3 m should be separated.	There's no need	At least 3 m should be separated.
2	open areas, hangars or warehouses, a minimum separation of 12m unless separated by an approved fire wall.	In open areas, a minimum separation of 6m is required longitudinally and laterally, whereas hangars or warehouses require a minimum separation of 3m longitudinally and laterally, unless separated by an approved fire wall.	In open areas, a minimum separation of 12m is required longitudinally and laterally, with hangars or warehouses requiring a minimum separation of 6m longitudinally and laterally, unless separated by an approved fire wall.

Figure 4.10 Separation Distances of Hazardous Substances in Warehouse Storage Meanings of Symbols

- The stacking area of the container with IMDG code in the port area is the last three lengths of the B Line in the port area. According to the port parsing table

5. HANDBOOK ON DANGEROUS CARGO HANDLED IN SHORE FACILITY

Mardaş Port, which carries out hazardous cargo loading/unloading, handling and temporary storage activities, aims to contribute to the safe performance of these activities; It includes topics such as dangerous goods classes, packages, packaging, labels, signs and packaging groups of dangerous goods, separation tables on the ship and in the port according to the classes of dangerous goods, separation distances of dangerous goods in warehouse storage, separation terms, dangerous goods documents, dangerous goods emergency response action flow diagram. has prepared an IMDG Code Handbook in pocket-sized sizes and made it available to those interested.

6. OPERATIONAL CONSIDERATIONS

1. Service is received from UZMAR Towage Pilotage for the appropriate, sheltered and safe docking of ships carrying dangerous goods during the day and at night. For the safe mooring of ships, the Mooring Operations Instruction (MRDGR.TA.067,00) has been submitted to the relevant employees.
2. Procedures regarding the additional measures required to be taken according to seasonal conditions for the loading, evacuation and limbo operations of dangerous goods: The weather conditions are notified before weather-related emergencies from Altaş Port Facilities, daily weather reports are taken into account and, when necessary, salting/salting/salting of the floors where containers carrying dangerous goods are carried is carried out. Cleaning activities are carried out.
3. Containers carrying dangerous goods are stacked at the IMO site. There are health and safety signs in the hazardous materials area to prevent smoking, to keep flame sources that may create sparks away from the area, and to prevent entry to the relevant area without the permission of the Port Facility Security Officer.
4. At Mardaş Port, disinfection inside the container is carried out by the container owner agency, and fumigation, gas measurement and gas purification processes are not carried out in the port area.

6.1. dangerous cargo bearing of ships safe day and night way docking, connecting, for loading/unloading, sheltering or anchoring procedures:

Pilotage service is received from Marine Tug, authorized by the administration, and tugboat service is received from Uzmar Uzmanlik Maritime for the safe docking and mooring of ships carrying dangerous cargo. All ships docking and anchoring at the port are under the control of the Port Authority. Ship docking, detachment and loading/unloading operations are carried out within the scope of the "Safe Handling of Packaged Dangerous Cargo Operation Procedure".

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

Weather conditions are reported from Altaş Port Facilities before weather-related emergencies, and daily weather reports are taken into consideration and, when necessary, salting activities are carried out on the ground where containers carrying dangerous cargo are transported. As a port operator, meteorological conditions are constantly monitored. In case of severe storm notices, operation staff, operators and the duty personnel of the ships moored at the dock are informed. The priority is to increase the ropes of the ship under all circumstances and to ensure that the ship's machinery is always ready for action as quickly as possible depending on the severity of the coming storm. When the wind reaches a level that prevents the safe operation of the shore cranes, the wind alarm of the crane is activated and the operation is stopped and the cranes are secured. In case the ship tied to the dock cuts the rope and starts to leave the dock before the operation has stopped or is continuing, the following processes are followed:

- If ship loading or unloading is in progress and there is a container attached to the crane's spreader in the ship's hold, the crane operator is informed as quickly as possible by radio/phone that the ship has left the dock.
- The operator moves the crane's cabin in the direction of movement to coincide with the ship's movement speed, and at the same time begins to turn the container in the hold as quickly and safely as possible.
- After the container is removed from the ship, it is left on the dock at the nearest location to ensure the safety of the crane.

- Even though the ship pilotage and tugboat organization has notified the ship via the VHF call channel, the port operator also makes an emergency call by radio or telephone and requests that the tugboats in service reach the location of the ship leaving the dock.
- Based on the decision of the ship captain, new rope can be given to the dock and the ship can be re-tied.
or the existing ropes are loosened to allow the ship to leave the dock.
- If the ship under operation leaves the dock for compulsory reasons before the operation is completed, both the Port Authority and the Customs Directorate are informed.
- Dangerous loads that require temperature control are detailed in the Temperature Controlled Dangerous Cargo Operation Procedure.

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

In order to work safely with dangerous loads, the Safe Handling of Packaged Dangerous Goods Operation Procedure (**MRD.THPR.002**) is available and has been presented to the employees. Apart from this procedure; On-the-job training, IMDG Code Awareness and IMDG Task Oriented Training are provided. In addition, it has been stated that flames, sparks or fire sources such as cigarettes should not be around the containers in the stacking area where IMDG coded containers are stored and in the IMO-CFS areas. There are necessary safety and health signs in these areas.

7. DOCUMENTATION, CONTROL AND RECORDING

7.1. What Are All Mandatory Documents, Information and Documents Related to Dangerous Substances, and Procedures for Their Provision and Control by Those Relevant

Documents to be kept in the port facility for hazardous cargo handling are listed below:

DOCUMENTS

- Transport Document,
- Container Vehicle Packaging Certificate
- Documents that must be present on the ship
 - Stowage plan of hazardous cargo and marine pollutants on the ship
 - Emergency response information
- Other required information and documents
 - Weather wear certificate (where applicable)
 - IMDG Code Exemption certificate with special provisions
 - 4.1 Declaration for Self-Reactive Substances, polymerization substances and 5.2 Organic Peroxides
 - Multimodal Transport Form

7.2. Procedures for Keeping the Current List of All Hazardous Materials in the Coastal Facility Site and Other Relevant Information Regularly and Completely.

The Gullseye software program used by Mardaş in port operations contains IMO numbers, tonnage information and information about the location of all dangerous cargoes in the IMDG Code container stacking area located in the last section of B Line, which is designated as an IMO area in the Operation Management Program. This information is recorded on the system.

7.3. Procedures for checking that dangerous goods arriving at the facility are properly identified, that the correct shipping names of dangerous goods are used, that they are certified, packaged, labeled and declared, that they are safely loaded and transported in approved and compliant packaging, containers or cargo transport units, and that the control results are reported.

Before arriving at the port by road : The ship agency will send a loading list for dangerous goods before entering Mardaş Terminal. If there is any dangerous cargo in this list, its properties will be specified. For this dangerous load, the operation planner will determine a suitable place for the load in the field and inform other relevant operation units to unload the load to the determined place.

At the stage of entering the port from the road: When the driver reaches the main gate of the terminal, he will stop at the Security stage and give information about the dangerous cargo. The driver will then deliver his documents to the operations officer after entering the terminal gate. If it is a cargo that is subject to weighbridge processing, after entering the port scale, the operation of unloading the cargo to the site or loading it directly onto the ship will continue. For packaged cargoes, based on the information previously given at the control point, a physical check will be made to ensure that they are correctly placarded according to IMDG rules, other IMDG signs and, where necessary, the UN Number.

Before arriving at the port by ship: Before arriving at the port by ship, the operation planner will determine the dangerous cargo based on the ship's loading plan. For packaged or packaged dangerous goods, the appropriate shipping name, hazard class, packaging group and UN number will be defined. In case there are loads belonging to different hazard classes that will not be discharged as subspace, a field stacking plan will be made in accordance with the separation rules in accordance with IMDG Code Volume 1 Chapter 7. When the load is unloaded, it will be unloaded into suitable areas that are pre-determined and allocated for each load.

Packaged dangerous goods, other than bulk cargo, coming to Mardaş Port Facility are checked at the port entrance according to IMDG and ADR rules. As a result of the checks carried out on the documents, cargoes that are not properly packaged, marked and labeled are not allowed to enter the port.

7.4. Procedures for supplying and keeping the dangerous goods safety data sheet (SDS)

In addition to the precautions taken within the scope of general danger class at Mardaş facilities, a Material Safety Information Form is requested from the cargo person regarding the dangerous cargo or dangerous substance or cargo containing hazardous content arriving at each port facility by sea or land. All mandatory documents (transportation documents, unloading/loading list, Safety Data Sheet (SDS)), information and documents regarding dangerous cargo are sent by the agency. After all security measures are taken according to the SDS form, the operational process begins.

7.5. Procedures for keeping records and statistics of dangerous cargoes

Records of dangerous cargo are kept in the operation management program, and SDS records are also available. The facility keeps records of the dangerous cargo handled during the year, and quarterly notification is made to the Administration, and statistics are kept on the amount of hazardous cargo handled in the facility. The Hazardous Goods Quarterly Activity Report is submitted to the Administration at the end of each quarter. The report includes quantities according to the types of cargo handled in the facility for a three-month period.

Cargo Types of Dangerous Goods Transported by Sea within the Scope of the Directive						
handled	packed	Liquid Pouring	Solid Bulk	Explosive	Radioactive	Contagious
Loading						
Evacuation						
Transit						
Total						
Total Amounts of Dangerous Goods Transported by Sea According to Codes						
handled	IMDG Code	IBC Code	IMSBC Code	IGC Code	Marpol Annex-1	
Loading						
Evacuation						
Transit						
Total						

7.6. Information about the Quality Management System

Mardaş Marmara Maritime Management Inc. “Integrated Management System” TS ISO 9001:2015, TS ISO 14001:2015, TS ISO 45001:2018 and TS EN ISO 50001: 2018 It consists of documents.

By creating an Accident Prevention and Integrated Management Systems policy, our commitments are determined and the continuation of our vision, mission and values is ensured through continuous improvements. The scope of the Integrated Management System is Port Services, Agency Services, Temporary Storage Services .

It is aimed at protecting our employees and all our stakeholders regarding the safe temporary storage, stacking, handling, loading and unloading of dangerous goods, which are in the danger class within the scope of the IMDG Code, without harming living things and the environment.

The management system aims to manage, monitor and control risks, including the operation of hazardous substances, to an acceptable level and to increase quality by ensuring continuous improvements.

8. EMERGENCIES, EMERGENCY PREPAREDNESS AND INTERVENTION

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

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

8.1.1. Load specifications

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

the load's own **temperature and the pressure** it is exposed to change, there may be significant changes in the load. For example, self-reactive substances and organic peroxides do not have constant temperatures and tend to undergo strong exothermic decomposition without the participation of oxygen (air). The same applies to the critical temperature, beyond which the substance cannot remain in a liquid state.

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

While 1005 AMMONIA in its anhydrous state carries class 2.3 toxic gases and side hazard class 8 corrosive properties, Flour 1043 FERTILIZER obtained by using free ammonia and ammoniacal solution is assigned to class 2.2 as non-toxic and non-flammable dissolved gases. Again, ammonia solutions not exceeding 50% are assigned to Un 2073 and are classified as dissolved gases, non-flammable and non-toxic. The ammonia example is very important for understanding this paragraph. When Un 1005 AMMONIA is diluted with 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 varying conditions over a given time.

Chemical reaction rates;

- Concentration of a chemical substance at a particular moment
- Temperature/pre-exposure
- exposure time
- Quantity (kilograms or liters)

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

- Fire
- Explosion
- spill
- injury
- Death
- Pollution
- marine life degradation
- Radioactive

8.1.2. Risks of hazardous substance classes

Dangerous goods are classified according to their characteristics as follows.

- **Petroleum by-products** – fire and explosion are the main risks. Such as diesel fuel, benzene, liquefied petroleum gas and other fuels.
- **Chemical products** – (Industrial, pharmaceutical and agricultural) produced and loaded as final products for consumption or as by-products for industrial use. The latter are the majority of dangerous goods 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.
- **of animal or vegetable origin** - As cakes pressed from fishmeal, oilseed and cotton, may cause spontaneous combustion, fire or explosion
- **Radioactive materials** – used in various industrial and medical processes, as well as in military applications, where high doses can cause immediate harm or even small doses can cause cancer and other diseases if exposed to humans for long periods of time.
- Most substances from Class 1 to Class 9 are considered marine pollutants. A marine pollutant is defined as "any substance that will disrupt aquatic organisms living in water."

8.1.3. Working with containers and tanks

- *Portable tanks* containing dangerous cargo must have a plate with markings in accordance with the following IMDG Code provisions. These;
 - 6.7.2.20 (tanks used for all other classes except class 2)
 - 6.7.3.16 (tanks for unrefrigerated liquefied gases and chemicals under pressure – T50 tanks)
 - 6.7.4.15 (tanks for refrigerated liquefied gases – T75 tanks)
 - 6.7.5.13 (tanks for multi-element gas containers)
- Box containers must have CSC safety approval.
- Periodic inspections of containers and tanks should be checked.

The use of container lifting equipment and accessories, twist lock operations, high lashing operations should be kept in good repair. It should be ensured that the defects of the repaired containers are corrected.

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

8.1.4.1. Class 2 – Gases

THINGS TO PAY ATTENTION

- All of them are asphyxiants and can also cause frostbite.
- All gases except Class 2.3 toxic gases have pressure relief valves.
- 2.3 Contact with the skin or inhalation of vapors of toxic gases may cause lethal, toxic or harmful effects. (Group measurements are given in Table 1.10).
- Gases are generally heavier than air and accumulate on the ground. Methane and Hydrogen are lighter than air.
- Gases can be collected in sewers, building basements or pit areas, and lighter gases can be collected on the upper floors of buildings.
- Tanks and cylinders may explode as a result of heat or fire.

THINGS TO DO

- In cases of large-scale spills and leaks, such as in a storage tank or tanker truck, the isolation distance (800 meters for 2.1 flammable gases and 100 meters for other classes) must be isolated.
- Entrance to the area should be prohibited by evacuating the area within the border.

- Closed Circuit Fresh Air Respirator and personal protective equipment must be worn.
- Closed areas should be ventilated before entering the area.
- When the risk of spillage, scattering, leakage or fire in the box container is evaluated, the need for ventilation should be checked before intervention and, if necessary, the appropriate time for ventilation should be waited without intervention. For example, when leakage is detected in 6.1 toxic substance packages, the container lids must first be opened and the cargo must be ventilated for an appropriate period of time according to the hazard group, and then intervention must be carried out.
- Where it is safe to stop the leak, this option should be implemented quickly. For this purpose, if the packaging lids and valves are sufficient, the lids and valves should be closed immediately.
- Ignition sources must be turned off before intervention .
- When gases are released from their container into the atmosphere, they can change from liquid to gaseous form and increase 250-300 times. The isolated area must be kept safe until the gases dissipate.

8.1.4.2. Class 3 – Flammable Liquids

THINGS TO PAY ATTENTION

- If there is a safety data sheet for the load, the flash point should be determined from Section 9.
- Regardless of the flash point, those with a boiling point of 35 °C and below are assigned to the H224 hazard statement and are extremely flammable liquids and vapors.
- a flash point below 23 °C are assigned to the H225 hazard statement and are highly flammable liquids and vapors.
- a flash point between 23 °C and 60 °C and a boiling point above 35 °C are assigned to the H226 hazard statement and are flammable liquid vapors.
- Some are carcinogenic.
- H350 hazard statement May cause cancer.
- H351 hazard statement is suspected of causing cancer.
- H350i hazard statement May cause cancer by inhalation.
- Health hazard statements should be checked in section 2 of the safety data sheets.
- ignited by static electricity or an ignition source .
- The tank may explode as its internal pressure will increase as a result of heat or fire.
- Steam explosions can occur in closed areas, open areas or sewers.
- Runoff may cause pollution.
- Foam should be applied to prevent steam.

THINGS TO DO

- Some loads with the H226 hazard statement do not burn immediately when they encounter a flame source. For example, diesel fuel. When this type of load is mixed with loads with the hazard statement H 224 or H225, flash points and initial boiling points may change and combustion may occur.
- Static electricity must be combated for all loads that are labeled as flammable and harmful.
- Interventions in cargo transport units such as box containers or IBC tanks should be considered as minor spills or leaks and the area should be isolated. Personnel trained in the use of portable fire extinguishers can intervene in a fire before it grows.
- , such as portable tanks, which carry an average of 20-30 tons of actual load, should be considered as large-scale spills and leaks, and entry to the area should be prohibited by unloading in areas within the isolation distance limits. In case of such fires, the fire brigade should be notified immediately and all other flammable objects in the surrounding area should be removed from the area.
- The personnel who will perform the intervention must discharge the static electricity on them.
- Closed Circuit Fresh Air Respirator and personal protective equipment should be used for intervention.
- Before intervening in cargo transport units, their covers should be opened and ventilation

should be provided.

- Where it is safe to stop the leak, this option should be implemented quickly. For this purpose, if the packaging lids and valves are sufficient, the lids and valves should be closed immediately.
- Ignition sources must be turned off before intervention .

8.1.4.3. Class 4 Loads

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

- 4.1 loads; It consists of flammable solids, self-reactive substances, polymerizing substances and reduced sensitivity solid explosives.
- 4.2 loads; It consists of substances that are prone to spontaneous combustion and
- 4.3 loads; They are substances that emit flammable gases upon contact with water. When 4.3 substances have a side danger (e.g. 4.3 + 6.1) or when they have a side danger of another class (8 +4.3), they should be approached with caution as they are generally considered to be highly dangerous substances. If there is a side or secondary danger, precautions for the main danger should be taken into consideration. For example, while Flour 2011 MAGNESIUM PHOSPHIDE is a class 4.3 substance, it is also a 6.1 toxic substance and the dangers that may occur through inhalation should be taken into consideration.

THINGS TO PAY ATTENTION

- The load can be ignited by heat and sparks or by air.
- May react violently with water. Class 4.3 substances must not be tampered with.
- Side dangers should be taken into consideration. It should be considered that toxic gases may occur. Group dimensions in Table 1.10 should be taken into account.
- Runoff may cause pollution.

THINGS TO DO

- Closed Circuit Fresh Air Respirator and personal protective equipment should be used for intervention.
- The danger area should be isolated and entry prohibited.
- Position should be taken against the wind and low areas should be avoided.
- Water should be prevented from entering the containers.
- Water or foam should not be used as intervention equipment on class 4.3 loads.
- For magnesium, dry sand should be used.
- In closed areas or if the fire cannot be extinguished, it should be moved away from the area and left to burn.

8.1.4.4. Class 5 Loads

Charges belonging to this class are 5.1 oxidizing substances and 5.2 organic peroxides

THINGS TO PAY ATTENTION

- Liquid oxygen may explode in contact with hydrocarbons such as asphalt, oils, fuels.
- Although they are not flammable themselves, they increase combustion and explosions.
- It has poisonous and harmful effects if taken orally, dermally and if its vapors are inhaled.
- Contact with eyes and skin may cause burns.
- Runoff may cause water pollution.
- These substances can ignite other flammable materials.
- Reactions with fuels are violent.
- May produce toxic smoke. Group dimensions in Table 1.10 should be taken into account.

THINGS TO DO

- The danger area should be isolated and entry prohibited.
- Position should be taken against the wind and low areas should be avoided for heavier than air

materials.

- Before intervening in cargo transport units, their covers should be opened and ventilation should be provided.
- Closed Circuit Fresh Air Respirator and personal protective equipment should be used for intervention.
- Flammable substances should be kept away from spilled, leaked or scattered materials.
- Loads in the danger area should not be touched or walked on.
- A pit should be created to collect the spilled liquid for later disposal.
- Water should be prevented from entering the containers.

8.1.4.5. Class 6.1 Toxic Substances

THINGS TO PAY ATTENTION

- Poisons can be in liquid, gas or solid form. (Extensive information about gases was given under class 2).
- This class of substances may cause lethal, toxic or harmful effects if swallowed or in contact with the skin.
- Their containers can vary widely, from paper bags to large tanks.
- Section 13 of the safety data sheet should be observed and attention should be paid to the LD₅₀ oral and dermal toxicity data and the LC₅₀ toxicity by inhalation of dusts and mist data.
- The table below is grouped measurements for oral, dermal, and powders and mist inhalation.

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

Table 1.10. Toxic substances, gases group sizes

THINGS TO DO

- The danger area should be isolated and entry prohibited.
- Stand upwind.
- Stay away from low areas.
- Closed Circuit Fresh Air Respirator and personal protective equipment should be used for intervention. Cargos with hazard statements H330 and H331 should not be handled without a half face mask, Googli type goggles or a full face mask.
- Boots, gloves, overalls, face mask and goggles must be used when handling loads with hazard statements H310, H311 and H312.
- Must try to extinguish the fire from a safe distance.
- Water used in fire extinguishing should be collected for disposal.

- If the fire cannot be intervened in the first 3 minutes or cannot be extinguished even though it is done, it should be considered as a major fire and the fire brigade should be notified and the load transport unit or loads should be left to burn.
- In order to intervene in the danger zone, a position should be taken immediately in the direction of the wind by constantly observing the direction changes of the wind.

8.1.4.6. Class 8 Corrosive Substances

THINGS TO PAY ATTENTION

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

THINGS TO DO

- The danger area should be isolated and entry prohibited.
- Closed Circuit Fresh Air Respirator and personal protective equipment should be used for intervention.
- Loads in the danger area should not be touched or walked on.
- The leak should be stopped if it can be done safely.
- A well must be drilled at a remote location of the liquid spill for later disposal.
- Response personnel must wear protective clothing.

8.1.4.7. Class 9 Miscellaneous Dangerous Substances and Objects

THINGS TO PAY ATTENTION

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

THINGS TO DO

- The danger area should be isolated and entry prohibited.
- Closed Circuit Fresh Air Respirator and personal protective equipment should be used for intervention.
- Fluid spills should be collected with sand or other absorbent.
- Loads in the danger area should not be touched or walked on.

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

Risk assessment must comply with the OCCUPATIONAL HEALTH AND SAFETY RISK ASSESSMENT REGULATION. The analysis should include not only employees, but also non -permanent employees, ship crew, and visitors who will be affected by the activity. Collective protection measures should be taken into consideration before individual protection.

Risk assessments should be updated periodically and immediately after any incident or significant changes in operations. Many accidents and losses can be prevented by properly and adequately assessing the risks arising from work and adopting appropriate control methods.

The risk assessment should record the significant hazards and risks of the operation together with relevant control measures . In risk assessments in port operations, changes such as tide changes, weather conditions, trim, load list, load/cargo and ship dynamics should be taken into account.

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

8.2.1. Coastal facility emergencies

Accordingly, coastal facility emergencies are as follows;

- Fire
- Explosion
- Hazardous chemical substance release
- 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 hazardous cargo handling guide, will be discussed.

8.2.2. emergency plan

The purposes of the coastal facility dangerous cargo emergency plan are as follows.

- Always be ready for emergencies regarding dangerous cargo,
- Quick and effective isolation of emergencies caused by dangerous loads,
- Managing the dangerous situation until the fire, fire brigade, AFAD, health and law enforcement forces reach the coastal facility and bring the emergency under control,
- Assisting incoming emergency services by providing information and equipment support,
- Protection of all employees and bystanders from the effects of the emergency

8.2.3. emergency management

The management system for emergencies arising from hazardous cargo is a tool used to resolve emergencies within the framework of a continuous improvement approach by handling them systematically and in compliance with the general strategies of the coastal facility and should follow the following processes. These;

- **Prevention:** Taking regulatory physical and operational measures to prevent emergencies caused by dangerous loads and minimize their effects,
- **Preparedness:** Mobilizing regulations and resources to prevent emergencies caused by dangerous cargo,
- **Response:** Physical and operational activities carried out to minimize the effects of an emergency caused by dangerous loads,
- **Renewal:** Renewing the section(s) of the coastal facility affected by dangerous loads as soon as

possible and making arrangements for those exposed to recover from this situation as quickly as possible.

8.2.4. Coastal facility actual emergencies

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

- Involvement of cargo transport units containing dangerous cargo in accidents
- Accidents that may occur during detection, inspection or sampling processes
- Chance of fire
- Possibility of chemical substances spilling, scattering and leaking
- First aid
- Events requiring evacuation
- Determination of areas to be isolated
- Possibility of sabotage

8.2.5. Preventive measures

8.2.5.1. Fire precautions

Preventive measures

- Periodic inspections of electrical installations are carried out. There is competent personnel to intervene in case of possible malfunction.
- There are controlled and limited areas where smoking is allowed.
- Periodic inspections of gas cylinders used in the workshop are checked.
- There is a lightning rod and its periodic inspections are complete.
- Electronic devices are unplugged when not in use and are not left unattended.
- Periodic inspections of boilers are carried out.
- Entrance to the boiler room is limited and unauthorized personnel cannot enter.
- The markings and labels of the chemicals that the coastal facility takes into the port for its own use are checked. Information about the contents of any chemical package can be easily obtained from the signs and labels on the package.
- There is also a storage area for chemical waste and regular storage is done.

restrictive measures

- There is a fire fighting team.
- The training of fire-fighting team members is complete and renewed.
- Fire drills are held periodically.
- There are emergency exit doors and exit warning signs for quick evacuation in case of fire.
- Fire extinguishing equipment is immediately accessible within the coastal facility.
- Fire extinguishing equipment is checked regularly.
- Emergency valves are designed to be closed quickly to cut off the natural gas flow.
- Sea water is used for fire hydrants.
- In the coastal facility, there are 12 hydrants, 48 fire cabinets, 110 pieces of 6 kg, 30 pieces of 12 kg and 20 pieces of 50 kg ABC dry chemical powder, 40 pieces of 6 Kg Foam, 23 pieces of 12 Kg Foam, 18 pieces of 50 Kg Foam, 20 pieces of 2 Kg CO₂. There are 7 10 kg CO₂ fire extinguishers

8.2.5.2. Precautions for explosion

Preventive measures

- The coastal facility has an explosion protection document.
- Zones that comply with the provisions of the "REGULATION ON THE PROTECTION OF

EMPLOYEES FROM THE HAZARDS OF EXPLOSIVE ENVIRONMENTS" have been identified and signs have been hung in the relevant areas.

- Electrical equipment used in areas within the safety distance of explosive atmospheres is in the appropriate category.
- Having the safety data sheets of the chemicals used in easily accessible places.
- Presence of mechanical and natural ventilation.

restrictive measures

- Evacuation plans, which also show emergency exits and portable fire extinguishers, are hung in visible places on the shore facility.
- Fire extinguishing equipment is immediately accessible within the coastal facility.
- Fire extinguishing equipment is checked regularly.
- Emergency valves are designed to be closed quickly to cut off the natural gas flow.

8.2.5.3. Precautions for natural disaster

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

Preventive measures

- Maintenance and inspection of rainwater channels around hazardous cargo stacking areas are carried out regularly.
- The gate entrance of the coastal facility A is dammed against heavy rains and prevented from flooding.
- Snow fighting equipment is used to keep the roads clear against heavy snowfall.
- Access to empty container yards is restricted during storms.

restrictive measures

- Ground reinforcement is carried out in case hazardous loads deteriorate the landforms that may occur during an earthquake.
- Dangerous cargo handling equipment is placed safely against tipping over.
- Loads containing hazardous cargo are prevented from being stacked near buildings.
- A search, rescue and evacuation team has been formed.
- Training is provided to the teams.
- Exercises are held at regular periods.

8.2.5.4. Precautions for sabotage

Preventive measures

- Entrances to the stacking area, warehouse and IMDG area are controlled.
- Dangerous cargo areas are constantly monitored with security cameras.
- Access to areas where flammable and combustible materials are stored for coastal facility needs is restricted and entry of unauthorized personnel is prevented.
- Vehicle drivers entering the port are registered.

restrictive measures

- The first thing to do when detecting sabotage in dangerous cargo areas is to inform law enforcement immediately.
- Emergency sirens should sound.

- Evacuation plans showing 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 transport units containing dangerous cargo; valves should be closed, cargo covers should be closed, and packages should be closed.
- Loads are stacked according to the separation provisions of MSC.1/Circ.1216.
- There is natural ventilation for the cargo in the warehouse.
- Persons without permission are restricted from entering the warehouse, IMDG area and G7 stacking area.

restrictive measures

- Personnel and cargo personnel providing services such as detection, inspection and sampling use personal protective equipment appropriate to the work they do.
- Personnel are trained in the use of appropriate personal protective equipment according to hazard class.
- In case of fire caused by hazardous loads, those working in the field are able to use portable fire extinguishers.
- An evacuation plan is available in order to evacuate quickly against possible chemical spread and leakage.
- Evacuation plans are posted in visible places at the shore facility.

8.3. Regulations regarding the first response to accidents involving dangerous loads

(First aid procedures, first aid facilities and capabilities, etc.).

In case of emergencies arising from dangerous loads at the coastal facility, emergency response methods such as warning, search, rescue, evacuation, communication, first aid and fire fighting are; They were evaluated separately under the headings of fire, explosion, natural disasters and sabotage.

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

- Difficult combat conditions; Inability to intervene closely, transportation difficulties, weather conditions, high risk of cargo transportation units.
- Emotional and psychological negativities; Time constraints in responding to dangerous situations that arise as a result of emergencies arising from dangerous loads, deaths or injuries, and the deep responsibility felt to help.
- Physical fatigue; Doing heavy work for the intervention and fatigue as a result of long intervention periods.

8.3.1. Emergency response for fire

- There is a fire alarm button and an emergency warning sign at a height of 0.90 to 1.60 meters from the floor and every 60 meters.
- When a fire is detected, information such as the class of the dangerous cargo, its subclass, side danger, if any, packaging group, Flour number, full shipment name will be determined and reported to the fire department by phone number 112.
- In case of fires caused by dangerous cargo, the available facilities of the facility will be utilized to the maximum extent until the fire brigade arrives at the coastal facility and intervenes.
- In case of 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 fire from growing.

- Emergency response teams will take the necessary actions for the evacuation of other employees and provide guidance for efficient use of the emergency exit.

8.3.2. Emergency response for explosion

- Anyone who detects an explosion caused by dangerous loads must immediately report it to his superior; The area where the explosion occurred and, if any, the sign, label and orange plate information on the cargo transport unit caused by the explosion must be given.
- After realizing that there is an explosion, the nearest emergency button should be pressed.
- Fire brigade and other emergency services should be called and information should be given about the explosion and any injured people.
- You should exit the emergency exit in the direction shown within the framework of the instructions of the emergency teams and go to the emergency assembly area. It should be included in the census to be made here.
- Personnel designated from emergency teams must cut off the natural gas and electricity of the workplace. He must act by checking whether explosive chemicals pose a danger.
- The fire-fighting team must start extinguishing operations with emergency equipment to prevent fire from breaking out or growing after the explosion.
- The search, rescue and evacuation team must ensure that employees are evacuated from the explosion area and the entire workplace and reach a safe place. After helping those who are not injured to a safe place, the search and rescue operations of the injured should begin within the framework of the training they have received.
- The first aid team must provide first aid to the injured.
- Officials should be informed about the explosion. Contribution should be made to the reports prepared afterwards.

8.3.3. Emergency response for natural disasters

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

- Everyone should be notified via the emergency notification button. If this is not possible, people around should be warned audibly.
- Those who are indoors should prefer columns, beams and high places as the closest first protection area, depending on the type of disaster. Those who are outdoors should stay in the protection zone.
- Evacuation should be started immediately and safe places should be moved.
- If there is an injured person, first aid teams should intervene.
- Valves should be checked to see if there is any leakage.
- Natural gas and electricity 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 dangerous loads.
- First aid team members must treat the injured and convey information to superiors.
- If necessary, an ambulance should be used and even support should be requested from 112.
- The instructions of the workplace physician and occupational safety expert should be followed.

8.3.5. Emergency response in cases of sabotage

When sabotage occurs in hazardous cargo storage areas, the superior must be notified immediately.

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

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

In-facility communication: When an emergency occurs, the first person to see the emergency initiates the necessary intervention and provides information about the incident to the HSE-K Unit. Relevant managers come to the scene, make a preliminary assessment and determine how the intervention will be. Accordingly, Emergency Response Teams (ADME) are notified through the HSE-K Unit. Other employees and third parties who are not part of the team are gathered at the defined meeting place and a count is made.

The Emergency Communications Officer carries out the communication between the Crisis Manager, the Emergency Response Team and the leader regarding the emergency situation, and ensures the necessary coordination in line with the instructions of the team leader. All port employees and third parties in the port are informed via the announcement system and sirens. Office employees are provided with information via e-mail and telephone.

Offsite contact: Informing the press and the public during an emergency is carried out with the knowledge and guidance of the Senior Management. Communication with public institutions and organizations that need to be informed about the emergency is stated in the Emergency Action Plan.

8.5. Accident reporting procedures

According to Article 11-(1) l of the Regulation on Transportation of Dangerous Goods by Sea and Loading Safety, *Responsibilities of the Coastal Facility Operator* ; Accidents related to dangerous cargo, including accidents when entering closed areas, must be reported to the port authority.

During the transportation of dangerous goods by sea or their handling and/or storage in coastal facilities; An event or chain of events resulting from or involving hazardous substances that has harmful consequences such as death, injury, material damage and environmental pollution is defined as an accident. Accordingly, in case of an undesirable accident at the coastal facility, the accident notification form below 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 an event or series of events other than an accident that occurs in connection with operations and activities and endangers the safety of people or other people and the environment, and may be dangerous if not corrected, but the form is not included in the accident notification form. available.

ACCIDENT REPORT FORM

S.No.	Notification subject	Explanation
one	When the accident occurred,	

2	If the accident is known, how it occurred and its cause,	
3	Place where the accident occurred (shore facility and/or ship), position and impact area,	
4	Information about the ship involved in the accident, if any (name, flag, IMO number, owner, operator, cargo and quantity, captain's name and similar information),	
5	meteorological conditions,	
6	UN number, proper transport name of the dangerous goods (legislation specified in the definition of dangerous goods will be taken as basis) and quantity,	
7	Hazard class of the dangerous substance or sub-hazard section, if any,	
8	Packaging group of the dangerous substance, if any,	
9	Additional risks of the dangerous substance, such as marine pollutants, if any,	
10	Marking and label details of the dangerous substance,	
11th	The characteristics and number of the packaging, cargo transport unit and container in which the dangerous substance is carried, if any,	
12	Manufacturer, sender, carrier and receiver of the dangerous substance,	
13	The extent of damage/pollution occurring,	
14	Number of injured, dead and missing, if any,	
15	Emergency response practices carried out by the coastal facility for the accident.	

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

All accidents related to Dangerous Goods will be coordinated primarily with the Port Authority. By informing the Port Authority, support and cooperation with the Hospital, Fire Brigade , AFAD, and assistance units of neighboring facilities will be provided.

possible explosion, fire or emergency in an adjacent facility seeing signs of in case;

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

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

By evaluating the dangerous cargo area and the class, quantity and danger risk of the cargo in the area, preparations are made for measures such as unloading the cargo, diluting it, and lifting the ship to anchorage if there is a ship in the interface. will be done.

Providing support for measures outside the coastal facility

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

Phone numbers to call in case of emergency

Fire Department (Fire alarm)	110
Altaş fire brigade	0(212)875-2801
Ambulance	112
Police	112
Gendarme	112
Natural gas	187
ISKI	185
BEDAŞ	186
HOSPITAL (Beylikdüzü State Hospital)	0(212)856-2740
Provincial Disaster and Emergency Directorate (AFAD)	0(212)600-0600
Police	153
electrical fault	186
Coastal facility manager: Memiş Kök	0(533)391-9476
Poison Advisory	114
Akçansa Port (neighboring facility)	0(212)875-2700
Marport Port (neighbouring facility)	0(212)866-5200

8.7. Emergency evacuation plan for removing ships and marine vehicles from the coastal facility in case of emergency.

Coastal facility "MRD.FR.270,00 Ship Emergency Evacuation Plan" is implemented.

8.8. Procedures for the handling and disposal of damaged dangerous cargoes and waste contaminated with hazardous cargoes

There is a specially designated area for operations regarding damaged cargo transport units and packages containing dangerous cargo. The facility has two 40-foot container capacity seepage ponds. There is a suitable evacuation system for the evacuation of cargo residues spilled into the leakage pools.

When the container containing such loads is ready for services such as detection, inspection or sampling after the leakage caused by the damaged packaging inside is discharged into the pool, it is cleaned before the process and service is provided after the laying process.

Damaged cargo transport units that fulfill port exit procedures are either taken out of the facility at once, by taking necessary precautions for the environment, when the danger of leaking packages is minimized, or service is provided after the necessary precautions are taken to provide service.

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

The waste left over from the cleaning of cargo transport units containing damaged dangerous cargo is considered as hazardous waste. These wastes are classified according to the hazard class of the cargo. Classification of hazardous wastes belonging to different hazardous classes that do not react with each other is made in accordance with the hazard priorities provisions of IMDG Code 2.0.3.6. This practice is also valid for sorbent material or sample container waste that may occur after taking samples of hazardous cargoes.

Cargo transport units containing explosive materials will not be loaded onto the ship. When such cargoes are detected before the entrance to the facility, they will not be accepted to the coastal facility, and when they are detected at the facility, they will be removed from the facility by notifying the port authority without delay.

If any damage occurs to the packaging or the cargo transport unit during the handling of cargo transport units containing explosives, the operation is stopped immediately and the port authority is notified. If it is possible to replace the packages for the damaged cargo that is noticed later in the facility or the cargo that is 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 DGSA. This process should be carried out in the area reserved for explosive materials.

8.9. Emergency drills and their records.

Workplace drills are held at least once a year to prepare for emergencies. Before and after the exercise, deficiencies in terms of preparedness for hazardous loads and emergencies are identified and these are corrected and preventive actions are taken.

Personnel working with hazardous loads are prepared for a possible emergency by rehearsing emergency situations through drills. All drills are conducted with a scenario, with or without notice. After the exercise, a report is prepared and recorded.

Exercises;

- In-port ISPS exercises
- Drills to develop skills in using portable fire extinguishers
- Dangerous loads are in the form of spillage and scattering exercises.

8.10. Information on fire protection systems.

- There is a fire extinguishing team at the coastal facility.
- Extinguishing teams were determined in the emergency plan and their duties were notified.
- The fire drills of the extinguishing team are up to date and team members receive training to improve their skills in using portable fire extinguishers once a year.
- For the extinguishing team, there are 3 sets of firefighter uniforms, breathing tubes and overalls, boots and gloves against chemicals in the facility.
- The terminal has various kilograms of dry chemical powder, carbon dioxide and foam portable fire extinguishers and 3 sets of fire blankets.
- There are 22 fire cabinets and 8 hydrants in the facility.

8.11. Procedures for approval, inspection, testing, maintenance and keeping fire protection systems ready for use.

- Periodic inspections of the fire systems of the coastal facility are regularly carried out by accredited organizations.
- Portable fire extinguishers detailed in the emergency plan are placed in the relevant areas of the terminal and their expiration dates and pressures are checked by the HSE unit.
- The hydrant and its accessories are operated at regular intervals, hoses are laid and checked for any leaks.

8.12. Precautions to be taken when fire protection systems do not work.

Failure of fire protection systems may be a result of the possibility of hydrants and hydrant accessories not working in the terminal area. In cases where hydrants are not working, it is planned to intervene with sufficient dry chemical powder, foam and carbon dioxide portable fire extinguishers.

Since liquid fires cannot be intervened with water, it becomes necessary to resort to other measures automatically.

8.13. Other risk control equipment.

The facility has an emergency plan in which the following risks are evaluated and precautions and intervention methods are determined. Identified risks;

- Work accident
- Fire
- Explosion
- electrical accident
- Earthquake
- Flood and inundation
- Snow, icing and frost
- Storm
- Violence
- suicide attempt
- multiple poisoning
- Chemical leak, spill
- Infectious diseases
- Suspicious package, bomb threat
- Radiation hazard
- It is in the form of a gas leak.

9. OCCUPATIONAL HEALTH AND SAFETY

There is no flexibility in the implementation of occupational health and safety provisions in the coastal facility and they are applied one-to-one. All personnel are expected to participate in employee health and safety measures, and the implementation should be carried out holistically.

All employees are primarily own He/she must think and act about the health and safety of his/her colleagues, and then the safety of other living beings. While doing these, they must strictly comply with the rules within the facility, avoid prohibited attitudes and behaviors, and follow and implement compelling and guiding instructions.

Consumption of recreational drugs is strictly prohibited within the terminal. The use of tobacco and its products is strictly prohibited, except in designated smoking areas.

9.1. MINIMUM GENERAL REQUIREMENTS FOR HEALTH AND SAFETY SIGNALS USED IN THE WORKPLACE

9.1.1. General considerations

Employees are required to use emergency exit and first aid signs (emergency exit routes, signs providing information about first aid/rescue), information signs (prohibition signs, warning signs, imperative signs, other signs providing information other than emergency exit and first aid signs), additional information signs (sign giving additional information used together with a sign), hand sign (predetermined movements and positions of hands and arms to guide operators performing maneuvers that may pose a danger to employees), imperative signs (sign determining a behavior that must be followed, safety color (special color for safety purposes). color with meaning), illuminated sign (a sign mechanism made of transparent/translucent material giving the appearance of an illuminated structure), signboard (a sign that provides special information about the combination of a geometric shape, color, symbol or pictogram, made visible with sufficient illumination) , signal (the person who gives the signal), operator (the person who uses the tools and equipment by following the sign), health and safety sign (a sign indicating a special object, activity or situation, colour, audible or light signal, verbal communication or hand-arm signal) signs that warn of dangers that provide information or instructions about health and safety), symbol/pictogram (a form that describes a situation or prompts a particular behavior and is used on a sign or illuminated surface), verbal communication (with a human voice or an artificial human voice). The person must know and apply the verbal message with a predetermined meaning), warning sign (a sign that warns about a source of danger or danger), prohibition sign (a sign that prohibits a behavior that may cause danger or expose people to danger).

9.1.2. Types of signs

Fixed and permanent signs

- Fixed and permanent signs; It will be used to indicate and recognize prohibitions, warnings and mandatory tasks, as well as the locations of emergency escape routes and first aid departments.
- Locations where fire-fighting equipment is located will be permanently marked with a signboard and red color.
- Markings on the container must comply with the provisions of the relevant transport codes.
- Places where there is a risk of hitting obstacles or falling will be permanently identified with a signboard and safety color.
- Traffic routes will be permanently marked with safety colour.

temporary signs

- Taking into account the possibility of using the signs together and interchangeably when necessary; Light signs, audio signals and/or verbal communication will be used to signal danger, call the

- relevant person to take the necessary precautions and emergency evacuation of employees.
- Where necessary, hand signals and/or verbal communication will be used to direct anyone who may cause danger or engage in dangerous maneuvers.

9.1.2.1. Using signs together and interchangeably

If equally effective, any of the following signs can be used:

- In places where there is an obstacle or danger of falling; signboard or security color
- illuminated sign, sound signal or verbal communication
- Hand signals or verbal communication

The signs listed below can be used together.

- Light sign and sound signal
- Illuminated sign and verbal communication
- Hand signals and verbal communication

9.1.3. The points in the table below apply to all signs using security colours.

Colour	Meaning or Purpose	Instruction and Information
Red	prohibition sign	Dangerous movement or behavior
	danger alarm	Stop, shut down, emergency stop, evacuate
	fire fighting equipment	Locating and identifying equipment
Yellow	warning sign	Be careful, take precautions, check
Blue (1)	obligation sign	a specific behavior or action Use personal protective equipment
Green	Emergency exit, first aid sign	Doors, exits and routes, equipment, facilities
	No danger	back to normal
(1) Blue: (2) Bright orange:	It is considered a safety color only when used in a circular shape. It can be used instead of yellow except for safety signs. This fluorescent color is very eye-catching, especially in poor natural visibility conditions.	

- Situations that will negatively affect the function of the signs should be avoided.
- Multiple signs shall not be placed too close together.
- Two illuminated signs that may cause confusion will not be used at the same time.
- An illuminated sign shall not be used in close proximity to another illuminated sign.
- More than one audible signal shall not be used simultaneously.
- The acoustic signal will not be used in places where there is a lot of ambient noise.
- Signs or signaling devices; Appropriate design, sufficient number, proper placement, good maintenance and repair and correct operation will be ensured.
- To preserve the characteristic properties and/or functional nature in the manufacture of signs and signaling devices, It will be cleaned, checked, maintained and repaired at regular intervals and replaced when necessary.
- The number of signs and signaling devices and their location will depend on the magnitude of the hazard and their It will be determined according to the area where it will be applied.
- In case of any energy-powered signs being cut off and the danger cannot be prevented in any other way, the signs will be ensured to operate immediately with a backup energy source. The energy sources used will comply with safety conditions.
- When lighted signs and/or audible signals start to work, it indicates that the work or movement will begin. The lighted sign or audible signal will continue to operate throughout the work or movement. The illuminated sign and the acoustic signal will be operable again immediately after they have been

- used and stopped.
- Lighted signs and acoustic signals shall be checked before use and at sufficiently frequent intervals throughout use to ensure their correct and effective operation.
- Employees, including issues arising from the use of personal protective equipment If there is anything that prevents their vision and hearing; Necessary measures will be taken to strengthen or replace the relevant signs.

9.1.4. MINIMUM REQUIREMENTS FOR SIGN SIGNAGES

According to their specific purposes; The format and colors of signboards indicating prohibition, warning, order, escape route, equipment to be used in emergency situations or for fire-fighting purposes and similar signs are given in 9.2.4.1.

Pictograms will be as simple as possible and contain only essential details.

Signboards will be made of material suitable for the environment in which they are used, resistant to impact and weather conditions.

The dimensions and colorimetric and photometric properties of the signboards will ensure that they are easily visible and understandable.

Signboards will be placed in the immediate vicinity of places of special danger and dangerous objects, at the entrance of places of general danger, at a height and position appropriate to the level of visibility, taking into account obstacles, in a well-lit, easy-to-access and visible manner. Without prejudice to the provisions of the Regulation on Health and Safety Measures to be Taken in Workplace Buildings and Extensions, fluorescent colors, reflector materials or artificial lighting will be used in places where natural light is weak.

When the situation indicated by the signboard disappears, the signboard will also be removed.

9.1.4.1. Signboards to be used

Prohibitory signs ; Circular, black pictogram on a white background, red frame and diagonal line (red parts shall cover at least 35% of the sign area).



No smoking



Smoking and open flames are prohibited



No Pedestrians



Extinguishing with water is prohibited



undrinkable



No unauthorized person can enter



Work machines cannot enter



Do not touch

Warning signs ; Triangular shape, black pictogram on a yellow background, black frame (yellow parts will cover at least 50% of the sign area).



Flammable substance or high temperature



Explosive



Toxic (Poisonous) substance



Abrasive



radioactive material



suspended load



Working machine



electrical hazard



Danger



Laser beam



oxidizing agent



non-ionizing radiation



Strong magnetic field



Obstacle



danger of falling



biological risk



low temperature



Harmful or irritat-
ing substance

Mandatory signs ; Circular, white pictogram on a blue background (the blue parts will cover at least 50% of the sign area).



use glasses



Wear a hard hat



Wear gloves



use mask



wear work shoes



Use the pedestrian path



Wear protective clothing



Use face shield



Use seat belt



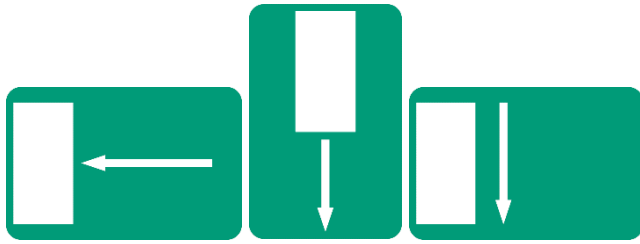
Wear ear protection



General imperative sign (to
be used with other signs
when necessary)

Emergency exit and first aid signs; White pictogram on a green background, in rectangular or square shape (the green parts shall cover at least 50% of the sign area).





Emergency exit and escape route



Directions (auxiliary information sign)



First aid



Stretcher



safety shower



eye shower



Emergency and first aid phone

Fire fighting signs; Rectangular or square shaped white pictogram on a red background (red parts shall cover at least 50% of the sign area).



Fire hose



Fire escape



Fire Extinguisher



Emergency Fire Phone



Directions (auxiliary information sign)

9.1.5. MINIMUM REQUIREMENTS FOR SIGNS USED TO IDENTIFY OBSTACLES, HAZARDOUS PLACES AND TRAFFIC ROADS

Signs used in obstacles and dangerous places

Places where there is a danger of hitting obstacles, falling or objects falling, and areas where employees move around during their work within the business facilities are marked with alternating yellow and black or red and white color stripes.

The size of the signs is proportional to the size of the obstacle or danger area.

Yellow–black or red–white stripes are painted at approximately a 45-degree angle and the same size.



Marking of traffic routes

If the way the workplace is used and the equipment requires the protection of employees; Roads open to vehicular traffic are marked with clearly distinguishable continuous yellow or white stripes, taking into account the color of the ground.

strips; It is drawn to indicate a safe distance between vehicles and objects that may be located close to the vehicles, and between vehicles and pedestrians.

Roads with continuous traffic in open areas of facilities shall be marked as above, to the extent practicable, if appropriate barriers and sidewalks are not available.

9.1.6. MINIMUM RULES FOR VERBAL COMMUNICATION

- In verbal communication between one or more people; Short texts, sentences, words or word groups in a specific form or coded form will be used.
- Verbal messages should be as short, simple and clear as possible. The speaking ability of the speaker and the hearing ability of the listener will be suitable for reliable oral communication.
- Verbal communication will be through a direct human voice or a human voice or artificial human voice broadcast through an appropriate medium.
- People involved in verbal communication must know the language used at a level to be able to pronounce and understand the verbal message correctly so that they can perform the desired behavior in terms of health and safety.
- When verbal communication is used instead of or in conjunction with hand and arm movements, the commands given below will be used.
 - start: to start an action or movement
 - stop: to stop or end an action
 - ok: to end an action
 - up: to lift a load up
 - down: to lower a load
 - forward – back – right – left: (These commands will be used in coordination with appropriate hand movements.)
 - cut: to stop urgently
 - quickly: to speed up an action for safety reasons

9.1.7. MINIMUM REQUIREMENTS FOR HAND SIGNALS

Hand signals shall be precise, simple, easy to make and understand, and shall be distinctly different from similar signals. If two arms are used at the same time, they will be moved symmetrically and only one signal will be given in one movement.

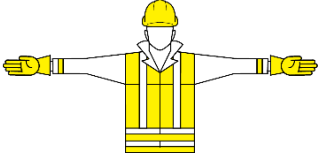


2. Special usage rules

- The operator will act with the instructions of the signalman (the person who gives the signals with hand and arm movements).
- The signalman will use hand gestures to give maneuver instructions to the operator.
- The signalman must be able to visually monitor all maneuvers from his position without endangering himself.
- The main task of the pointer is; to direct maneuvers and ensure the safety of employees in the maneuver area.
- If a signalman cannot perform a safe maneuver, additional signalmen will be deployed.
- In cases where the operator cannot safely carry out the orders he has received, he will stop the maneuver he is carrying out and ask for new instructions.
- The operator must be able to easily recognize the pointer.
- The signalman shall wear one or more distinctive items such as a jacket, hard hat, armband or armband, or carry an appropriate signaling device.
- Distinctive items; They will be brightly coloured, preferably all the same colour, and specific to the markers only.


Coded signs.

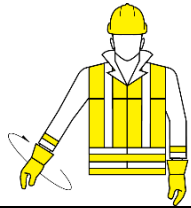

The coded signals given below will be used for the same maneuvers in specific sectors.

A. General Signs



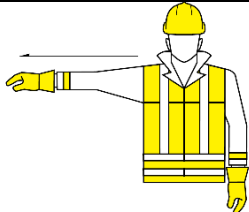
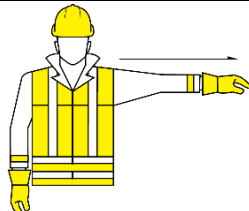
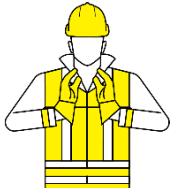
Meaning	recipe	Shape
START Be ready start command	Both arms are parallel to the floor with palms facing forward	
STOP Interruption / break stop motion	Right arm raised with palm facing forward	
OK end of transaction	Both arms are at chest level, hands are clasped	

B. Vertical movements

Meaning	recipe	Shape
REMOVE	Slowly circles the right arm with the palm facing forward	

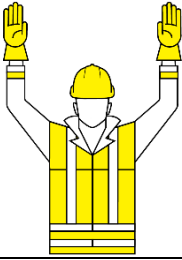
DOWNLOAD	Slowly makes a circle with the right arm lowered towards the floor with the palm facing inward.	
VERTICAL DISTANCE	Distance is expressed as the space between both hands	

C. Horizontal Movements

Meaning	recipe	Shape
FORWARD	While both arms are bent at waist level with palms facing up, the arms move up by bending at the elbow.	
BACK	While both arms are bent in front of the chest with palms facing down, the arms are bent at the elbow and slowly move away from the body.	
RIGHT Right of pointer*	Slowly make small movements to the right while the right arm is extended to the right, parallel to the ground, with the palm facing the ground.	
LEFT Left of pointer*	Slowly make small movements to the left while the left arm is extended to the left, parallel to the ground, with the palm facing the ground.	
HORIZONTAL DISTANCE	The space between hands represents distance	

D. Danger

Meaning	recipe	Shape
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CUT Stop immediately.	Both arms are raised with palms facing forward	
FAST	All movements are faster	
SLOW	All movements are slower	

9.1.8. MINIMUM REQUIREMENTS FOR HEALTH AND SAFETY SIGNINGS FOR OPERATIONS WITH LIFTING DEVICES

- In lifting machines, loads are lifted, lowered or carried according to hand and arm signals given by trained signalmen.
- In cases where more than one employee is on duty on a lifting machine, the lifting machine operator will receive a signal from only one of the signalmen or other officers, and the signalman will stand in places that can be easily seen by the operator. The operator shall always obey every stop sign, no matter who gives it to it.
- In order to warn employees during the movement of the lifting vehicles or the lifted load, the operator gives signals with clearly audible bells, illuminated signs and the like, and these operate continuously while in motion.
- If repairs are being made to the vehicles, warning signs are placed on the vehicles and in appropriate places indicating that the repair is being carried out.
- The heaviest loads to be lifted by the Lifting Vehicles are indicated as information signs inside or outside the cabins, and when more than the heaviest load that can be lifted is lifted, an automatic warning device with sound and light is provided to indicate the situation.
- The bell sounds and illuminated signs used in lifting vehicles must be different from other signal sounds and illuminated signs in the workplace, strong enough to suppress the noise caused by other machines, easily noticeable, and must be the same for all lifting vehicles operating in the same workplace.
- In cases where heavy items are lifted or carried as a team, pre-specified coded movements and signs are used.

9.2. Personal protector clothes about informations with these to use procedures for

Protecting employees from dangers in the work environment and activities resulting from The types of personal protective equipment to be used to protect against dangers are as follows;

- Head protector equipment (Hard hat)
- Foot protector equipment (Steel Nosed Shoe)
- Hand protector equipment (Glove)
- Face protector equipment (Face Protector)
- Ear protector equipment (Ear gag, Earphones)
- Respiratory system protector (Powder-Gas masks)
- Body protector (Work dress, Work overalls)

10. OTHER MATTERS

10.1. Validity of Dangerous Cargo Conformity Certificate:

Mardaş Port Facility, which handles dangerous goods, has prepared a dangerous goods guide containing the loads 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 who deal with dangerous goods as per their job description have been made aware of these plans. When the detailed instructions regarding the Hazardous Materials Guide are announced by the Administration, the Hazardous Materials Guide prepared by Mardaş will be revised and approved within the scope of the instructions.

If there is a change in the relevant conditions, the Administration will be notified in writing of this change within 30 days at the latest and the necessary conditions will be re-established within 90 days.

10.2. Issues regarding those carrying dangerous goods to/from the coastal facility by road

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

10.2.1. Issues including occupational health and safety measures

The document and plate usage provisions that must be followed by the relevant parties during the transportation of dangerous cargo are as follows.

1. Dangerous Cargo Declaration
2. Dangerous Cargo Transportation Note
3. Multi-Mode Dangerous Cargo Form
4. Dangerous Cargo Manifesto
5. Packaging and Container/Vehicle Loading Certificate
6. Safety Data Sheet
7. Transport document showing exemption for transportation within the scope of ADR/RID/IMDG Code 3.4 and 3.5
8. Transport document showing exemption for transportation within the scope of ADR 1.1.3.6
9. In transportation within the scope of ADR
 - a) Suitable for transportation and valid SRC 5 certificate
 - b) ADR written instruction
 - c) Valid Vehicle Conformity Certificate suitable for transportation
 - d) Transport documents
10. Equipment that must be included in the vehicle (according to relevant class in accordance with ADR 8.1.5)
 - a) Wedge (all classes)
 - b) 2 erectable warning signs (all classes)
 - c) Reflective vest (all classes)
 - d) Portable lighting device (all classes)
 - e) Protective gloves (all classes)
 - f) Eye protective equipment (all classes)
 - g) Eye rinse (all classes except class 1 and class 2)
 - h) Shovel (solid and liquid class 3, class 4.1, class 4.3, class 8 and class 9 only)
 - i) Sewage cover (solid and liquid class 3, class 4.1, class 4.3, class 8 and class 9 only)
 - j) Collection container (solid and liquid class 3, class 4.1, class 4.3, class 8 and class 9 only)
 - k) Emergency mask (class 2.3 and class 6.1)
11. CSC Certificate for container transportation

12. In case of use of heat-treated wood in the cargo transport unit (CTU) and loading security or for transportation, a certificate indicating that the wood is suitable

13. Loading security certificate showing that the loads in the container or vehicle are properly secured within the scope of the IMDG Code (except for partial loads with no space left and no possibility of movement and solid/liquid bulk loads)

14. As a result of the risk assessment of cargo transportation units arriving at the port facility and those containing harmful gases or fumigation applied in the cargo transportation units leaving the port facility, or a certificate of conformity for transportation if gas measurement has been made.

15. Vehicle drivers' professional qualification certificate (SRC 5) appropriate to the class of dangerous load they carry

16. Cargo transport units that leave the coastal facility and continue their journey by road must wear an orange plate and danger warning sign in accordance with the provisions of ADR 5.3. It is sufficient for vehicles carrying packaged dangerous goods, except Class 1 loads, to have orange plates on the front and back. In addition, a danger warning sign is not required (this provision is valid if class 7 handling is not carried out in the port. This class does not have an activity permit anyway. If there was a class 7 activity permit, this danger warning sign would be mandatory).

Dangerous cargo arriving at Mardaş Port Facility cannot be transported without the mandatory documents for transportation listed above, orange plate and danger warning signs. Within the scope of the IMDG Code, loads that are not properly secured are also treated as dangerous cargo.

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

10.2.2. Transport legislation requirements

Transport of dangerous cargo by road is within the scope of Article 8-(2) of the regulation, at the entrances and exits of coastal facilities;

- Transport documents in accordance with ADR 5.4.1
- Periodic inspections of cargo transport units
- Danger warning signs/signs and orange plate checks are carried out.

10.3. Issues regarding those carrying dangerous goods to/from the coastal facility by sea

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

If a ship is or is participating in an operation related to the transportation or handling of dangerous goods in the port area, a special type of signal that can be visible day and night will be used. Dangerous cargo also includes the following cargo:

- Bulk liquid cargoes in closed containers with a flash point below 60°C;
- Flammable and/or toxic bulk gases; And
- Liquid desensitized explosives assigned to class 3 and solid desensitized explosives assigned to class 4.1.

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

- Daytime: “B” pennant and



(Bravo: I am loading, unloading or transporting dangerous cargo)

- Flashless red light visible from 360° at night.

10.4. Additional Considerations to be Added by the Coastal Facility

10.4.1. prohibited activities

(Ports Regulation) ARTICLE 21 –

1) In the approach channels of coastal facilities, breakwater mouths, berthing and mooring areas and anchorage areas; Any kind of aquaculture hunting, sailing, rowing or other water sports activities and swimming are prohibited.

2) Boats for sports, sightseeing and entertainment purposes must navigate in the port area, within the area limited by breakwaters and in the bays, in a way that does not interfere with the activities of other ships and marine vessels and at a speed that will not cause damage. The Port Authority determines the appropriate speed limit in places and situations it deems necessary.

3) Ships and marine vessels other than those coming to or leaving the buoy and those used in coastal facility services cannot pass between buoys and buoy lines.

4) Ships and marine vehicles, other than those used in the service of aquaculture facilities and fish cages, cannot approach aquaculture facilities and fish cages more than two hundred meters.

5) Ships and marine vehicles cannot be moored or docked in places that do not have a coastal facility operating permit or in places that are not operated or owned by any institution/organization. However, the Administration may make temporary arrangements for the facilities it deems appropriate in case of emergency.

6) Ships and marine vessels that have excessive trim or a dangerous inclination, those that have a risk of environmental pollution due to any damage, ships and marine vessels that are towing and that do not have documents related to carrying dangerous cargo but carry dangerous cargo cannot approach coastal facilities without the permission of the port authority. inseparable.

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

ARTICLE 22 – (1) After obtaining the necessary permissions and approvals from the relevant institutions/organizations, prior to the construction of coastal structures and the establishment of aquaculture production areas, those concerned shall obtain permission from the port authority to start the activity.

(2) It is mandatory to obtain permission from the port authority before buoying, diving, seabed and underwater work, seabed dredging and similar activities. Ships and marine vessels used in such activities shall display daytime signals with lights in accordance with the legislation and give sound signals.

(3) It is mandatory to request permission from the port authority at least 15 days in advance for races that will start from one port administrative area and end in another port administrative area, and at least 7 days in advance 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 performed in the port administrative area are carried out within the scope of the Regulation on Sports Activities for Tourism Purposes published in the Official Gazette dated 23/2/2011 and numbered 27855 and other relevant legislation. The authority of the port authority to ensure the safety and security of life, property, navigation and the environment regarding water sports for tourism purposes is reserved. The port authority is authorized to impose all kinds of restrictions and stop these activities, 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 marine vessels cannot board alongside ships and marine vessels at anchorage or in coastal facilities. The boarding of agency and supply engines, public ships, refueling ships, water tankers and coastal facility service vessels is outside the scope of this paragraph, and such ships carry out their services in coordination with coastal facility operators, with the knowledge of the harbor master.

(7) The ship captain or his agent, who will supply fuel, oil and water, notifies the relevant port authority before the supply operation.

(8) Fishing boats and yachts; They can board each other's sides in coastal facilities, they cannot tie up in double rows.

(9) Ships and marine vessels in the port areas unless permission is obtained from the port authority; cannot perform repairs, scraping and painting, welding and other hot work, launching lifeboats and/or boats, or other maintenance work. If the ships and marine vessels that will carry out these works are in a coastal facility, they must coordinate with the coastal facility operation.

(10) Coastal facilities located in the port administrative area notify the Naval Forces Command Navigation Hydrography and Oceanography Department so that their geographical locations are recorded on the relevant nautical charts.

(11) Ships and marine vessels cannot change their anchorage areas without permission from the port authority. However, those who cannot stay where they are due to adverse weather and sea conditions can leave their places and anchor in safer anchorage areas. Those concerned shall notify the port authority as soon as possible. Regulation regarding the implementation of this paragraph is made by the relevant port authority in places where there is a ship traffic services center.

(12) Ships and marine vessels that will not engage in any activity at coastal facilities but anchor in anchorage areas to take shelter due to force majeure such as adverse weather conditions and situations that may endanger navigation, life, property, and environmental safety and security shall make the necessary notification to the relevant port authority and/or pilotage organization without delay. Regulation regarding the implementation of this paragraph is made by the relevant port authority in places where there is a Ship Traffic Services Center.

(13) Ships and marine vessels cannot dock at the bow of ships and marine vessels docked from the stern.

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

(15) Carrying out limbo activities 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, mooring and mooring needs and related regulations are made by the port authority, and operating procedures and principles are determined by the Administration.

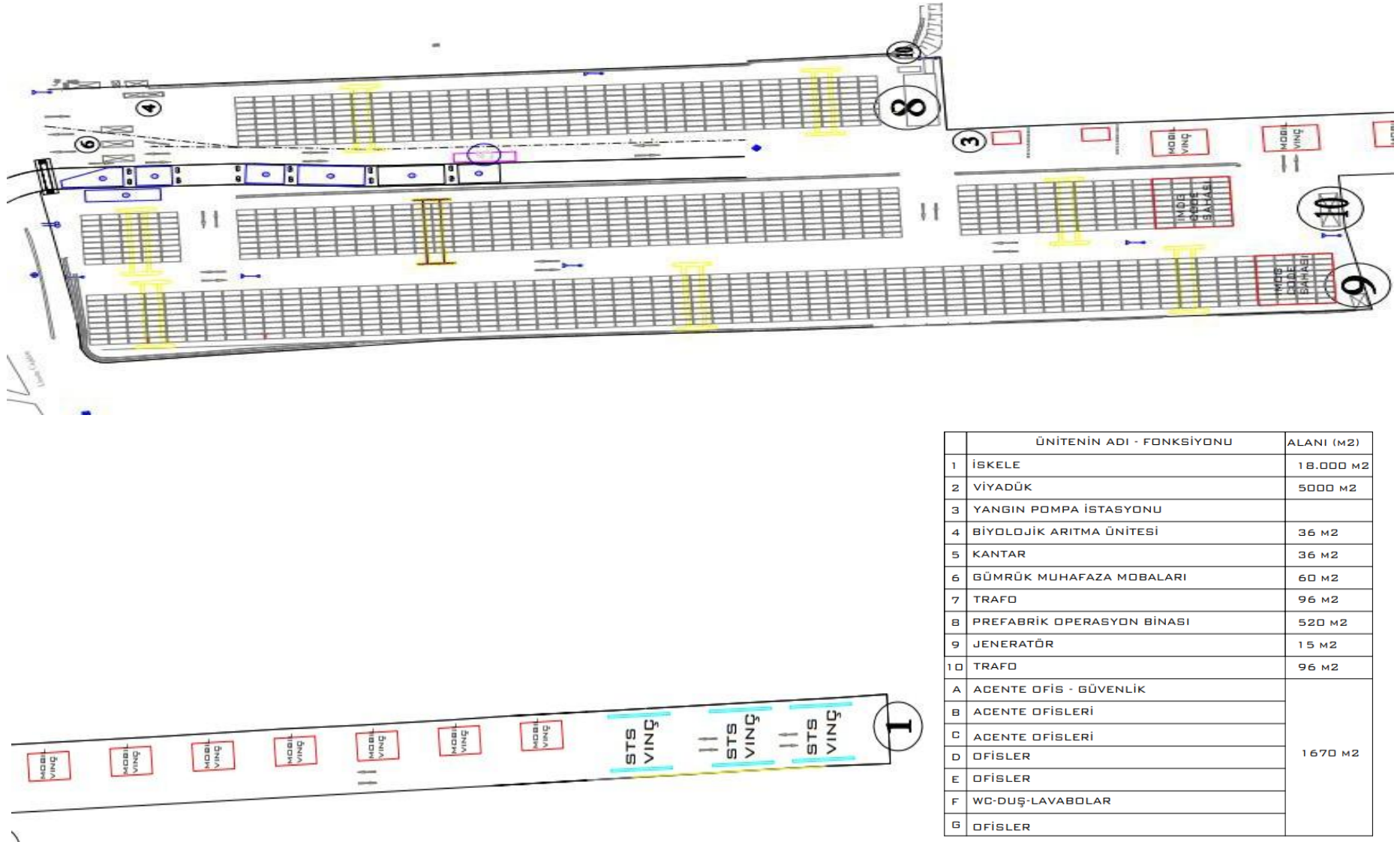
(18) Providing pilotage services to ships and marine vessels that do not have permission to dock at coastal facilities and that do not have a port exit document or anchorage order is subject to the permission of the harbor master.

(19) Excursion boats making daily trips; Issues regarding determining mooring, accommodation and navigation routes are determined by the port authority, taking into account waste reception and other services, and are approved by the Administration. If the capacity of the mooring and sheltering areas is exceeded, the port master may impose restrictions on capacity, entry-exit and use.

11. ANNEXES:

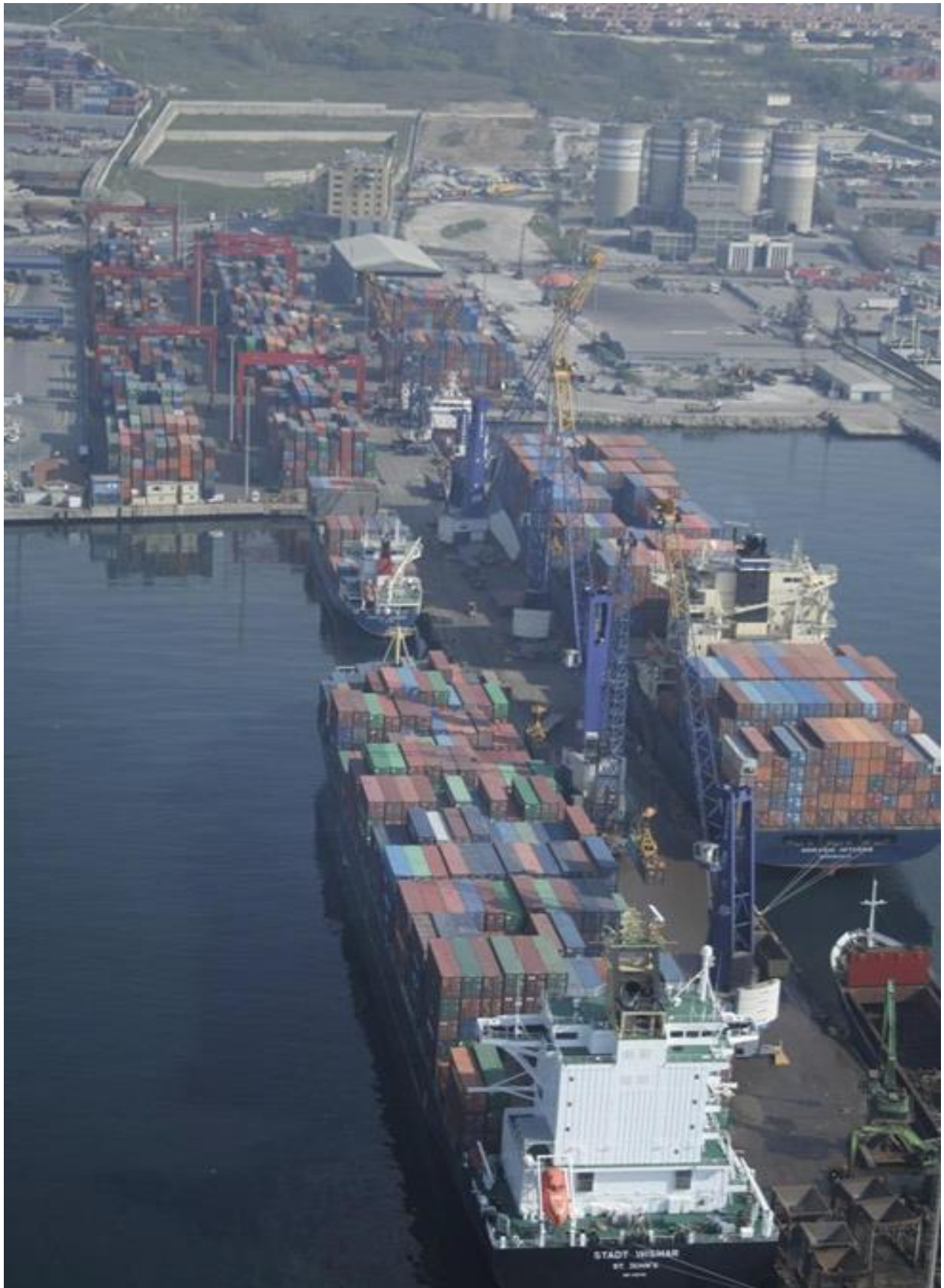
- 1- General layout plan of the coastal facility
- 2- General appearance photographs of the coastal facility
- 3- Emergency Contact Points and Contact Information
- 4- General Layout Plan of Areas Where Dangerous Cargoes Are Handled
- 5- Fire Plan of Areas Where Dangerous Cargoes Are Handled
- 6- General Fire Plan of the Facility
- 7- Emergency Plan
- 8- Emergency Assembly Places Plan
- 9- Emergency Management Scheme
- 10- Dangerous Cargo Handbook
- 11- Leakage areas and equipment, entry/exit drawings for CTU and Packages
- 12- Inventory of Port Service Ships
- 13- Port Authority administrative borders , anchorage areas and pilot disembarkation/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 hazardous cargo transport units (CTUs)
- 18- Other necessary attachments
- 19- Dangerous Cargo Handling Guide Additional Cargo Notification (When necessary)

11.1. General layout plan of the coastal facility



ÜNİTENİN ADI - FONKSİYONU	ALANI (M2)
1 İSKELE	18.000 M2
2 VİYADÜK	5000 M2
3 YANGIN POMPA İSTASYONU	
4 BİYOLOJİK ARITMA ÜNİTESİ	36 M2
5 KANTAR	36 M2
6 GÜMRÜK MUHAFAZA MOBALARİ	60 M2
7 TRAFD	96 M2
8 PREFABRİK OPERASYON BİNASI	520 M2
9 JENERATÖR	15 M2
10 TRAFD	96 M2
A ACENTE OFİS - GÜVENLİK	1670 M2
B ACENTE OFİSLERİ	
C ACENTE OFİSLERİ	
D OFİSLER	
E OFİSLER	
F WC-DUŞ-LAVABOLAR	
G OFİSLER	

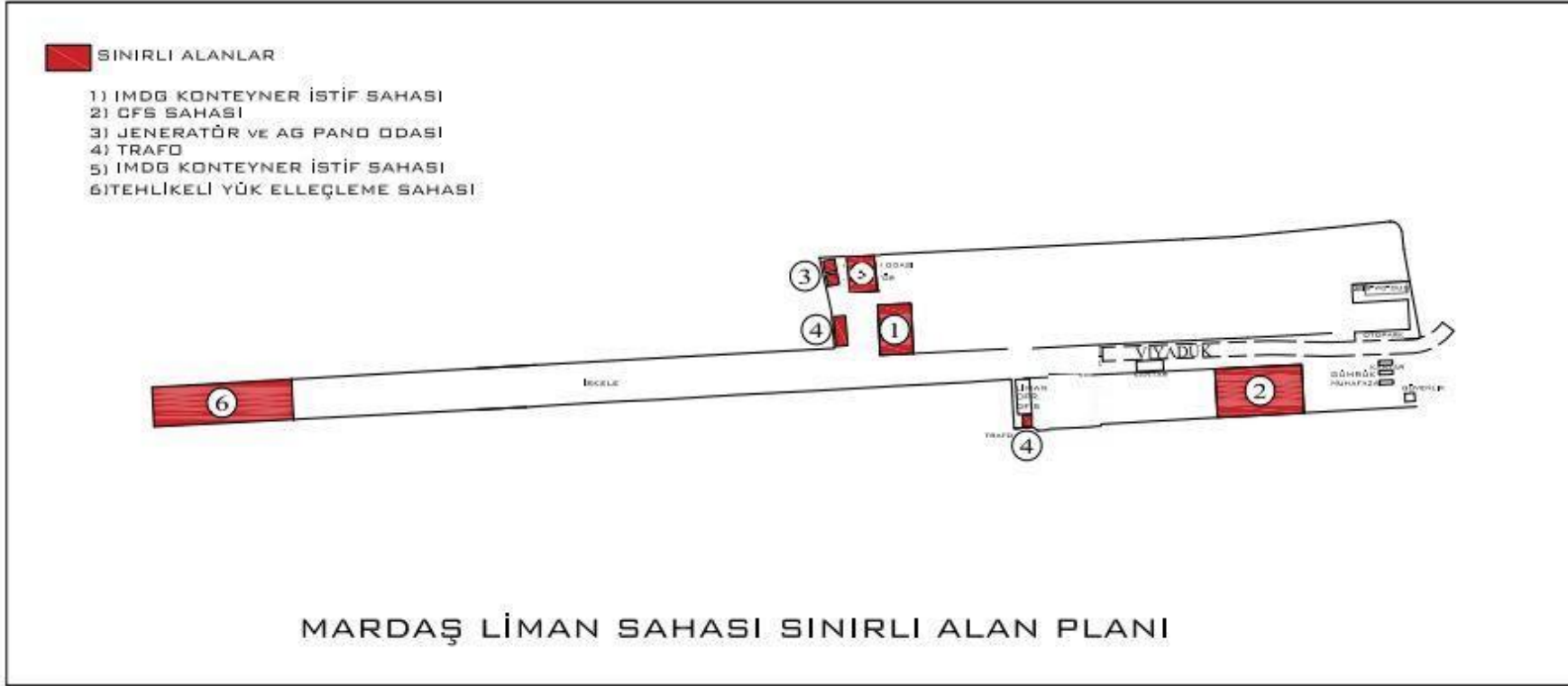
11.2. General view photos of the coastal facility



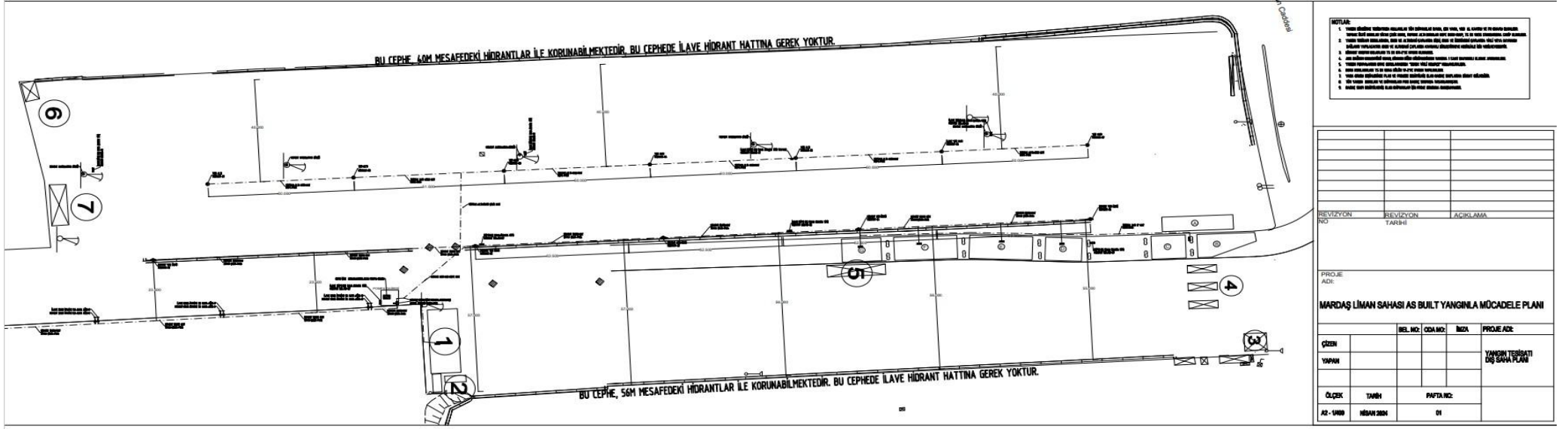
11.3. Emergency Contact Points and Contact Information

Mardaş Marmara Denizcilik AŞ : +90(212)875-2732		
Emergency Communication Center (Mardaş Muhaberat)	Security Chief, Security Officer	7111
Emergency Manager (General manager)	Gökhan BEKİRCAN	7138
Emergency Coordinator	Fatih ARICAN	7178
Port Operations Group Chief	M. Şerif YILDIZ	7305
Maintenance chief	SADI ALTUNSOY	7140
Job security specialist	Suna TÜRKEL	7213
Electrical electronics Engineer	Halil İbrahim KARAKUŞ	7112
Doctor	İsmail DOĞANCALI	7230
Ambulance	General Telephone	112
SOS Ambulance Service	General Telephone	444 5 505
Avcılar Hospital	Ambulance Telephone	0 212 676 77 70 0 212 591 10 00
Altaş Health Center	Telephone	0 212 875 71 17
Fire Department	General Telephone	112
Gendarmerie-Police	General Telephone	112
Customs Enforcement	-	7218

11.4. General Layout Plan of Areas Where Dangerous Cargoes Are Handled



11.6. General Fire Plan of the Facility



- NOTLAR**
1. Tüm tesisler tehlikeli alanlar ile sınırlanmış olmalı, bu alan, yer ve zaman gereği tehlikeli alanlar olarak belirlenmelidir. Bu alanlar tehlikeli alan olarak belirlenmelidir. Bu alanlar tehlikeli alan olarak belirlenmelidir.
 2. Tüm tesisler tehlikeli alanlar ile sınırlanmış olmalı, bu alan, yer ve zaman gereği tehlikeli alanlar olarak belirlenmelidir. Bu alanlar tehlikeli alan olarak belirlenmelidir.
 3. Tüm tesisler tehlikeli alanlar ile sınırlanmış olmalı, bu alan, yer ve zaman gereği tehlikeli alanlar olarak belirlenmelidir. Bu alanlar tehlikeli alan olarak belirlenmelidir.
 4. Tüm tesisler tehlikeli alanlar ile sınırlanmış olmalı, bu alan, yer ve zaman gereği tehlikeli alanlar olarak belirlenmelidir. Bu alanlar tehlikeli alan olarak belirlenmelidir.
 5. Tüm tesisler tehlikeli alanlar ile sınırlanmış olmalı, bu alan, yer ve zaman gereği tehlikeli alanlar olarak belirlenmelidir. Bu alanlar tehlikeli alan olarak belirlenmelidir.
 6. Tüm tesisler tehlikeli alanlar ile sınırlanmış olmalı, bu alan, yer ve zaman gereği tehlikeli alanlar olarak belirlenmelidir. Bu alanlar tehlikeli alan olarak belirlenmelidir.
 7. Tüm tesisler tehlikeli alanlar ile sınırlanmış olmalı, bu alan, yer ve zaman gereği tehlikeli alanlar olarak belirlenmelidir. Bu alanlar tehlikeli alan olarak belirlenmelidir.
 8. Tüm tesisler tehlikeli alanlar ile sınırlanmış olmalı, bu alan, yer ve zaman gereği tehlikeli alanlar olarak belirlenmelidir. Bu alanlar tehlikeli alan olarak belirlenmelidir.

REVİZYON NO	REVİZYON TARİHİ	AÇIKLAMA

PROJE ADI:
MARDAŞ LİMAN SAHASI AS BUILT YANGINLA MÜCADELE PLANI

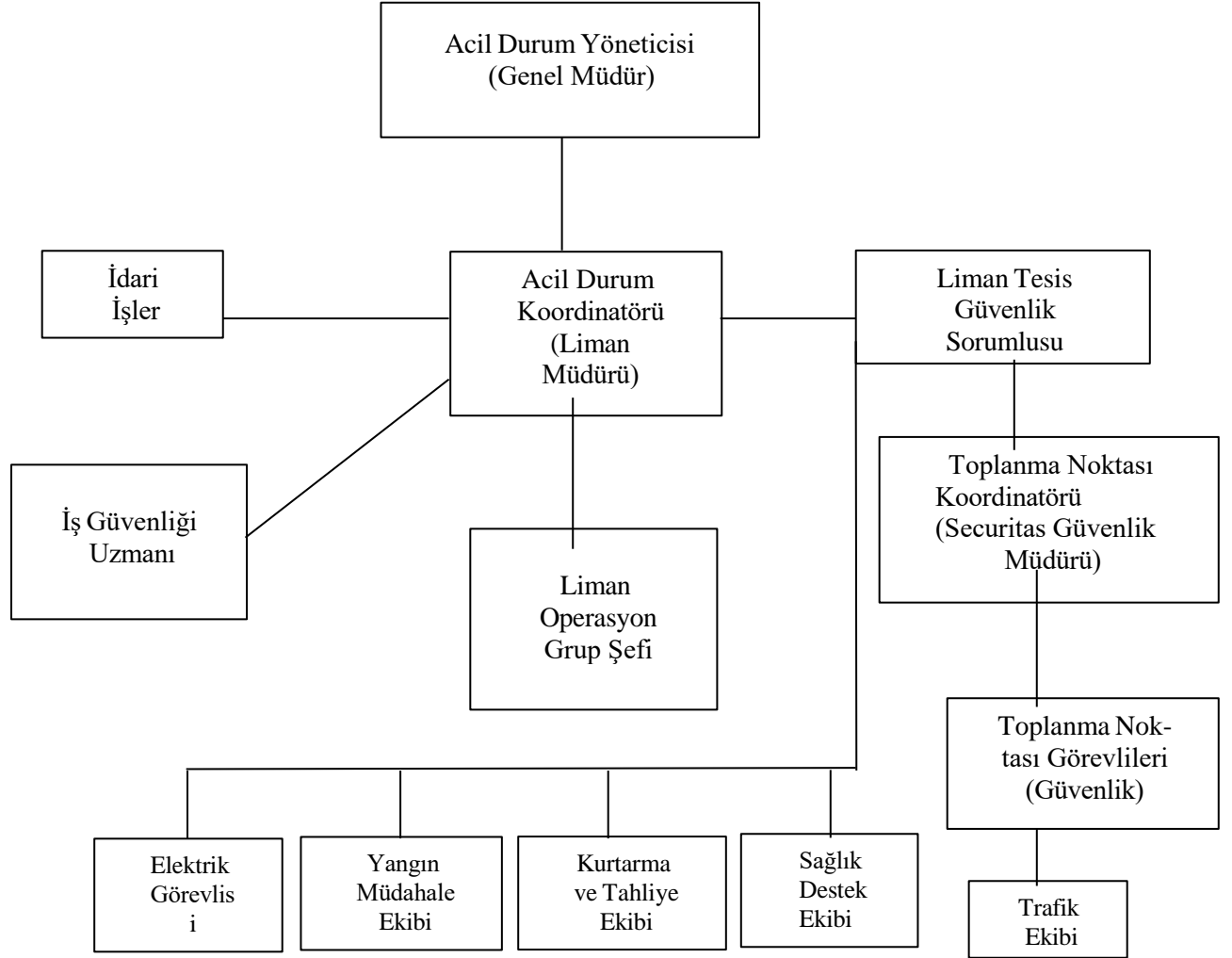
ÇİZEN	YAPAN	ÖLÇEK	TARİHİ	PAFTA NO:	BEL. NO / ODA NO / İZİN	PROJE ADI:
AZ - 1/000	MEYAN 2004	01				

11.7. Emergency Plan

It was also stated in the Emergency Action Plan document.

11.9. Emergency Management Scheme

In case of emergency, it is organized as shown in the diagram below.



11.10. Dangerous Cargo Handbook

The Dangerous Cargo Handbook is provided as a separate document.

11.11. Leakage areas and equipment, entry/exit drawings for CTU and Packages

Leakage Areas and Equipment for CTU and Packages

There are 2 leakage pools.

of pools :

- Width: 3 m,
- Height: 13 m,
- Height :

Pool 1: 40 cm

Pool 2: 60 cm

Photos of seepage pools are as follows:





11.12. Inventory of Port Service Ships

UZMAR SHIPPING

İNŞAA VE KLASI	
İnşaa yılı	1998
Klası	TL [+] 1A5 TUG [+] M
IMO numarası	8943686

ÇEKİ EKİPMANLARI	
Çeki kancası	Emniyetli çalışma yükü: 30 ton

TANKLARI	
Motorin	52 m ³
Tatlı su	11 m ³
Köpük	2 m ³

YANGINLA MÜCADELE EKİPMANLARI	
Yangın pompası	350 m ³ /h, 1 x su/köpük püskürtücü

TEMEL BİLGİLER	
Gros tonilatosu	167,52
Net tonilatosu	97,19
Tam boyu	21,3 m
Eni	7,8 m
Draftı	3,15 m
Bayrağı	T.C.
Çeki gücü	30,56 t
Maks. hızı	12 knot
Seyir sistemi tipi	Konvansiyonel

HABERLEŞME ve SEYİR EKİPMANLARI	
Radar	
Otopilot	
Manyetik pusula	
GPS	
2 x VHF	
2 x VHF el telsizi	
AIS klas B	
Derinlik iskandil cihazı	

11.13.of Port Authority administrative borders , anchorage areas and pilot disembarkation/embarkation points

LİMAN BAŞKANLIKLARININ LİMAN İDARİ SAHASI SINIRI, LİMAN SAHASI SINIRI, DEMİRLEME SAHASI SINIRI VE KILAVUZ KAPTAN ALMA İLE BIRAKMA YERLERİ KOORDİNATLARI

5) AMBARLI LİMAN BAŞKANLIĞI

A) Liman idari saha sınırı

Ambarlı Liman Başkanlığının liman idari sahası aşağıdaki koordinatların oluşturduğu hattın içinde kalan deniz ve kıyı alanıdır.

- a) 41° 02' 54" K – 028° 24' 00" D (Güvercinlik Burnu)
- b) 40° 43' 30" K – 028° 24' 00" D
- c) 40° 43' 30" K – 028° 43' 24" D
- d) 40° 58' 18" K – 028° 43' 24" D (Kefaldalyan Burnu)

B) Demirleme sahaları

a) 1 nolu demirleme sahası: 1600 GT'den küçük tehlikeli yük taşımayan gemilerin demirleme sahası aşağıdaki koordinatları birleştiren hattın kuzeyinde kalan Büyük Çekmece Koyudur. Gemiler; boy ve draftlarına uygun olarak bu demirleme sahasında, kıyıdan itibaren 4 gominadan daha yakın mesafeye demirleyemezler.

- 1) 40° 59' 06" K – 028° 32' 32" D (Baba Burnu)
- 2) 40° 57' 42" K – 028° 37' 18" D (Değirmen Burnu)

4

b) 2 nolu demirleme sahası: Askeri gemilerin demirleme sahası, aşağıdaki koordinatların oluşturduğu deniz alanıdır.

- 1) 40° 58' 00" K – 028° 32' 33" D
- 2) 40° 57' 06" K – 028° 32' 33" D
- 3) 40° 56' 45" K – 028° 34' 00" D
- 4) 40° 58' 00" K – 028° 34' 00" D

c) 3 nolu demirleme sahası: Tehlikeli madde taşıyan gemiler, nükleer güçle çalışan askeri gemiler ve karantina altına alınacak gemiler ile gazdan arındırma işlemi yapacak gemilerin demirleme sahası aşağıdaki koordinatların oluşturduğu deniz alanıdır.

- 1) 40° 57' 30" K – 028° 35' 30" D
- 2) 40° 56' 24" K – 028° 35' 30" D
- 3) 40° 55' 54" K – 028° 37' 30" D
- 4) 40° 57' 15" K – 028° 37' 30" D

ç) 4 nolu demirleme sahası: 1600 GT ve üzerindeki tehlikeli yük taşımayan gemilerin demirleme sahası aşağıdaki koordinatların oluşturduğu deniz alanıdır.

- 1) 40° 57' 15" K – 028° 37' 30" D
- 2) 40° 55' 54" K – 028° 37' 30" D
- 3) 40° 55' 18" K – 028° 40' 00" D
- 4) 40° 56' 30" K – 028° 40' 00" D
- 5) 40° 57' 24" K – 028° 39' 18" D

C) Kılavuz kaptan alma ve bırakma yeri

40° 56' 00" K – 028° 40' 39" D

11.14. Emergency response equipment against marine pollution in the coastal facility

Equipment	Unit	Amount
Absorbent Pad (Sorbent Pad)	Piece	500
Absorbent Barrier (Sucuk - Sorbent Boom)	Piece	30
Buoy	Piece	5
Life vest	Piece	5
Spade	Piece	10
Pickaxe	Piece	5
Aquarius	Piece	10
Warning Strip	Metre	150
Brush	Piece	10
Gasmask	Piece	5
First-aid kit	Piece	2
Disposable Chemical Apron	Piece	50
Scaffolding Stopper	Piece	8
Sawdust	Bag	6

11.15. Personal protective equipment (PPE) usage map

ANNEX- 15 Personal Protective Equipment (PPE) Usage Map



	HELMET	REFLECTOR VEST	WORK SHOES	INSULATED SHOES	GASMASK	DUST MASK	FIELD GLASSES	WELDERS GLASSES	PARACHUTE TYPE SEAT BELT	WORK DRESS	YELLOW GLOVES	INSULATING GLOVES	EARPHONES	FACE SHIELD	MEDICAL MASK	BONNET	DISPOSABLE NITRILE GLOVES
GENERAL AREA	Z.	Z.	Z.				g			Z.	g		g	G*	Z*		
MAINTENANCE AND REPAIR WORKSHOP	Z.	Z.	Z.			Z.	Z.	g	g	Z.	Z.		g		Z*		
WORKING AT HEIGHT	Z.	Z.	Z.	g		g		g	Z.	Z.	g		g		Z*		
ELECTRICAL WORK	Z.	Z.		Z.		g		g	g	Z.		Z.	g		Z*		
PORT CRANE	Z.	Z.	Z.												Z*		
TERMINAL TRACTOR	Z.	Z.	Z.			g				Z.	Z.				Z*		
FORKLIFT	Z.	Z.	Z.			Z.				Z.	Z.		Z.		Z*		
TREATMENT PLANT	Z.	Z.	Z.		g		g								Z*		
INSIDE THE WAREHOUSE	Z.	Z.	Z.			Z.				Z.					Z*		
SECURITY	Z.	Z.	Z.			g	g			Z.				Z*	Z*		
KITCHEN			Z							Z.					Z*	Z.	Z.

Explanations: Mooring crews use life jackets during ship docking/unloading operations.

Z: Mandatory

G: When necessary

Z*/G*: The use of a medical mask is mandatory/required in cases of epidemic diseases spread through the respiratory tract.

11.16. Dangerous cargo incidents notification form

DANGEROUS MATERIAL INCIDENT NOTIFICATION FORM

Port Facility Name	
Facility Official	
1. Nature of the Incident and Time of Occurrence	
2. Location/Exact Location of the Incident	
3. If there is a ship involved in the accident, information about the ship and its captain	
4. Information about the Type, Quantity and Status of Cargoes Affected by the Incident	
5. Specific Present Hazards/Marine Pollutants	
6. Details of Dangerous Cargo Signs and Labels	
7. Class of Dangerous Goods Involved in the Accident, Sub-Hazard Section, If Any	
8. Characteristics and Number of the Packaging, Cargo Transport Unit and Container in which the Dangerous Goods Involved in the Accident Was Carried, If Any	
9. If it is a cargo classified with IMDG Code, Proper Transport Name, Class (section and compatibility group of products for Class 1 when allocated), UN number and Packaging Group	
10. Dangerous Cargo Producer, Sender, Carrier and Receiver	
11. Current Weather Conditions	
12. Rate of Damage/Pollution	
13. Sequence of Events Leading to the Incident	
14. Number and Types of Injuries/Deaths	
15. Emergency Response	
16. Other Situations to be Specified	
17. Wants and Needs	
15. Informant (contact person) Position/Name and Surname/Signature Contact Numbers	

Note: In order to respond quickly and effectively, to treat the injured personnel and to reduce the damage, it is extremely important to provide a brief and accurate description of the incident to the emergency response units and the Port Authority as soon as possible. If available, this description should include the above details.

11.17. Control results notification form for hazardous cargo transport units (CTUs)


MARDAŞ MARMARA DENİZ MANAGEMENT INC. CFS SITE DANGEROUS CARGO HANDLING CONTROL FORM					
		SELECT	OPERATION		
Controlled by :					
Signature :					
Date: Container Number: UN Number: Hazard Class(es):					
NO	BEFORE THE OPERATION	SUITABLE	NOT AVAIL-ABLE	EXPLANA-TION	
one	Are the containers on the field separated according to the IMDG Code general separation table?				
2	Is there a danger label on the container?				
3	Is the hazard label readable on the container?				
4	Is there the UN number of the dangerous substance on the container?				
5	Is the UN number of the dangerous substance read on the container?				
6	Do the required signs and labels on containers comply with the relevant codes (IMDG, ADR/RID)? (Hazard class 250mmx250mm, UN label 120mmx300mm)				
7	If the container has been fumigated, are there labels and markings?				
8	If the cargo in the container has a secondary risk, is the secondary danger label affixed?				
9	If the cargo in the container is marine pollutant, is the marine pollutant label affixed?				
10	Is the label number on the container the same as the label number written on the bill of lading?				
11th	Is there a Turkish MSDS form and the signature of the company official for the container to be processed?				
12	Are all 16 items available on the MSDS form? Is it readable?				
13	Before the CFS process, is there any damage to the package, tank, vehicle or container that would endanger the filling-unloading process?				
14	Are there PPEs that should be used for hazardous loads on the employee before working?				
15	Are the PPEs that should be used for hazardous loads on the employee before work, available?				
16	CFS Did the worker touch the copper plate before the process?				
17	Is there enough absorbent material in defined areas?				

18	Are absorbent materials in the work area suitable for use?			
19	Are there any seals on fire extinguishers showing that they have not been used before?			
20	Do fire extinguishers carry a statement indicating the inspection date (month, year) and maximum usage period?			
21	Are fire extinguishing materials clear?			
22	Are fire extinguishing materials within easy reach?			
23	Are the tanks containing primary and secondary hazards Class 2.1, Class 3, Class 4.1 kept away from grass or flammable materials within 3 meters of the tank?			
24	Are the devices and tools to be used in the tank installation of tanks carrying Class 2.1, Class 3, Class 4.1 substances with primary and secondary hazards kept away from oil?			
25	Before the CFS process, is the area protected from hazards that may cause fire and sparks, such as cigarettes, mobile phones, non-ex-proof flashlights and lighters?			
26	Have package, container, tank or vehicle information been compared with shipping information before unloading? Has the correct load been unloaded?			
	DURING OPERATION	SUITABLE	NOT AVAILABLE	EXPLANATION
one	Was the container ventilated for at least 15 minutes before handling?			
2	Is the load in the container the same as the MSDS?			
3	Do observers as well as employees use PPE in accordance with MSDS?			
4	Are the loads in the container loaded according to separation rules?			
5	Does the packaging have markings?			
6	Is the packaging marking UN approved?			
7	Are containers larger than 450 liters marked on opposite sides?			
8	Is the packaging label appropriate? (100mmx100mm)			
9	Are the symbols, text and numbers on the packaging clearly legible?			
10	Is there more weight on the packaging than it should be?			
11th	Are there any hazard residues on the packaging?			
12	Is the packaging protected against leaks and spills? Has it been ensured that there is no leakage or spillage?			

13	Has the packaging been affected by the hazardous substance it contains?			
14	Is there any packaging that needs maintenance?			
15	Is Overpack packaging suitable for use?			
16	Are directional arrows OK to use?			
17	a flash point of 60 °C and lower?			
18	Are the IBC fill/relief valves visible?			
19	Is there any damage to the packaging loaded on the vehicle?			
20	Is the ban on smoking and keeping spark-generating objects away from the vehicle (at least 30 meters) around the vehicle while loading being carried out?			
21	Are the containers on the field separated according to the IMDG Code general separation table?			
22	Are restraint mechanisms such as wrapping and straps attached in a way that will not damage the packaging?			
23	Are the packages under the stacked packages protected from damage?			
24	Are the loads properly secured during loading and unloading?			
	AFTER THE OPERATION	SUITABLE	NOT AVAILABLE	EXPLANATION
one	Has the CFS been handled in a way that will not cause any damage to the container after the process?			
2	Have the pallets been processed to prevent damage after the CFS process?			
3	After the CFS process, has the dangerous cargo been handled in a way that will not cause any damage?			
4	Is the PPE used by employees after CFS treatment reusable? Have unusable PPE been separated?			
5	If there is transfer to another container, has this been done in accordance with the IMDG Intra-Container Segregation Table?			
6	After the CFS process, were the absorbents and fire extinguishers used, if any, left in their defined areas?			
7	Is the load secured with a lashig after container handling?			
PREPARED BY Occupational Safety Expert		APPROVED BY Deputy Port Manager		

11.18. Other required attachments

Container Damage Assessment Report



MARDAŞ MARMARA MARITIME MANAGEMENT INC.
MARDAŞ MARMARA DENİZ İŞLETMECİLİĞİ A.Ş.

REF NO : _____

CONTAINER INTERCHANGE RECEIPT AND DAMAGE REPORT
KONTEYNER EL DEĞİŞTİRME MAKBUZU VE HASAR RAPORU

Konteyner No : _____ **Tip/Tür :** _____

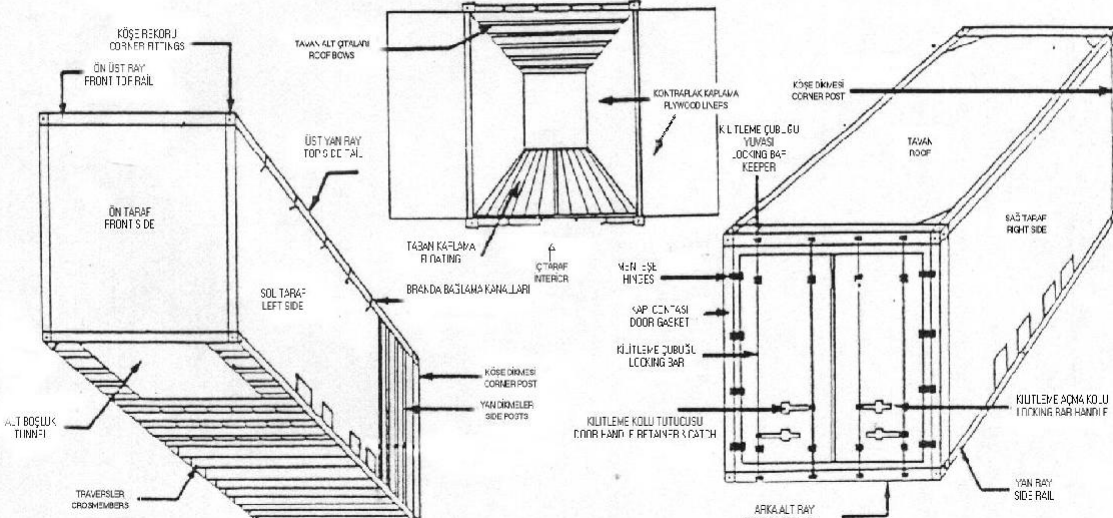
Container No _____ Type/Size _____

Mühür : _____ **Hat :** _____

Seal _____ Line _____

TARİH /DATE		
Gün/Day	Ay/Month	Yıl/Year

<input type="checkbox"/>	Hasarlı / Damaged
<input type="checkbox"/>	Dolu / Full
<input type="checkbox"/>	Boş / Empty
<input type="checkbox"/>	Giriş / In
<input type="checkbox"/>	Çıkış / Out



DÜŞÜNCELER / REMARKS

SC	Scratch	Çizik
C	Cut	Kesik
T	Torn	Çentik
H	Hole	Delik
DS	Deep score	Derin çizik
P	Punctured	Küçük delik
BR	Broken	Kırık
Dİ	Distorted	Çarpık
B	Bent	Eğik
R	Ripped	Yırtık
D	Dent	Hafif ezik
PI	Pushed in	İçeri göçük
PO	Pushed out	Dışarı çıkık
CL	Caved in	İçeri bükük
DT	Dirty	Kirli
W	Wet	Islak
M	Missing	Kayıp
NS	No seal	Sealsiz

LOCATION	RAPOR YERİ
Port Gate	Liman Kapı
Bonded Warehouse	Antrepo
Depot	Boş Kont.Depoları
Vessel Opr.	Gemi Operasyon

RECEIVING PARTY : _____ DELIVERING PARTY : _____

MARDAŞ LİMAN İŞL.A.Ş.

ARAÇ PLAKA NO/TRUCK PLATE NO

For Yard Gates

VESSEL/VOY.NO

MRDGR.FR.065/01

11.19. Dangerous Cargo Handling Guide Additional Cargo Notification (When necessary)