



MARTAŞ MARMARAEREĞLİSİ PORT OPERATIONS INC. DANGEROUS CARGO HANDLING GUIDE



DATE OF PREPARATION 29.02.2016

HAYATİ ŞAHİN
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REVISION PAGE

Sequence No.	Revision No	Content of the Revision	Revision Date	Revision Author	
				Name Surname	Signature
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2	002	Personnel/Team Changes	15.08.2018	Damla Gungor	
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Table 1.1: Revision Table

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- 17- Control results notification form for dangerous cargo transport units (CTUs)

ABBREVIATIONS

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

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

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

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

IGC Code: (The International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk): 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): Code of practice for packing of cargo transport units

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

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

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

DEFINITIONS

Consignee Natural and legal persons who will receive the dangerous cargo according to the contract of carriage,

Packaging: The transport container in which the dangerous cargo is placed, as defined in IMDG Code Section 6,

Packaging Group: It means a group to which certain substances are assigned according to their degree of hazard for packaging purposes. There are 3 types of packaging groups.

Packer: Real and legal persons who place dangerous goods in large packaging containers and make the packages ready for transportation when necessary, pack dangerous goods or change the packages, labels of these goods, label them for transportation, perform these operations with the sender or his instructions, and land and coastal facility personnel who actually perform this operation,

Ministry Ministry of Transportation and Infrastructure,

Unloader: An enterprise that removes a container, multi-element gas container, tank-container, portable tank loaded with dangerous cargo from a vehicle; unloads packaged dangerous cargoes, small containers and portable tanks from a vehicle or container; discharges dangerous cargoes from a tank (tanker, demountable tank, portable tank or tank container), a cylinder gas tanker, MEMU or multi-element gas container, a vehicle or container carrying bulk cargo,"

Handling: Loading, discharging, relocating, stacking, sorting, degassing and / or cleaning in the cargo transport unit and similar operations for transportation without changing the essential qualities of the cargo,

Handler Real and legal persons who perform the handling operation,

Fumigation: The process of introducing a certain amount of a gaseous fumigant into a closed environment at a certain temperature and keeping it in the environment for a certain period of time in order to destroy harmful organisms,

Gas measurement: Determination of the gases and the required quantities determined by the Administration within the scope of the relevant regulation in the cargo transport units and / or closed areas by authorized organizations and persons using special devices and apparatus,

Gas Purification: The work and operations carried out with active or passive ventilation in the event that it is determined that the cargo transportation units that are within the scope of fumigation and not within the scope of fumigation but which contain gases that may be harmful to life, property and the environment are above the values in the relevant directive as a result of the risk assessment,

Vessel: Any vessel, regardless of its name, tonnage and intended use, capable of navigating the sea with an instrument other than oars,

Ship's interest: The shipowner, operator, charterer, master or agents and real or legal persons authorized to represent the ship,

Shipper Natural and legal persons who ship dangerous goods on their own behalf or on behalf of a third party or who are specified as the shipper in the contract of carriage,

Safety Data Sheet (SDS): A document containing detailed information on the characteristics of dangerous cargoes, the safety precautions to be taken according to the hazard characteristics in the facilities where they are located, and the necessary information for the protection of human health and the environment from the adverse effects of dangerous cargoes,

IMO: International Maritime Organization,

ISPS Code: International Ship and Port Facility Security Code,

Administration General Directorate of Maritime Affairs,

Captain The person who steers and manages the ship,

Coastal facility: A port, dock, pier, wharf, berth, berthing place, fuel oil, liquefied gas or chemical pipeline buoy or platform, including storage areas, where ships or marine vessels can safely receive and deliver cargo or shelter,

Coastal facility related person: Natural persons or legal entities operating coastal facilities by obtaining permission from the Administration, and the managers and responsible persons of coastal facilities,

Container: A cargo transport unit having a certificate in accordance with the standards applicable under the International Convention for Safe Containers (CSC Convention). m) **Coastal facility:** A dock, pier, wharf, buoy facility, dolphin, fuel oil or liquefied gas pipeline buoy or platform, the boundaries of which are determined by the Ministry, where ships can safely receive and deliver cargo or shelter,

MARPOL 73/78: International Convention for the Prevention of Pollution from Ships,

Final consignee: The consignee who physically receives the cargo discharged from the ship at the coastal facility or, if the consignee acts as an agent on behalf of another natural/legal person, the said principal or, if the carriage is carried out under a contract of carriage, the consignee specified in the contract of carriage,

Packaging & Packing: A chamber or multiple chambers means the materials or other components required for the chambers to perform containment and other safety functions

Ro-Ro vessel: A vessel carrying vehicles within the scope of Ro-Ro transportation.

Ro-Ro transportation: The transportation of logistics vehicles containing freight (and passenger) transport units from one place to another by sea by means of ships.

Trailer: A non-motorized vehicle manufactured to carry cargo towed by a motor vehicle.

Hot work: The use of open fires and flames, power tools or hot rivets, grinding, soldering, burning, cutting, welding or any work involving heat or sparks, performed by persons certified by the relevant authority,

Classification: It is the distinction made by the International Maritime Organization considering the chemical properties of dangerous cargoes.

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

Carrier: The actual transporter, broker, ship owner, transportation works organizer, transportation works commissioner, transportation works commissioner, ship agency and real and legal persons who carry out the transportation of dangerous cargo by road or rail with or without a contract within the scope of combined transportation within the scope of combined transportation, who receive bids, make bids, accept bids for the transportation of all kinds of dangerous cargo on their own behalf or on behalf of third parties,

Danger Label: It defines the label with letters, numbers and figures expressing the characteristics of the cargoes in the packages used in dangerous cargo transportation, such as class, degree of danger and content.

Danger Sign: It is a sign that must be kept on the container for information purposes according to the nature of the dangerous cargo in the container.

Hazardous waste: Parts, solutions, mixtures and used packaging and cargo transport units of cargo or hazardous cargo or packaging and cargo transport units carrying hazardous cargo that are not intended for direct use, which are classified as specified in the Basel Convention and whose transport class and conditions are determined within the scope of SOLAS, and which are transported for reprocessing, garbage disposal, incineration or other disposal,

Dangerous cargo

1. Petroleum and petroleum products listed in the International Convention for the Prevention of Pollution from Ships (MARPOL) 73/78 Annex I, Sheet 1,
2. Packaged substances and objects transported in packages given in IMDG Code Section 3,
3. Bulk cargoes with "B" and "A and B" in the group box in the characteristic table among the cargoes given in IMSBC Code Sheet 1,
4. Liquid substances with the designation "S" or "S/P" in column "d" titled "hazards" of the table given in IBC Code Section 17,

5. Gaseous substances given in IGC Code Chapter 19,

DGSA: Dangerous goods safety consultants authorized by the Ministry,

All parties: Vehicle drivers, customs officials, cargo handlers, cargo handlers, officials, guests, ship crew, shore facility employees, subcontractors and their employees.

TYUB: Coastal Facility Dangerous Goods Compliance Certificate issued by the Administration and required to be obtained by coastal facilities handling packaged or bulk dangerous goods,

UN number The four-digit identification number of the dangerous cargo or parts taken from the United Nations sample regulations,

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

Semi-trailer: A trailer, part of which sits on a motor vehicle and part of its load and part of its own weight is carried by the motor vehicle.

New coastal facility: A coastal facility that has not received a coastal facility operation permit / coastal facility temporary operation permit within the scope of the "Regulation on the Procedures and Principles Regarding the Issuance of Operating Permits to Coastal Facilities" published in the Official Gazette No. 26438 dated 18/2/2017

Regulation Regulation on the Carriage of Dangerous Goods by Sea published in the Official Gazette dated 14.11.2021 and numbered 31659,

Loader Real or legal persons or legal entities that load dangerous cargoes and cargoes 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 shipper, label and plate the cargo transport unit, handle, stack and unload the cargoes including dangerous cargoes in the ship or cargo transport unit,

Loading securement: The safe connection and stowage of the cargo transport unit or cargo loaded into the ship's hold or on the ship's deck and the safe connection and stowage of the cargo to be loaded into the cargo transport unit,

Shipper The natural or legal person specified as "shipper" in the bill of lading, maritime transport bill or multimodal transport document and the natural or legal person on whose behalf or on whose behalf a contract of carriage is concluded with a shipping company,

Cargo interested party: The sender, consignee, representative or transport organizer of the dangerous cargo, designed and manufactured for the transport of packaged or bulk dangerous goods; road trailer, semi-trailer and tanker, portable tank and multi-element gas container, railway wagon and tank wagon, container and tank container.

PRESENTATION

1. INTRODUCTION

MARTAŞ Marmaraereğlisi Port Facilities Inc. provides handling services for dangerous goods arriving by ship or land. While providing these services, the balance and safety of human, environment and ecosystem are taken into consideration.

It is of great importance in terms of planning and implementation of the operations to be carried out in the port area that the shipper of dangerous goods or the cargo authorities correctly identify and classify the dangerous goods, make appropriate packaging in accordance with the loading prohibitions, and ship the cargo transport units with all necessary signs, labels and documents.

The recommendations in the Dangerous Goods Handling Guide are limited to dangerous cargoes in the coastal facility.

According to the provisions of the REGULATION ON THE ISSUANCE OF SHORE FACILITY DANGEROUS LOAD CONFORMITY CERTIFICATE, the field of activity of our coastal facility; Dangerous solid bulk cargoes, scrap cargoes and packaged dangerous cargoes.

Within the scope of Packaged Dangerous Goods; cargoes within the scope of IMDG Code are handled except for class 1 explosive cargoes, class 6.2 infectious cargoes and class 7 radioactive material cargoes. The activity is carried out at piers 1, 4, 6, 7 and 8.

The important requirements for the safe loading/unloading, stacking and handling of dangerous cargoes arriving by road or ship are the correct identification of the cargoes and compliance with the provisions of segregation stacking. In this direction, necessary documentation preparation works have been carried out in order to meet the loading/unloading, stowage and handling requirements of the provisions specified in both ADR and IMDG legislation at the port.

1.1. General information about the facility

Hazardous solid bulk cargoes, scrap cargoes and hazardous packaged cargoes are handled at the facility. Loading/unloading and other handling services are provided for all other cargoes except class 1, class 6.2 and class 7 within the scope of IMDG Code. There is a CFS area for detection, inspection, sampling, internal filling, unloading services and there is also a Ro-Ro waiting area and a stacking area for containers. Work is carried out by limiting the relevant areas for scrap cargoes and dangerous solid bulk cargoes.

Safe Handling of Packaged Dangerous Goods Operation Procedure has been established for the safe management of IMDG coded (UN numbered) cargoes that are handled, temporarily stored, stacked, loaded and unloaded within the port facility. In order to ensure that all kinds of operations performed on IMDG coded containers can be carried out safely within the framework of **IMDG Code** guide applications and SOLAS and MARPOL conventions;

- 1) On-boarding, Occupational Safety and Environmental Trainings,
- 2) On-the-job training
- 3) IMDG Code Awareness and IMDG Task Oriented Trainings are held for employees from authorized organizations,
- 4) Procedure for Safe Handling of Packaged Dangerous Goods Operation
- 5) Emergency Plan
- 6) Chemical Spill Response Instruction

- 7) Instructions for safe working with IMDG Coded containers
- 8) Dangerous Goods Segregation Table
- 9) Accident Prevention Policy (APP)
- 10) Hot Works Procedure
- 11) Emergency Response According to MFAG and EMS Guidelines
- 12) Temperature Controlled Dangerous Goods Operation Procedure
- 13) Fumigation and Degassing Operation Procedure is used.

1.2. Facility Information Table

General information about the facility is as in the facility information form presented below.

1	Name/Title of facility operator	MARTAŞ Marmara Ereğlisi Port Facilities Inc.			
2	Contact information of the facility operator (address, telephone, fax, e-mail and web page)	Fahrettin Kerim Gökay Cad. Composer Saadettin Kaynak Sok.No:2 34662 Altunizade / ISTANBUL Tel: +90 216 428 50 40, Fax: +90 216 428 50 47/49 nurship@nurship.com www. kaptandemir.com.tr			
3	Name of the facility	MARTAŞ Marmara Ereğlisi Port Facilities Inc.			
4	Province where the facility is located	TEKİRDAĞ			
5	Contact information of the facility (address, telephone, fax, e-mail and web page)	Bahçelievler Mah.Limanyolu Cad.No:19/A Marmara Ereğlisi / TEKİRDAĞ Tel: +90-282-613 18 79 Fax: +90- 282-613 18 51 nurship@nurship.com www. kaptandemir.com.tr			
6	Geographical region where the facility is located	Marmara Region			
7	Port authority and contact details of the facility	TEKİRDAĞ Port Authority Tel:+90-282-261 20 25 Fax:+90-282-262 91 62			
8	Municipality to which the facility is affiliated and contact details	Marmaraereğlisi Municipality Tel:+90-282-613 1250 Fax:+90-282-613 1311			
9	Free Zone where the facility is located or Organized Industrial Zone Name	----			
10	Validity date of the Coastal Facility Operation Permit / Temporary Operation Permit	10.06.2025			
11	Operational Status of the Facility (X)	Own Burden and additional 3rd party (X)	Own Load (.)	3rd Party (....)	
12	Name and surname, contact details (phone, fax, e-mail) of the facility responsible	ORHAN ÇEBİ Tel: +90-282-611 40 00 Fax: +90- 282-613 18 51 hayati.sahin@kaptandemir.com.tr			
13	Name and surname, contact details (phone, fax, e-mail) of the facility's hazardous material operations officer	Osman ALTUNTAŞ Tel: +90-282-613 18 79 Fax: +90- 282-613 18 51 oaltuntas@kaptandemir.com.tr			
14	Hazardous Material Safety of the Facility Name and surname of the advisor, contact details (phone, fax, e-mail)	Feridun Ulker Tel: 0(537)027-9306 feridunulker@anadolu.tmgd.com			
15	Sea coordinates of the facility	40° 57.28 N - 027° 55.6 E			
16	Types of dangerous goods handled at the facility (cargoes under MARPOL Annex I, IMDG Code, IBC Code, IGC Code, IMSBC Code, Grain Code, TDC Code)	IMSBC Code TDC code Grain Code IMDG Code			
17	Dangerous goods handled at the facility	Dangerous Solid Bulk Cargoes Scrap Cargo Packaged Dangerous Goods			
18	Classes for cargoes handled, subject to IMDG Code	Class 2, Class 3,			

		Class 4.1 Class 4.2 Class 4.3 Class 5.1 Class 5.2 Class 6.1 Class 8 Class 9
19	For handled cargoes subject to IMSBC Code groups in the characteristic table	Group A and Group B loads
20	Types of ships that can berth at the facility	Ro-Ro Passenger Ferry, Ro-Ro Cargo, General Cargo, Bulk Cargo Container and Livestock Vessel, Project Vessel, Offshore Tugboat, Support-Activity Vessel
21	Distance to main road (kilometers)	1 km
22	Distance of the facility to the railway (kilometer) or rail connection (Yes/No)	(none)
24	The name of the nearest airport and the distance (kilometers)	Tekirdag Corlu Airport 35 km
23	Cargo handling capacity of the facility (Ton/Year; TEU/Year; Vehicle/Year)	3 million tons/year
25	Whether scrap handling is performed at the facility	Yes
26	Is there a border gate?(Yes/No)	Yes
27	Is there a bonded area? (Yes/No)	Yes
28	Load handling equipment and capacities	Dry Cargo Mobile Crane, Forklift, Excavator 1 million tons/year Scrap cargoes : 1 million tons/year Packed load: mafi-stacker 100,000 teu/year Liquid Load Special platform and flexible hose
29	Storage tank capacity (m ³)	- ---- m ³
30	Open storage area (m ²)	142.000m ²
31	Semi-enclosed storage area (m ²)	—
32	Closed storage area (m ²)	6.100m ²
33	Specified fumigation and/or fumigation-free area (m ²)	200m ²
34	Pilotage and towage services name/title of the provider, contact details	MARTAŞ Marmara Ereğlisi Port Facilities Inc. Tel: +90-282-611 40 00 Fax: +90- 282-613 18 51
35	Is a Security Plan in place? (Yes/No)	YES
36	Waste Acceptance Facility Capacity (This section will be organized separately according to the wastes accepted by the facility)	Slurry (70 m ³), Bilge Water (105 m ³), Waste oil+ Mixer Tank (30 m ³), Sewage Tank (60 m ³), Toxic liquid waste Tank (25 m ³), Dewatered Bilge Tank (50 m ³), Garbage (5 m ³)
37	Characteristics of dock/jetty etc. areas	

Dock / Pier No.	Length (meters)	Width (meters)	Maximum water depth (meters)	Minimum water depth (meters)	The largest vessel tonnage and length to berth (DWT or GRT - meters)
Berth 1	135	25	12	7	30000 DWT
Berth 2	228,5	25	20	12	70000 DWT
Pier 3	218,5	25	20	12	70000 DWT
Pier 4	216	25	12	6	8000 DWT
Pier 5	187	35	6	6	5000 DWT
Pier 6	100	30	10	5	5000 DWT
Pier 7	170	30	14	10	70000 DWT
Berth 8	231,5	30	14	10	70000 DWT
R1 Ramp	25	20	4	4	23000 DWT
R2 Ramp	15	20	4	4	23000 DWT
R3 Ramp	20	30	4	4	23000 DWT
R4 Ramp	22	22	10	10	23000 DWT
R5 Ramp	21	27	14	6	23000 DWT
Name of the pipeline (if available on site)			Number of (pcs.)	Length (meters)	Diameter (inch)

Table 1.2 Facility Information Table

1.3. Loading, Unloading, Handling and Storage Procedures for Dangerous Goods Handled and/or Temporarily Stored at the Coastal Facility

1.3.1. IMDG Code

Fixed

Cargoes defined as class 1, class 6.2 and class 7 radioactive materials in IMDG Code are not allowed to be taken to the coastal facility. These cargoes are called unacceptable dangerous cargoes. Class 1 cargoes can be handled at the coastal facility provided that they are loaded directly to the ship without waiting or discharged from the ship and removed from the coastal facility without waiting if the Administration has permission. They are operated as transit cargo. Dangerous cargoes are loaded and unloaded in a special area at the coastal facility and are shipped and removed without waiting at the coastal facility.

In case of handling dangerous cargoes, the safety rules specified in this guide will be applied. In the facility, within the scope of IMDG Code; packaged, packaged and tank / portable tank loads and Ro-Ro transportation loads containing fumigation are handled.

Inappropriate situations encountered during the acceptance of dangerous cargo to the coastal facility are notified to the Port Authority in writing together with the reasons.

Our coastal facility reserves the right to accept cargoes of Class 1 Subgroup 1.4 and Compatibility Group S in Article 6-(7) of the "Directive on the issuance of coastal facility dangerous cargo conformity certificate". Hereinafter, such cargoes will be referred to as "Class 1 - 1.4S" cargoes. The acceptance of Class 1 - 1.4S cargoes is subject to the shore facility's suitability assessment.

1.3.1.1. Procedure for Safe Handling of Packaged Dangerous Goods

1.3.1.1.1. Objective

To ensure that the handling and temporary storage of packaged dangerous goods are carried out safely.

1.3.1.1.2. Operation

- I. The persons responsible for the handling of dangerous cargo, who will ensure communication between the ship and the coastal facility and their job descriptions have also been defined and notified.
- II. The person who will ensure communication between the ship and the shore facility: Port operation chiefs

The personnel responsible for the operation of dangerous cargoes who will ensure communication between the ship and the port have been identified and their job description has been made and notified.

1.3.1.1.3. Stacking and Storage

- 1) A storage area must be established for packaged dangerous goods and containers carrying dangerous goods in accordance with the separation and stacking rules and temporary storage of such packaged goods and containers must be carried out in accordance with the separation and stacking rules. Necessary fire, environmental and other safety measures must be taken in these areas. If hazardous materials are stacked or stored in the entire site, access roads to the cargo transport units containing

hazardous materials must be open and there must be equipment that can provide emergency facilities and capabilities that can be intervened in a short time.

- 2) Hardware, software and interfaces required for electronic data transfer for dangerous goods handled or temporarily stored must be provided.
- 3) Cargo transport units carrying temperature-controlled dangerous goods may be temporarily stored in the port only in special areas where necessary precautions are taken. The temperature values of the aforementioned cargo transport units must be continuously observed and monitored by remote monitoring facilities to the extent applicable.
- 4) Class 4.3 packages containing hazardous substances that emit flammable gas 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 not to be affected by rain, sea water and similar factors, and its location is shown in the port general layout plan. This area is equipped with warning signs indicating the risks of this type of cargo. CTUs containing such dangerous goods can be stacked in open facility areas if they are not affected by rain, sea water and similar factors.

1.3.1.1.4. Emergency Situation

- 1) In case of emergencies or accidents, first aid materials to be used for intervention should be kept in places known to staff and easily accessible.
- 2) Necessary warning, warning signs and fire alarm buttons must 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 occupational health criteria. Personnel who do not have personal protective clothing and equipment suitable for their job descriptions and work areas must not be employed.
- 3) Communication equipment in the loading / unloading and handling operations of dangerous cargoes; It must be of a type that can be used safely and in number and sufficiency to ensure uninterrupted communication and must be kept in working order and in good condition.
- 4) In accordance with the job descriptions and working areas of the personnel involved in the loading / unloading of packaged dangerous cargoes, training on emergency response (fire, explosion, leakage, etc.), occupational health and safety, safety and similar issues in line with the relevant legislation is provided gradually according to their duties, powers and responsibilities from the first employment.
- 5) Our port facility is equipped with sufficient volume of water-connected, electric and diesel engine water pump for cooling purposes with sufficient power and capacity, fire hydrant connected with fire pipes in sufficient number / diameter to the required places, fire cabinet, backup energy generation devices (generator) with sufficient power, sufficient number of foam (for extinguishing works other than buildings and liquefied gas fire) and dry chemical / dust fixed / portable fire extinguishing devices, and there is a port fire plan approved by a competent engineer.

1.3.2. IMSBC Code

Fixed

The International Solid Bulk Cargoes Code (IMSBC) provides information on the hazards of solid bulk cargoes and establishes the provisions for the safe stowage and shipment of these cargoes. The list of cargoes covered by the code is given below. It should be noted that the bulk transportation of cereals is covered by the GRAIN code.

The cargoes consist of Group A cargoes, which may liquefy when shipped with a moisture content exceeding the portable moisture limits, Group B cargoes, which contain a chemical hazard that may become dangerous from the ship, and Group A and Group B (without liquefaction and chemical hazard) Group C cargoes. Although Group C cargoes are not defined in the Regulation (REGULATION ON THE SHIPPING AND LOADING SAFETY OF DANGEROUS CARGOS BY SEA), they are included in the guide in order to understand the other groups (Groups A and B) in IMSBC.

1.3.2.1. MHB Loads

1. Bulk-only dangerous goods (MHB) are substances with chemical hazards transported in bulk other than those in the IMDG Code dangerous goods classification.
2. Solid bulk cargoes are cargoes, other than liquids or gases, that can be loaded directly into the cargo spaces of ships without any intermediate packaging, generally consisting of a single type, granules or combination of large pieces of material.
3. Angle of repose refers to 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 a material. In other words, when bulk granular materials are poured on a flat surface, they will form a conical bulk, the internal angle between the bulk surface and the horizontal surface is the angle of repose (tilt). 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 UN 1942 AMMONIUM NITRATE is between 27 and 43 degrees.
4. Moisture content (MC) is the amount of water, ice or other liquids expressed as a percentage of the total liquid mass of the sample of the bulk solid cargo.
5. Transportable moisture content (TML) is the maximum moisture content of a liquefiable cargo considered safe for transportation.
6. Cropping is any partial or total leveling of a cargo in a cargo bay.
7. The stowage factor refers to the amount of cubic meters a ton of cargo will occupy.

1.3.2.2. General loading, handling and unloading precautions

Unwanted accidents occur as a result of improper loading and unloading of solid bulk cargoes into the ship's cargo areas. The stability of the ship must be ensured and overstressing of the ship's structure must be avoided. In addition, the shipper (cargo interest) must provide the master with sufficient information about the cargo to ensure that the ship is properly loaded.

To prevent overstressing of the ship structure;

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

Loading and unloading

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

1.3.2.3. Ship and personnel safety

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

A copy of the medical first aid manual (MFAG) for use in incidents involving dangerous goods in bulk should be on board.

1. Toxic, corrosive and asphyxiating loads

Some solid bulk cargoes are susceptible to oxidation, which can lead to oxygen depletion, the emission of toxic gases and fumes, and spontaneous heating. Others are not prone to oxidation but may emit toxic fumes when wet. There are cargoes that, when wet, can corrode the skin, eyes and mucous membranes or the structure of the ship.

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

It should be noted that cargo spaces and adjacent spaces may be depleted of oxygen, may contain toxic or asphyxiating gases, and an empty cargo space or tank that has been 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, but are not limited to, most vegetable and forest products, ferrous metals, metal sulphur concentrates and coal cargoes.

Before entering the confined space on board, it must be verified that there is sufficient oxygen and that there are no toxic and suffocating gases inside.

When working with a solid bulk cargo that tends to emit flammable or toxic gases or to cause oxygen depletion, oxygen and other gas concentrations in the cargo area should be continuously monitored and the ship should be equipped with gas measuring instruments suitable for calibration testing.

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

2. Health hazards from dust

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

3. Flammable atmosphere formation

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

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

4. Ventilation

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

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

If the information on the cargo provided by the shipper (cargo interest) shows the need for continuous ventilation, ventilation shall be continued unless a situation develops where ventilation would endanger the ship.

Ventilation must be such that dangerous concentrations of hazardous gases or dust cannot enter living quarters or interior spaces. Adequate measures must be taken to ensure that hazardous gases, vapors or dusts do not reach confined spaces and to protect personnel in the work area.

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

1.3.2.4. Shipping information

The shipper (cargo interest) must provide the master or his representative with the necessary information about the cargo before loading to ensure that such measures as may be necessary for the proper stowage and safe transportation of the cargo are put into effect. The cargo information must include.

- 1) The appropriate consignment name (BCSN) when listed on IMSBC and, if available, additionally its secondary name
- 2) Cargo group (A, B, A and B or C)
- 3) IMO class, if any (classification is as in IMDG part 2)
- 4) Flour number if available
- 5) Total quantity
- 6) Stacking factor
- 7) Cropping and trimming procedures
- 8) Possibility of displacement, including stance angle
- 9) Cargo moisture content and portable moisture limit certificates
- 10) Probability of wet base formation (IMSBC 7.2.3)
- 11) Toxic, flammable or asphyxiating gas production from the cargo, if any
- 12) The tendency of the load to be flammable, toxic, corrosive and oxygen depleting, if any
- 13) Self-heating characteristics of the load and the need for trimming, if any
- 14) Specifications for the emission of flammable gases in contact with water, if any
- 15) Radioactive properties, if any
- 16) Current documents required by the administration

An additional declaration must be submitted with the information provided by the shipper (cargo interested party). The cargo declaration form is given below.

KAGRO INFORMATION FORM

Full Shipment Name (BCSN)	
Sender	Transport document number
Buyer	Carrier
Name / means of transportation	Instructions or other matters
Port / place of departure	
General definition of cargo (Material type / particle size)	Gross mass (kg/ton)
Characteristics of the bulk cargo, if any: Stacking factor: Stopping angle, if applicable: Cropping procedures: Chemical properties in case of possible hazard *: <i>*e.g. Class and UN No. or "MHB"</i>	
Cargo group ☐ Group A and B * ☐ Group A * ☐ Group B ☐ Group C <i>*For liquefiable loads (Group A and Group A and Group B cargoes)</i>	Portable humidity limit Moisture content during shipment
Relevant special features of the cargo (e.g., highly soluble in water)	Additional certificates * ☐ Moisture content and portable humidity limit ☐ certificate Decomposition certificate ☐ Exemption certificate ☐ 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

1.3.2.5. IMSBC Code list of dangerous goods

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

DANGEROUS SOLID BULK CARGOES (IMSBC CODE)		
UN NO	NAME	NAME
1350	SULPHUR (crushed lump and coarse grained)	Crushed lumps 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 Sulfide 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 Crumb
2217	SEED CAKE	Seed Meal
2793	FERROUS METAL CUTTINGS	Ferrous Metal Shavings, Trimmings or Scraps, prone to spontaneous 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, Surface Contaminated Objects
2969	CASTOR BEANS	Castor Oil Seed or Castor Oil Meal or Castor Oil Pulp or Castor Oil Flakes
2969	CASTOR FLAKE	
2969	CASTOR MEAL	
2969	CASTOR POMACE	
3170	ALUMINUM REMELTING BY-PRODUCTS	Aluminum Refining By-Products or Aluminum Remelting By-Products
3170	ALUMINUM SMELTING BY-PRODUCTS	
3190	METAL SULPHIDE CONCENTRATES, SELF-HEATING	Self-Heating Metal Sulfide Mixtures

1.3.2.6. Procedure for the Safe Handling of Dangerous Solid Bulk Cargo

1.3.2.6.1. Objective

To ensure that the handling of dangerous bulk solid cargoes is carried out safely.

1.3.2.6.2. General

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

1.3.2.6.3. Operation

- 1) Loading/unloading operations of dangerous bulk cargoes are carried out in the area numbered 3.
- 2) Tarpaulins that will prevent solid bulk dangerous cargoes from falling into the sea during evacuation or loading from the ship will be kept between the ship and the dock during the operation.
- 3) The ship's master and the operations officer, within their respective areas of responsibility, shall ensure that operations for the transportation, handling or loading/unloading of dangerous solid bulk cargoes are carried out in accordance with the "International Maritime Solid Bulk Cargoes Code (IMSBC Code)", "Code of Practice for the Safe Loading and Unloading of Bulk Carriers (BLU Code)", "Regulation on the Safe Loading and Unloading of Bulk Carriers" published in the Official Gazette dated 31.12.2005 and numbered 26040, "Regulation on Safe Loading and Unloading of Bulk Cargo Ships" and "Handbook on Loading and Unloading of Solid Bulk Cargoes for Terminal Representatives (IMO MSC/Circ.1160, MSC/Circ.1230 and MSC.1/Circ.1356)".
- 4) The ship captain who will load / unload dangerous solid bulk cargo will receive the detailed loading / unloading plan, which includes details about the location and quantities of the cargo on board, from the operation officer before starting the loading / unloading process. An agreement will be made between the ship captain and the operation officer regarding the said loading / unloading plan.
- 5) The concentration of toxic or flammable gases and their possible spread in the areas where hazardous solid bulk cargoes that release toxic or flammable gases are handled will be checked regularly with gas measuring devices and the measurements will be recorded.
- 6) Necessary warnings are made to ensure that the trucks are not loaded more than their capacity limit, and those responsible pay the necessary attention to this issue. After loading, the top of the trucks must be covered.
- 7) Drivers will be kept at the specified point away from the vehicle during vehicle loading and unloading. It will be checked that the driver has the necessary protection equipment.

- 8) In case the ship's evacuation is partially completed, gas measurements will be made before the assignment is made for the evacuation of the remaining cargo in the ship's hold.

1.3.2.6.4. *Security*

- 1) While determining the areas where dangerous cargo is handled according to the risks; administrative buildings, other facilities adjacent to the facility and the types of cargo handled in these facilities, the characteristics of other cargoes temporarily stored and handled in the facility and the fastest and safest access possibilities for emergency response will be taken into consideration.
- 2) Where the operation of temporary storage or handling of hazardous solid bulk cargoes results in the emission of dust that may cause ignition and explosion, all feasible measures should be taken to prevent such ignition and explosion or to minimize its effects if it occurs.
- 3) Hazardous solid bulk cargoes that may interact with each other must be transported and handled in a way that prevents them from interacting. This also applies to other dangerous cargoes with which dangerous solid bulk cargoes may interact.
- 4) A sufficient number of suitable personal protective clothing, equipment and equipment must be available against the characteristics of the hazardous solid bulk cargoes handled and the risks they may pose.
- 5) Hazardous solid bulk cargoes which, when in contact with water, release flammable or toxic gases or are self-igniting, should be kept as dry as possible. Such cargoes should only be handled in rain-free weather conditions.
- 6) Solid bulk cargoes with oxidizing properties should be stored and handled temporarily and kept away from sources of heat or combustion in such a way that contamination with flammable or carbon-containing materials is avoided as far as possible.

1.3.3. Scrap Cargo

Heavy pieces of scrap metal can damage soft side walls and the container floor when loaded as scrap metal of the wrong size or when the wrong loading method is used. It should also be noted that scrap cargoes contain radioactivity. This part of the guidance is to ensure the proper packaging, declaration and transportation of scrap metal and requires professional experience in safe handling of scrap cargo. This section is open for improvement and it is recommended that professional experience is preferred in case of overlap with professional experience.

Scrap cargoes consist of recyclable materials left over from product manufacture and consumption, such as vehicle parts, building materials and surplus materials. Scrap has a value (monetary value), especially recovered metals, and it should be noted that non-metallic materials are also recovered for recycling.

The metal scrap sector presents a great potential risk of accidents where a hazardous substance is present and can cause death, injury, dismemberment or environmental damage. An example is radioactivity in scrap. Metals containing substances such as beryllium, cadmium and mercury can pose a hazard to personnel and can be contaminants for metal smelters.

Scrap metal is considered as waste and the shipper is expected to fully comply with national legislation. Scrap cargoes can potentially cause fire, auto-ignition, explosion, damage to the container, leakage (residual oils or fluids discharged from engine parts).

Scrap can be in the form of turned, drilled, shredded, heavy mixed scrap, in the form of plates, and engines and gearboxes.

Metal scrap is usually shipped in standard dry bulk containers. Given the risk of damage to containers, it is recommended to choose old containers for the transportation of this type of cargo.

1.3.3.1. Container selection and loading

Metal scrap can be shipped in open-top containers. This will facilitate loading and unloading.

Pressed metal scrap in big bags, bundles and bundles usually does not damage containers if it is properly packed and secured. However, it has been observed in field applications that metal scrap is loosely loaded in bulk inside the container.

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

It is not recommended to fill a container tilted at the front end by pouring scrap into it, as this will damage the containers. Scrap must be loaded in a horizontal position. The load must be loaded and secured so that it cannot move during transportation. The container must not be overloaded.

1.3.3.2. Requirements for the container loader

- 1) Scrap should be classified.
- 2) Make sure that all fluids such as oil, fuel, water are drained from loads such as transmission and engine.
- 3) The container floor and side walls should be protected using plywood sheets or linings.
- 4) Ensures that the container is placed horizontally before loading. Loading in a vertically rotated position is not permitted.
- 5) No more scrap should be loaded than permitted. The gross weight must be verified.
- 6) It is strictly forbidden to compress the scrap during loading into the container. This will damage the container side walls and frames.
- 7) Larger pieces of scrap must be secured or trimmed to prevent any movement of the load.
- 8) During the entire transportation, it must be ensured that the cargo does not touch the container doors. This ensures that the doors are not damaged and that the doors can be opened safely by the receiving and control authorities.

1.3.3.3. Requirements for the loading operator

- 1) Check for leaks.
- 2) Radioactivity should be checked.
- 3) The container walls should be checked for abnormal heat.
- 4) External visible container damage should be checked.

1.3.3.4. Safe Handling of Scrap Cargo Operation Procedure

Scrap cargoes are handled supalan in our port facility. It will not be stored at the port facility.

1.3.3.4.1. Objective

To ensure that the handling of scrap cargoes is carried out in a safe manner.

1.3.3.4.2. Necessity

- 1) Controlled access to the quarantine area will be ensured, the entrance door of the area in question will be locked and warning signs will be kept on it.
- 2) At the coastal facility, the personnel who have taken the Radiation Protection Officer course from TAEK and whose duties are notified to them in writing are responsible for the handling of contaminated radioactive materials.
- 3) Radiation measurements of scrap cargoes in the coastal facility are carried out by means of fixed radiation detectors located at the entrance and exit of the port.
- 4) Our personnel who received TAEK training are Osman Altuntaş, Özgür Çalışkan and Mehmet İbiş.

1.3.3.4.3. *Handling Operation*

- 1) Radiation contaminated dust accumulated in the collection pool at the coastal facility will be measured and collected by TAEK.
- 2) The radiation well where the radioactive source and/or radiation contaminated materials detected in the scrap load are temporarily stored is fenced and restricted to prevent unauthorized persons from approaching. Radiation wells will be kept under constant surveillance during the period of temporary storage of the materials in question and a control point will be established at an appropriate distance.
- 3) Vehicles loaded with scrap will be ensured to pass through the radiation measurement device at the port entrance at a speed below 10 km. No 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 tallyman to go to the weighbridge area after the vehicles are loaded and to see that the measurement is made.
- 4) In case a radiation level Level-3 situation is detected in a vehicle loaded with scrap in the measurements made; the vehicle will be abandoned, including the driver of the vehicle, the vehicle will be towed to the quarantine area, and the vehicle will be kept in the quarantine area until the necessary emergency intervention is completed. The area in question and its approaches will be marked with warning signs and persons in the facility will be informed about this situation.
- 5) In case of detection of radioactive sources and/or materials contaminated with radiation, such sources and/or materials will be taken to the radiation well and the number, size and approximate weight of radioactive sources will be reported to TAEK within 24 hours at the latest. Operators, facility employees or third parties who have not received training on radiation protection and do not have appropriate protective clothing, equipment, gear and equipment will be prevented from entering the quarantine area.
- 6) Radiation measurement of the radiation detection and quarantine area, radiation well, dust accumulated in the collection pool, water discharged from the collection pool and scrap-laden vehicles that will leave the port area will be carried out.

2. RESPONSIBILITIES

2.1. General Responsibilities (Regulation on Carriage of Dangerous Goods by Sea and Loading Safety)

All parties involved in dangerous cargo transportation activities are obliged to take all necessary measures to carry out transportation in a safe, safe and environmentally harmless manner, to prevent accidents and to minimize the damage as much as possible when an accident occurs: In order to carry out the operations related to dangerous cargoes in a safe manner, the specified trainings are carried out in the Training Tracking List and the documents prepared in the quality management system are applied in the port area.

2.1.1. Safe Transportation,

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

- 1) All vehicles carrying freight transport units use the roads reserved for them.
- 2) Signs, labels and plates on the cargo transport units must remain visible in case of an emergency.
- 3) All vehicles must obey the speed limit within the harbor.
- 4) Speed control is carried out within the port. All vehicles are expected to comply with speed limits.
- 5) Vehicle personnel carrying cargo transport units containing dangerous cargo must have equipment against spillage and spillage in the vehicle.
- 6) Personal protective equipment for each vehicle personnel must be available and quickly accessible in accordance with the load.
- 7) Vehicles carrying dangerous goods must have at least 2 6 kg fire extinguishers and 2 kg fire extinguishers in the driver's cabin.
- 8) Smoking is prohibited in vehicles.
- 9) In-port traffic signs and rules must be followed.
- 10) In case of vehicle breakdown, the shore facility should be informed immediately and assistance should be requested.
- 11) Under no circumstances should a foreigner be allowed in the driver's cabin other than the vehicle crew within the port.
- 12) No waste should be thrown out of the vehicle while traveling.
- 13) Traffic instructions of coastal facility officials must be followed.
- 14) The vehicle must be driven carefully in adverse weather conditions such as snow, rain and storms.
- 15) The use of intoxicants in the vehicle is prohibited.

2.1.2. EMS

- 1) In emergency situations such as fire, leakage, spillage that occur during the transportation of dangerous cargoes, they benefit from the EmS Guide, which includes Emergency Response Methods and Emergency Schedules for Ships Carrying Dangerous Goods.
- 2) The EmS Guidance contains guidance on Emergency Response Procedures for Ships Carrying Dangerous Goods, including emergency programs (EmS) to be followed in the event of incidents involving dangerous cargoes, materials or objects or harmful substances (marine pollutants). Accordingly
- 3) In the event of a fire or spillage incident, initial actions must be taken in accordance with the emergency plan on board. Separate response methods are given in the manual for specific dangerous goods, taking into account the type of ship, the quantity and type of packaging of dangerous goods and whether the goods are stowed or not. Intervention on deck or below deck differs.
- 4) The guide is for packaged dangerous cargoes and for the use of ships where the master and crew need to respond to fires and spills without outside assistance.
- 5) EmS fire chart should be consulted for fires. The chart specifies the appropriate fire extinguishing method for each dangerous cargo.

2.1.2.1. Special Notes for Hazardous Load Classes in Fires

2.1.2.1.1. Class 2

- 1) Gases are substances transported at varying degrees of pressure, usually in cylinders, bottles, portable tanks, aerosols and vials. Gases can be flammable, toxic or corrosive and can be compressed, liquefied or refrigerated.
- 2) Gases do not start to burn unless there is an ignition source (e.g. fire or heat). It is necessary to locate the burning gas as it can be the center of a fire. Heating of the socket is the most serious hazard due to the possibility of breakage, ejection or explosion. In case of fire, containers containing gases should be sprayed with plenty of water to keep them as cool as possible.
- 3) Unburned leaks from flammable gas containers can cause explosive mixtures to form in the air. If a fire caused by ignition of the leaking gas is extinguished in the cargo area without stopping the leak, gas accumulation will occur. This will result in an explosive mixture or a toxic or asphyxiating atmosphere.
- 4) Leaks of some liquefied gases can emit extremely low temperatures. These extremely low temperatures are an additional hazard apart from flammability and toxicity and emergency responders should avoid contact with such leaks and the immediate environment.

2.1.2.1.2. Class 3

- 1) Spraying water on a fire containing flammable liquids is dangerous. Many flammable liquids float on water and the water jet will spread the liquid, creating a greater hazard. Closed containers exposed to the fire will be pressurized and rupture will occur.
- 2) The heated flammable liquid will emit vapors that can start burning instantly with explosive effect. As a result, fire-fighting personnel should remain in a well-protected position and use water spray in the fire area. This cools the temperature of the liquid and the air-vapor mixture.

2.1.2.1.3. Class 4.1

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

- 2) Flammable solids are readily ignitable. In the event of a fire, water-soaked explosives (i.e. desensitized explosives) will effectively have the characteristics of a class 1 product. In such a case, the port authority for class 1 explosives should be consulted.
- 3) Spontaneously reacting 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 refrigeration unit should be checked. If temperature control cannot be restored, the manufacturer should be consulted as soon as possible. If smoke is observed, the manufacturer should similarly be consulted. The cargo must then be kept under supervision.

2.1.2.1.4. *Class 4.2*

- 1) Substances prone to spontaneous combustion include pyrophoric substances that will burn instantly on contact with air and self-heating substances that lead to spontaneous combustion.
- 2) Although 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 are;
- 3) Controlled burning: Stay in a well protected position. Allow the goods to burn. Many products in this class react dangerously with water. In such cases, contact with water may exacerbate the combustion. It is therefore not advisable to apply water directly on burning goods. Create a water curtain to prevent the fire from spreading. The fire involving goods should be left to burn out completely. If the fire has already spread to adjacent cargo that does not react with water, this fire should be fought from a safe distance.
- 4) Fight the fire from a safe distance. If the location of the fire makes it possible, plenty of water should be used immediately. Although burning goods will react with the water and generate heat, large amounts 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 large amounts of water directly to the goods.

2.1.2.1.5. *Class 4.3*

- 1) Substances that emit flammable gases on contact with water react violently with water to produce flammable gases. The heat of the reaction is sometimes enough to start a fire. Sometimes the secondary hazard may be a toxic substance. In some cases it may be seen as a secondary hazard of the toxic substance.
- 2) Although 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 are;
- 3) Controlled burning: Stay in a well protected position. Allow the goods to burn. All goods in this class react dangerously with water: Contact with water will aggravate the combustion. It is therefore not advisable to apply water directly on burning goods. Create a water curtain to prevent the fire from spreading. The fire involving goods must be left to extinguish completely. If the fire has already spread to adjacent cargo that does not react with water, this fire should be fought from a safe distance.
- 4) Fight the fire from a safe distance. Care should be taken as extinguishing with water may intensify the fire and, in mixtures with air, may result in the release of flammable gases that may explode.

2.1.2.1.6. *Class 5.1*

- 1) This class of substances tends to produce oxygen and thus 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 and cause an explosion.
- 2) Fires involving these substances are difficult to extinguish because the ship's fire-fighting installations may not be effective. Everything possible should be done to prevent the spread of fire to containers containing these dangerous cargoes. However, if the fire reaches the cargo, it should be immediately towed to a well-protected location.

2.1.2.1.7. *Class 5.2*

- 1) This class of substances tends to burn 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.
- 2) If temperature control cannot be restored, the manufacturer should be consulted as soon as possible, even if the smoke output stops. The cargo must then be kept under surveillance. The surrounding area must be kept isolated because liquid may spurt from the evacuation arrangements.

2.1.2.1.8. *Class 6.1*

- 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.

2.1.2.1.9. *Class 8*

- 1) 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, it is essential to wear self-contained breathing apparatus.

2.1.2.1.10. *Class 9*

- 1) Miscellaneous dangerous cargoes and objects and environmentally hazardous substances include substances, materials and objects that are recognized as having some degree of hazard, but are not classified in the criteria for classes 1 to 8.

2.1.2.1.11. *Marine pollutants*

- 1) A number of substances included in all of the above classes are also designated as marine pollutants. Packages containing these substances will carry a marine pollutant marking.
- 2) In the case of spillage from burning cargo, it is important to recognize that any spillage of marine pollutants washed overboard will pollute the sea. However, it is more important to respond to a fire on board a ship than to prevent sea pollution.

2.1.2.2. *Special notes for dangerous cargoes in spills*

2.1.2.2.1. *Class 2*

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

- 2) Non-toxic, non-flammable gases (class 2.2) can displace oxygen, posing a choking hazard. It is important to ventilate all relevant areas.
- 3) When released, toxic gases (class 2.3) can fill an area of the ship or a compartment with a toxic atmosphere. It is therefore important that all ventilation supplying the living area, machinery spaces and bridge is closed and secured to protect against such gases. Self-contained breathing apparatus is required for the emergency crew.
- 4) Liquefied gases can cause the additional hazard of very low temperatures around the leak point. Such a leak will be particularly dangerous when there is a leak in the liquid phase from a container where very low temperatures will be experienced. The emergency team should avoid contact with liquefied gases if possible.
- 5) Oxidizing gases can react violently with a range of organic materials. These reactions can generate heat, produce flammable gases and ignite combustible materials.

2.1.2.2.2. *Class 3*

- 1) The release of vaporized flammable liquid is the first step leading to a potential vapor cloud explosion. For an explosion to occur, the vapor must mix with air in sufficient quantity to allow the mixture to form a cloud. As soon as the friction (electrostatic potential) is within explosive range and with an ignition source, an explosion can occur, with flash fire, flashover and sometimes even catastrophic consequences. Water spray will reduce the vaporization and ignition potential of the cloud. Keep all ignition sources away.
- 2) At high concentrations, many flammable liquids exhibit a narcotic effect (not labeled accordingly), a short-term potentially lethal effect (identified by a class 6.1 label) or a long-term toxic effect (not labeled). It is therefore recommended to use self-contained breathing apparatus in all cases.
- 3) Some flammable liquids are corrosive to human skin, normal personal protective equipment. Vapors are toxic by inhalation.
- 4) Many flammable liquids are insoluble in water and float on water (e.g. mineral oil, gas oil, petroleum). In general, high concentrations of these substances are not lethal but have a narcotic effect. All sources of ignition should be kept away.

2.1.2.2.3. *Class 4.1*

- 1) Flammable solids, self-reacting substances, desensitized solid explosives and polymerizing substances include many different substances and varying hazards in their three subclasses. Many of them are not solids. Some of these materials require the use of special agents for cleanup/absorption as they react adversely with water, sand or other inert materials. The procedures and materials to be used in the event of a spill are described in ten different charts.
- 2) Spilled flammable solids can create an explosive environment that can easily ignite. While some solids (e.g. furniture) can be repackaged, others will contaminate the surfaces of ships, which will need to be thoroughly cleaned up when the items are launched.
- 3) A few flammable substances are transported in molten form. To clean up contaminated areas, it is possible to use inert materials to enable the emergency team to shovel the spill and dump it overboard.
- 4) Flammable solids that are explosive when spilled from a package should be kept wet and thrown overboard. Ignition of the drying material (e.g. by heat or friction) will cause an explosion.
- 5) Temperature-controlled self-reactive substances are further classified as flammable solids under class 4.1. Spillage is often linked to a failure of temperature control, leading to a chemical reaction and creating a fire hazard.
- 6) Many flammable solids, substances prone to spontaneous combustion and most substances that are dangerous when wet are hazardous to health through skin contact or inhalation of dust. It is therefore

recommended to use self-contained breathing apparatus and appropriate chemical protection (e.g. chemical clothing) in all cases.

2.1.2.2.4. *Class 4.2*

- 1) Some spontaneously combustible substances can react with water.
- 2) Suffocation with dry inert material and immediate disposal overboard can limit the ignition hazard. Others will ignite within minutes and fire fighting will be necessary.

2.1.2.2.5. *Class 4.3*

- 1) 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 kept dry and thrown overboard.
- 2) In case of flammable gases, water spray is recommended.

2.1.2.2.6. *Class 5.1*

- 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. The use of self-contained breathing apparatus and appropriate chemical protection (e.g. chemical clothing) is therefore recommended.
- 2) Spilled oxidizing agents (class 5.1) may ignite combustible materials or destroy materials (e.g. personal protection) due to their chemical reaction. Such spills should be washed at sea. All crew members should stay away from waste water.

2.1.2.2.7. *Class 5.2*

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

2.1.2.2.8. *Class 6.1*

- 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 route for vapors, gases, mists and dusts. Skin and eye contact is of concern for emergency responders. Self-contained breathing apparatus and appropriate chemical protection (e.g. chemical clothing) are recommended in all cases. Vapors of toxic liquids can fill an area of the ship or a space with a toxic atmosphere. Therefore, in the event of vapor formation, it is important that all ventilation to the living and machinery spaces and to the bridge is closed, sealed and isolated.
- 2) Some toxic substances are also flammable. In this case, the safety recommendations for both flammable and toxic liquids must be followed.

2.1.2.2.9. *Class 8*

- 1) Corrosive solids and liquids can permanently damage human tissue. Some substances can corrode steel and destroy other materials (e.g. personal protective equipment). Corrosive vapors are highly toxic and often lethal, destroying lung tissue. All corrosive chemicals will be hazardous (toxic) to human health. Avoid direct contact with skin and protect against inhalation of vapors or mists.
- 2) The use of self-contained breathing apparatus and appropriate chemical protection (e.g. chemical clothing) is recommended in all cases. Washing up spills and disposing of vapors overboard with water spray is the practice in all cases. It is important that all ventilation to the preferred location, engine rooms and bridge is closed, sealed and secured. All personnel should stay away from waste water.
- 3) Some corrosive substances are also flammable. In these cases, the safety recommendations for both flammable and corrosive substances must be followed. It is recommended to use plenty of water and water spray. In general, flammability is more important than corrosive properties for the safety of the ship and crew.

2.1.2.2.10. *Class 9*

- 1) This class includes a variety of dangerous cargoes that do not easily fit the criteria of other hazard classes.
- 2) However, these substances represent hazards. There are no common characteristics that apply to all goods of this class.

2.1.2.2.11. *Marine pollutants*

- 1) A number of substances in all classes are also designated as marine pollutants because they are dangerous to marine life. Packages containing these substances will carry a Marine Pollutant mark.
- 2) It is more important to ensure the safety of the crew and the integrity of the loaded vessel, rather than to prevent pollution of the sea by marine pollutants.

2.1.3. MFAG

They benefit from the Medical First Aid Guide (MFAG) annexed to the IMDG Code in order to provide the necessary medical first aid to persons affected by the damages of dangerous cargoes and health problems arising from accidents involving these cargoes.

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

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

MFAG should be used in case of spills of toxic substances. Most toxic substances and many infectious substances are also toxic to marine animals. If necessary, consult safety data sheets or experts for individual characteristics.

2.2. Responsibilities of Dangerous Cargo Parties

2.2.1. Responsibilities of the Cargo Handler

The responsibilities of the cargo handler are stated below:

- 1) Prepares or has prepared the mandatory documents, information and documents related to dangerous cargoes and ensures that these documents are available with the cargo during the transportation activity.
- 2) It ensures that dangerous cargoes are classified, packaged, marked, labeled and placarded in accordance with their type.
- 3) Ensures that dangerous cargoes are loaded, stacked and securely fastened to approved packaging and cargo transport units in accordance with the rules and in a safe manner.

2.2.2. Carrier's Responsibilities

The responsibilities of the carrier are stated below:

- 1) It requests the mandatory documents, information and documents related to dangerous cargoes from the cargo and ensures that they are available with the cargo during the transportation activity.
- 2) Controls the compliance of dangerous cargoes classified, packaged, marked, labeled and placarded by the cargo operator with the legislation.
- 3) Controls that dangerous cargoes are packaged in accordance with the rules using approved packaging and cargo transport units, safely loaded and securely connected to the cargo transport unit.

2.2.3. Measures Taken by the Coastal Facility Operator

The responsibilities of the coastal facility operator are stated below:

- 1) Ships carrying dangerous cargoes shall not dock at the facility without the permission of the port authority.
- 2) Provides written information to the ship that will dock at the facility within the scope of facility rules, cargo handling rules and relevant legislation.
- 3) It does not handle hazardous cargoes for which it has not obtained a handling permit from the Administration, and does not victimize the ships that will dock by planning in this context.
- 4) It requests the mandatory documents, information and documents related to dangerous cargoes from the cargo authority and ensures that they are available with the cargo. If the relevant documents, information and documents cannot be provided by the cargo operator, it is not obliged to accept or handle the dangerous cargo in its facility.
- 5) It shares all the data that may be required according to the characteristics of the cargo with the ship's officer and performs the loading or unloading operation according to the agreement to be reached. It does not make any changes in the operation without the knowledge of the ship owner.
- 6) It determines the working limits by taking into account the safe working capacity of the facility and weather forecasts, and takes the necessary measures to ensure that the ship remains safely moored at the berth and handled.

- 7) It checks the transport documents containing information that the dangerous goods arriving at the facility are properly classified, packaged, marked, labeled, placarded and safely loaded into the cargo transport unit.
- 8) It ensures that the personnel involved in the handling of dangerous cargoes and the planning of this handling are documented by receiving the necessary training and does not assign personnel without documents in these operations.
- 9) It ensures that the dangerous cargo handling equipment in its facility is operational and that the relevant personnel are trained and certified for the use of this equipment.
- 10) Ensures that the personnel use personal protective equipment suitable for the physical and chemical properties of the dangerous cargo by taking occupational safety measures at the coastal facility.
- 11) Keeps an up-to-date list of all dangerous cargoes on ships docked at its facility and in open areas in its facility and provides this information to the relevant parties upon request.
- 12) It notifies the port authority of the instant risk posed by the dangerous cargoes handled or temporarily stored in its facility and the measures taken against it.
- 13) Provides the necessary support and cooperation in the controls and inspections carried out by the administration and the port authority.
- 14) 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 temporarily stored, are transferred outside the coastal facility as soon as possible without waiting (if permitted by the Administration), and applies to the Administration for permission in cases where it is necessary to keep them waiting.
- 15) Temporarily stores the cargo transport units in which dangerous cargoes are transported in accordance with the separation and stacking rules and takes fire, environmental and other safety measures appropriate to the class of dangerous cargo in the storage area. It keeps fire extinguishing systems and first aid units ready for use at all times in the areas where dangerous cargoes are handled and periodically makes the necessary checks.
- 16) It obtains permission from the port authority before the hot work and operations to be carried out in the areas where dangerous cargoes are handled and temporarily stored.
- 17) Prepares an emergency evacuation plan for the evacuation of ships from coastal facilities in emergencies and submits it to the port authority and informs the relevant persons about the plan approved by the port authority.
- 18) Ensures that the internal loading of cargo transport units is carried out in accordance with the loading safety rules in the facility.

2.2.4. Responsibilities of the Ship Owner

The responsibilities of the ship authorities are stated below:

- 1) It ensures that the cargo to be carried by the ship is certified as suitable for carriage and that the cargo holds, cargo tanks and cargo handling equipment are suitable for cargo transportation.
- 2) All mandatory documents, information and documents related to dangerous cargoes are requested from the cargo and ensure that they are available with the cargo during the transportation activity.
- 3) Ensures that the documents, information and documents required to be available on board regarding dangerous cargoes within the scope of legislation and international conventions are appropriate and up-to-date.
- 4) Checks the transport documents containing information that the cargo transport units loaded on board are properly marked, placarded and loaded safely.

- 5) Informs the relevant ship personnel about the risks of dangerous cargoes, safety procedures, safety and emergency measures, intervention methods and similar issues.
- 6) Keeps up-to-date lists of all dangerous cargoes on board and declares them to the relevant parties upon request.
- 7) Ensures that the loading program, if any on board, is approved and documented and kept operational.
- 8) It notifies the port authority and the coastal facility of the instant risk posed by the dangerous cargoes on the ship docking at the coastal facility and the measures taken for this.
- 9) In case of leakage of dangerous cargo or in case of such a possibility, it does not accept the dangerous cargo for transportation.
- 10) Notifies the port authority of dangerous cargo accidents that occur on board the ship during navigation or while at the coastal facility.
- 11) Provides the necessary support and cooperation in the controls and inspections carried out by the administration and the port authority.
- 12) It does not accept to carry dangerous cargoes that are not included in the ship certificates issued by the relevant institutions and organizations.
- 13) It ensures that the ship people in charge of handling dangerous cargo use personal protective equipment suitable for the physical and chemical properties of the cargo during handling.
- 14) Provides loading safety requirements for cargoes loaded on board their ships.

2.3. Education

- a) The procedures and principles regarding the trainings that the personnel working in coastal facilities should receive are determined by the Administration. Necessary studies are carried out by the Administration for the implementation of IMO trainings that are mandatory by IMO or advisory IMO trainings if deemed appropriate by the Administration.
- b) If it is determined that the knowledge and skills of the personnel are insufficient during the inspections carried out at the coastal facilities, the Administration may request the trainings to be repeated.

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

3.1. Measures Taken by the Coastal Facility Operator

- 1) **It does not berth ships carrying dangerous cargoes to its facility without the permission of the port authority:** The safe berthing and mooring of ships carrying dangerous cargoes are carried out by their own towing boats authorized by the administration. All ships docking at the port receive a docking approval certificate from the Port Authority before docking and a separate approval when leaving.
- 2) **Provides written information to the ship that will dock at the facility within the scope of facility rules, cargo handling rules and relevant legislation:** Each ship docking at the port facility is informed by giving the Operation Procedure, which contains the rules that they must comply with while in the port.
- 3) **It does not handle dangerous cargoes for which it has not received permission from the administration, and does not victimize the ships that will dock by planning in this context:** Your permission from the Administration; Dangerous cargoes for which handling permission is obtained within the scope of IMDG Code; Class 2 (gases), Class 3 (flammable liquids), Class 4.1, Class 4.2, Class 4.3 (Flammable solids, self-reacting substances, polymerizing substances and solid explosives with reduced sensitivity), Class 5.1 (oxidizing substances), Class 5.2 (organic peroxides), Class 6.1 (toxic substances), Class 8 (corrosive substances), Class 9 (miscellaneous dangerous goods and objects). It is stated in the "Dangerous Goods Handling Guide" and "Dangerous Goods Conformity Certificate", which are also published on our web page, that only permitted dangerous cargoes are handled. In addition, during the meetings with customers, information is provided upon request.
- 4) **It requests the mandatory documents, information and documents related to dangerous cargoes from the cargo authority and ensures that they are available with the cargo. In the event that the relevant documents, information and documents are not provided by the cargo operator, it is not obliged to accept or handle the dangerous cargo in its facility:** The necessity of the compulsory documents, information and documents required for dangerous cargoes is published on our web page to inform the cargo authorities who bring dangerous cargo to the port or receive dangerous cargo from the port.
- 5) **Shares all the data that may be required according to the characteristics of the cargo with the ship's officer and performs the loading or unloading operation according to the agreement to be reached. It does not make changes in the operation without the knowledge of the ship's officer:** Plans for ship loading and unloading are made as a result of negotiations between the port operation shift supervisor and the ship's captain or agent.
- 6) **It determines the safe working capacity of the facility and the working limits by taking into account the weather forecasts, and takes the necessary measures to ensure that the ship remains safely moored at the berth and handled:** Weather forecasts are monitored on a daily routine basis. In addition, operations are not carried out in adverse weather conditions (in line with the information received from the governorate and port authority) and operations are stopped by informing the ships in the port.
- 7) **It checks the transport documents containing information that the dangerous goods arriving at the facility are properly classified, packaged, marked, labeled, labeled, placarded and safely loaded into the cargo transport unit. At the entrance and exit of the port facility;** the plates, plates and signs and transportation documents that must be present on the vehicle, container / tank containers are checked.
- 8) **It ensures that the personnel involved in the handling of dangerous cargoes and the planning of this handling are documented by receiving the necessary training and does not assign personnel without documents in these operations:** MARTAŞ Marmaraereğlisi Liman İşletmeciliği AŞ. employees assigned in the handling and planning in the work area; Training and retraining on "IMDG CODE Training" is provided.

- 9) **It ensures that the dangerous cargo handling equipment in its facility is in working condition and that the relevant personnel are trained and certified for 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.
- 10) **It ensures that the personnel use personal protective equipment suitable for the physical and chemical properties of the dangerous cargo by taking occupational safety measures at the coastal facility:** PPE Procedure and Personal Protective Equipment Equipment Matrix provides the use of personal protective equipment in accordance with the specifications specified.
- 11) **Activities related to dangerous cargoes are carried out in temporary storage in areas established in accordance with these works.**
- 12) **No hazardous liquid bulk cargo is handled in our facility.**
- 13) **Keeps an up-to-date list of all dangerous cargoes on ships docked at its facility and in open areas in its facility and provides this information to the relevant parties upon request.**
- 14) **It notifies the port authority of the instant risk posed by the dangerous cargoes handled or temporarily stored in its facility and the measures taken against it:** Emergencies and instantaneous risks for dangerous cargoes in the port are reported to the Port Authority.
- 15) **Report accidents related to dangerous cargoes to the port authority:** Accidents related to dangerous goods in the facility are reported to the port authority. "Dangerous Goods Incidents Notification Form" is used for accidents.
- 16) **Provides the necessary support and cooperation in the controls and inspections carried out by the administration and port authority:** All necessary support is provided by accompanying the inspections of the administration and port authority, and the requests for the requested information and documents are met.
- 17) **Class 1 (except Class 1.4 S) Class 6.2 and Class 7 dangerous cargoes, which are not allowed to be temporarily stored, are transferred out of the coastal facility as soon as possible without waiting (if permitted by the Administration), and in cases where it is necessary to keep them waiting, they apply to the Administration for permission:** The cargoes belonging to the relevant classes are allowed to leave the port without waiting at the coastal facility if the Administration gives permission.
- 18) **Temporarily stores the cargo transport units in which dangerous cargoes are transported in accordance with the separation and stacking rules and takes fire, environmental and other safety measures appropriate to the class of dangerous cargo in the storage area. It keeps fire extinguishing systems and first aid units ready for use at all times in the areas where dangerous cargoes are handled and periodically performs the necessary checks:** According to the characteristics of dangerous cargo containers, which of them can be stored side by side and how much distance should be left during storage, the stacking distances of the containers are determined by the "Separation Table" of the port areas used within the scope of IMDG CODE and the port operation department provides the operation according to this table.
- 19) **It obtains permission from the port authority before the hot work works and operations to be carried out in the areas where dangerous cargoes are handled and temporarily stored.** Work is carried out by obtaining permission from the port authority for hot work to be carried out in areas where dangerous cargoes are handled and on ships.
- 20) **It submits the Ship Emergency Evacuation Plan for the evacuation of ships from coastal facilities in case of emergency to the chairmanship and informs the relevant persons about the plan approved by the port authority.** Emergency situations occurring on ships are monitored and recorded by using the Ship Emergency Evacuation Control Form.

3.2. Loading Safety

- 1) **The port authority stops the handling operation in 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.
- 2) **In order to ensure safe loading of cargoes on board, the provisions of BLU Code and BLU Manual, Code of Safe Practice for Cargo Stowage and Security (CSS Code), Code of Practice for Packaging of Cargo Transport Units (CTU Code) and Code of Safe Practices for Ships Carrying Timber Cargo on Deck (TDC Code) are complied with according to the type of cargo:** Almost all of the operations carried out at the coastal facility within the scope of packaged dangerous cargo are Ro-Ro activities and in-fill and unload activities are very rare. The internal filling of the cargo transportation units carried out in the port is carried out in accordance with the CTU CODE rules.
- 3) **Stowage of cargoes is carried out in accordance with the relevant legislation and international conventions to which we are a party.** Stowage of dangerous cargoes is carried out according to IMDG CODE separation rules.
- 4) **The ship cannot be loaded more than the loading limit by considering the loading limit mark.** 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 departure of the ship from the port is provided with the approval of the Regional Port Authority. In such cases, our facility acts according to the instructions of the Administration.
- 5) **Regional Port Authority loading-unloading plan before the handling operation and the results of the draught survey or weighbridge survey to determine the amount of cargo loaded before the ship sails are submitted to the port authority by the ship owner.** The administration or port authority may request that the draft survey or weighbridge survey report be obtained from an authorized inspection company. We act according to the requests and instructions received from the Regional Port Authority.
- 6) **Solid hazardous bulk cargo handling is carried out in our facility.**
- 7) **It is ensured that the cargo and ballast water arrangement is monitored throughout the loading or unloading operation so that the ship's structure is not subjected to excessive stress .**In case of non-compliance, the instructions of the Administration are acted upon.
- 8) **Care is taken to ensure that the ship is free of inclination, but if an inclination is required during loading, it is ensured that it is as short as possible.** In order to avoid structural damage to the ship, it is ensured that the ship is loaded and unloaded in a balanced manner in accordance with the approved stability bouquet. The loading and unloading operations of the ships are carried out together with the ship captain.
- 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, operations are suspended at our facility. When the conditions improve, the work starts again. Planning is done together with the ship captain.
- 10) **In order to prevent situations such as placing heavy cargo on light cargo, placing liquid cargo on dry cargo, the odor of malodorous cargoes spreading to other cargoes, cargoes with properties that may damage other cargoes are loaded in accordance with the separation rules.** Loading and storage are carried out in a way to minimize risks according to IMDG Code separation rules.
- 11) **All cargoes, cargo units and cargo transport units, except solid and liquid bulk cargoes, are loaded, stowed and secured in accordance with the Cargo Securing Manual approved by the Administration or authorized classification societies on behalf of the Administration in accordance with SOLAS Chapter VI Section A Rule 5.6 in order to ensure that the safety measures related to the loading, stowage, segregation, handling, transportation and discharge of cargoes are fully implemented and maintained.** In case of non-compliance, the Administration's instructions are followed.

3.3. Cargoes Covered by IMDG Code

- 1) **Substances and objects prohibited in the IMDG Code cannot be transported by sea.** Cargoes prohibited to be transported by sea are not taken to the port facility.
- 2) **Parties involved in the transport of dangerous cargoes transported in packages shall take measures in accordance with this Regulation and the provisions of the IMDG Code, taking into account the nature and extent of foreseeable risks in order to prevent damage and injury and minimize their impact.** Dangerous cargo parking areas are separate. A separate area has been designated for dangerous cargo containers opened for customs clearance.(Under the porch) Dangerous cargoes in the port area are managed according to the Safe Handling of Packaged Dangerous Goods Operation Procedure.
- 3) **In the transportation of dangerous goods by sea, it is obligatory to use the packages defined in Chapter 6 of the IMDG Code and tested and UN certified by organizations authorized by the Ministry or the competent authority of a country party to SOLAS:** The conformity of the packages of dangerous goods opened for customs clearance in the IMDG Area and detected, inspected and sampled in the port area are checked and monitored to ensure that they are UN certified.
- 4) **The Container/Vehicle Packing Certificate in IMDG Code Rule 5.4.2 is filled and signed by the persons loading the dangerous cargoes into the cargo transport unit (except tank container).** These persons receive the relevant training in IMDG Code Rule 1.3. The Container/Vehicle Packaging Certificate is submitted to the port before the cargo arrives at the port or upon entry with the cargo. A copy of this certificate is placed on the inside wall of the container right door .
- 5) **Documents specified in IMDG Code Rules 5.4.3, 5.4.4 and 5.4.5 are kept on every ship carrying dangerous cargoes in packaged form.**
- 6) **In accordance with SOLAS Chapter II-2 Section G Rule 19.4, a Certificate of Compliance issued by the competent authority is kept on board the ships to prove that the ships are in a suitable structure and equipment to carry dangerous cargoes.** Except for dangerous solid bulk cargoes, no certificate is required for IMDG Code Class 6.2, Class 7 and dangerous cargoes that can be transported in limited quantities.

3.4. Weighing of full containers

- 1) **The gross weight of full containers to be loaded on ships for transportation by sea must be determined and verified by the shipper :** The gross weights of full containers containing dangerous cargo are determined at our coastal facility. Cargoes with excess payload are re-laid and brought to the appropriate weighing level and then taken to the stack and then to the ship planning.
- 2) **Real and legal persons who will determine the gross weight of full containers are authorized by the Administration by issuing a Full Container Gross Weight Determination Authorization Certificate:** Our coastal facility has "Full Container Gross Weight Determination Authorization Certificate" numbered BKN.326944.Y-1.34.37. (SDT 22/09/2027)

4. CLASSES OF HAZARDOUS SUBSTANCES, TRANSPORTATION, HANDLING, SEGREGATION, SORTING, LOADING AND STORAGE OF HAZARDOUS SUBSTANCES ~~Part 4~~

- 1) The carriage of hazardous and potentially polluting substances by sea-going vessels is regulated by the International Convention for the Safety of the Safety of Life at Sea (SOLAS) and the International Convention for the Prevention of Pollution from Ships (MARPOL).
- 2) In the relevant sections of SOLAS and MARPOL, the International Maritime Dangerous Goods (IMDG) Code (International Maritime Dangerous Goods Regulation) has explained the necessary regulations in detail and has taken the provision of law on the transportation of these substances by sea. As of January 1, 2004, the IMDG Code has become mandatory.
- 3) The classification and risk definitions of dangerous goods for all modes of transport (transport by sea, air, train, land and inland waterways) are also made by the UNITED NATIONS Committee of Experts on the Transport of Dangerous Goods (UN).
- 4) Transportation, loading/unloading, handling and stacking of containers carrying dangerous goods with IMDG classes are carried out at MARTAŞ Port Areas: 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 5.1 (oxidizing substances), Class 5.2 (organic peroxides), Class 6.1 (toxic substances), Class 8 (corrosive substances), Class 9 (miscellaneous dangerous goods and objects). The loads within the scope of IMDG that are not transported, loaded/unloaded, handled and stowed are class 1, class 6.2 and class 7.

4.1. Classes of Dangerous Goods

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

CLASSES

CLASS	SECTION	CLASS NAME
Class 2		Gases
Class 3		Flammable liquids
Class 4	4.1	Flammable solids, self-reacting substances, polymerizing agents and solid explosives with reduced sensitivity
	4.2	Substances prone to spontaneous combustion
	4.3	Substances that release flammable gases in contact with water
Class 5.1		Oxidizing (oxidizing) substances
Class 5.2		Organic peroxides
Class 6.1		Toxic substances
Class 8		Corrosive (corrosive) substances
Class 9		Miscellaneous dangerous goods and objects

Table 1.3: Dangerous Cargo Classes

4.1.1. Classification Codes

Dangerous cargo classification codes are as follows.

Class 2 Subgroups	1	Compressed gas: Substances that are completely gaseous at -50 °C when packaged under pressure for transport; all gases with critical temperatures less than or equal to -50 °C are included in this category.
	2	Liquefied gas: A gas that is partially liquid at temperatures above -50 °C when packaged under pressure for transportation. A distinction is made between the following:
		High pressure liquefied gas: Gas with a critical temperature above -50 °C and less than or equal to +65 °C;
		Low pressure liquefied gas: Gas with a critical temperature above +65 °C.
	3	Refrigerated liquefied gas: Gas that is partially liquefied due to its low temperature when packaged for transportation.
	4	Dissolved gas: Gas that is dissolved in a liquid-phase solvent when packaged under pressure for transportation.
	5	Small, gas-containing, aerosol sprayers and containers (gas cartridges).
	6	Other objects containing gas under pressure.
	7	Unpressurized gases subject to special conditions (gas samples).
	8	Chemicals under pressure: liquids, pastes or powders and mixtures thereof which are pressurized with a propellant meeting the definition of a 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
	O	Amplifier
	F	Flammable
	T	Toxic
	C	Corrosive (UN 1950 and for chemicals under pressure)
	CO	Corrosive, oxidizing (for UN 1950)
	FC	Flammable, corrosive (UN 1950 and for chemicals under pressure)
	TF	Toxic, flammable
	TC	Toxic, corrosive
	TO	Toxic, 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 the groups indicated by capital letters A or O).
	2.3	Toxic gases (corresponding to groups denoted by a capital T, such as TT, TF, TC, TO, TFC and TOC).
Class 3 Subgroups	F	Flammable liquids, objects without secondary risk and objects containing these substances:
		F1 Flammable liquids, flash point 60 °C and below;
		F2 Flammable liquids, with a flash point of more than 60 °C, transported or transferred for transport at a temperature at or above the flash point (high-temperature substances);
		F3 Objects containing flammable liquids;
	FT	Flammable liquids, toxic:
		FT1 Flammable liquids, toxic;
		FT2 Pesticides;
	FC	Flammable liquids, corrosive;
	FTC	FTC Flammable liquids, toxic, corrosive;

	D	Desensitized liquid explosives.
Class 4.1 Subgroups	F	Flammable solids, no secondary risk;
		F1 Organic;
		F2 Organic, molten;
		F3 Inorganic;
		F4 Objects;
	FO	Flammable solids, oxidizer;
	FT	Flammable solids, toxic
		FT1 Organic, toxic;
		FT2 Inorganic, toxic;
	FC	Flammable solids, corrosive;
		FC1 Organic, corrosive;
		FC2 Inorganic, corrosive;
	D	Desensitized solid explosives with no secondary risk;
	DT	Solid explosives with reduced sensitivity, toxic;
	SR	Substances that react spontaneously:
		SR1 No temperature control required;
		SR2 Temperature control requirements.
	PM	Polymerizing agents
		PM1 Not requiring temperature control;
		PM2 Temperature control requirements.
Class 4.2 Subgroups	S	Substances prone to spontaneous combustion with no secondary risk:
		S1 Organic, liquid;
		S2 Organic, solid;
		S3 Inorganic, liquid;
		S4 Inorganic, solid;
		S5 Organometallic;
	SW	Substances prone to spontaneous combustion, releasing flammable gases on contact with water;
	SO	Substances prone to spontaneous combustion, oxidizer;
	ST	Substances prone to spontaneous combustion, toxic:
		ST1 Organic, toxic, liquid;
		ST2 Organic, toxic, solid;
		ST3 Inorganic, toxic, liquid;
		ST4 Inorganic, toxic, solid;
	SC	Substances prone to spontaneous combustion, corrosive:
		SC1 Organic, corrosive, liquid;
		SC2 Organic, corrosive, solid;
		SC3 Inorganic, corrosive, liquid;
		SC4 Inorganic, corrosive, solid;
Class 4.3 Subgroups	W	Objects containing substances with no secondary risk and similar substances that release flammable gases when in contact with water:
		W1 Liquid;
		W2 Solid;
		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;
	WS	Substances releasing flammable gases on contact with water, solid, self-heating;
	WO	Substances that release flammable gases when in contact with water, oxidizer, solid;
	WT	Substances releasing flammable gases in contact with water, toxic:

		WT1 Liquid;
		WT2 Solid;
	WC	Substances releasing flammable gases in contact with water, corrosive:
		WC1 Liquid;
		WC2 Solid;
	WFC	Substances releasing flammable gases in contact with water, flammable, corrosive.
Class 5.1 Subgroups	O	Oxidizing agents, objects without secondary risk and objects containing such agents:
		O1 Liquid;
		O2 Solid;
		O3 Objects;
	OF	Oxidizing agents, solid, flammable;
	OS	Oxidizing agents, solid, self-heating;
	OW	Oxidizing agents, a solid that releases flammable gases when in contact with water;
	OT	Oxidizing agents, toxic:
		OT1 Liquid;
		OT2 Solid;
	OC	Oxidizing agents, corrosive:
		OC1 Liquid;
		OC2 Solid;
	OTC	Oxidizing agents, toxic, corrosive.
Class 5.2 Organic Peroxides Subgroups	P1	Organic peroxides, no temperature control required
	P2	Organic peroxides, need temperature control.
Class 6.1 Subgroups	T	Toxic substances, no secondary risk:
		T1 Organic, liquid;
		T2 Organic, solid;
		T3 Organometallic substances;
		T4 Inorganic, liquid;
		T5 Inorganic, solid;
		T6 Liquid, used in pesticides;
		T7 Solid, used in pesticides;
		T8 Samples;
		T9 Other toxic substances;
	TF	Toxic substances, flammable:
		TF1 Liquid;
		TF2 Liquid, used in pesticides;
		TF3 Solid;
	TS	Toxic substances, self-heating, solid;
	TW	Toxic substances, releasing flammable gases on contact with water:
		TW1 Liquid;
		TW2 Solid;
	TO	Toxic substances, oxidizer:
		TO1 Liquid;
		TO2 Solid;
	TC	Toxic substances, corrosive:
		TC1 Organic, liquid;
		TC2 Organic, solid;
		TC3 Inorganic, liquid;
		TC4 Inorganic, solid;
	TFC	Toxic substances, flammable, corrosive;

	TFW	Toxic substances, flammable, releasing gases on contact with water.
Class 8 Subgroups	C1- C4	Acidic substances
		C1 Inorganic, liquid;
		C2 Inorganic, solid;
		C3 Organic, liquid;
		C4 Organic, solid;
	C5- C8	Basic substances:
		C5 Inorganic, liquid;
		C6 Inorganic, solid;
		C7 Organic, liquid;
		C8 Organic, solid;
	C9- C10	Other corrosive substances:
		C9 Liquid;
		C10 Solid;
	C11	Objects
	CF	Corrosive substances, flammable:
		CF1 Liquid;
		CF2 Solid;
	CS	Corrosive substances, self-heating:
		CS1 Liquid;
		CS2 Solid;
	CW	Corrosive substances, releasing flammable gases when in contact with water:
		CW1 Liquid;
		CW2 Solid;
	CO	Corrosive substances, oxidizers:
		CO1 Liquid;
		CO2 Solid;
	CT	Corrosive substances, toxic substances and objects containing these substances:
		CT1 Liquid;
		CT2 Solid;
		CT3 Objects;
	CFT	Corrosive substances, flammable, liquid, toxic;
	COT	Corrosive substances, oxidizing, toxic.
Class 9 Subgroups	M1	Substances that can pose a health hazard when inhaled in the form of fine dust;
	M2	Substances and objects that can form dioxins in case of fire;
	M3	Substances emitting flammable vapors;
	M4	Lithium batteries;
	M5	Life-saving tools;
	M6- M8	Environmentally harmful substances:
		M6 Substance polluting the water environment, liquid;
		M7 Substance polluting the water environment, solid;
		M8 Genetically modified microorganisms and organisms;
	M9- M10	High temperature substances:
		M9 Liquid;
		M10 Solid;
	M11	Other substances and objects that do not meet the definitions in another class but which pose a hazard during transportation

Table 1.4: Classification Codes

4.2. Packages and Packaging of Dangerous Goods

Package & Packaging Coding

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

Figure 4.1 Package and Packaging Coding

3H1	: Package identification code
3	: Package type
H	: Material
1	: Category.
X	: Packaging Group
1.2	: Specific Gravity
250	: Hydrostatic test pressure
14	: Package production date (year)
TR57WL28	: Country code of the organization 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 organization that tested and approved the package

The meaning of the various numbers and letters on the label of the packaged products in the container is shown in the figure below. All Dangerous goods transported by sea with 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 goods must have United Nations (UN) Type Approval even if they are in any Cargo Transport Unit (CTU).

Packaging Types:



Figure 4.2: Package Types

IBC'S

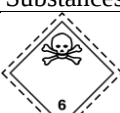
Solid or flexible portable packages

- Capacity up to 3.0 m⁽³⁾ (Packaging group II and III)
- Capacity up to 1.5 m⁽³⁾ (Packaging group I)
- They are made of wood, cardboard, plastic, metal and cloth.
- Capacities vary between 450-3000 liters.



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

4.3.1.1. Dangerous Goods Placards

Class 1				
	1.1. Explosive	1.2 Explosive	1.3 Explosive	1.5 Explosive
			* Compatibility group location	
	1.6 Explosive	1.4 Explosive		
Class 2				
	2.1 Flammable Gas		2.2 Asphyxiating Gas	2.3 Toxic Gas
Class 3				
	Flammable Liquid			
Class 4.1 Class 4.2 Class 4.3				
	4.1 Flammable solids -Spontaneously reacting substances -Polymerizing agents -Solid explosives with reduced sensitivity	4.2 Substances prone to spontaneous combustion	Substances that emit flammable gases in 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			

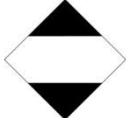
Class 9				
	Miscellaneous Dangerous goods and objects	Lithium Batteries (9A)		
				
	Limited Quantity	Exceptional amount		

Table 1.5: Labels/Plates and Signs

4.3.1.2. Dangerous Load Plates

- 1) Safety approval plate
- 2) IBC plate
- 3) Portable tank plate
 - T1-T23
 - T50
 - T75
 - MEGC
- 4) Road tanker license plate
 - IMO 4 types
 - IMO 6 types
 - IMO 8 types
 - IMO 9 types

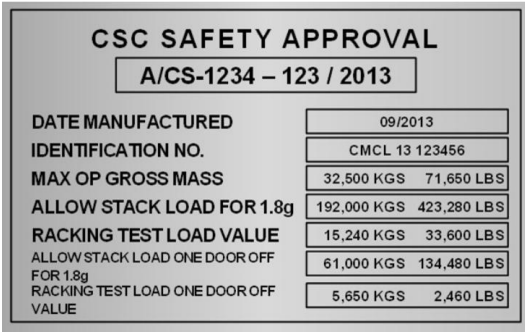
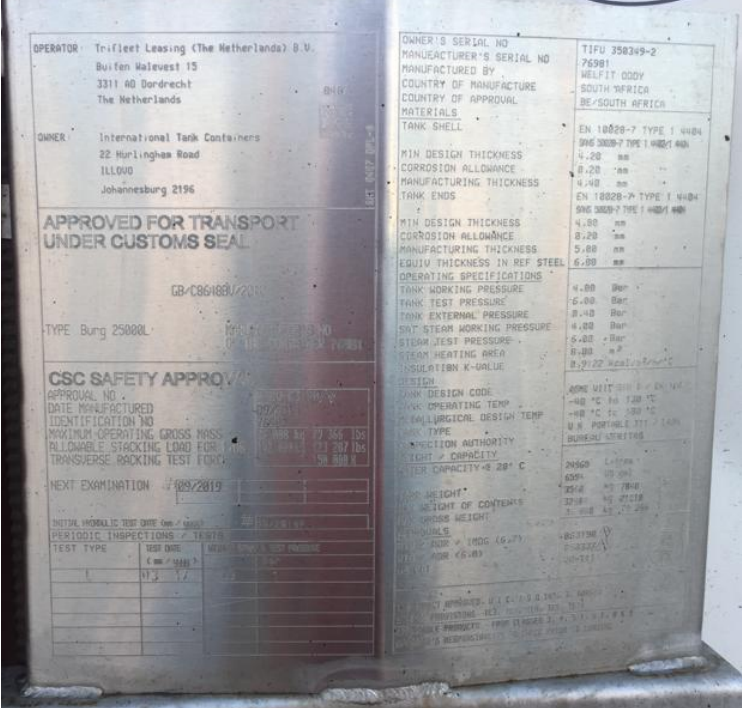
	
Safety Approval License Plate (1.1)	IBC Plate (6.5)
	
Portable Tank Plate (6.7.3)	Portable Tank Plate (6.7.2)

Table 1.6 Dangerous Load Plates

4.3.1.3. Dangerous Goods Brands

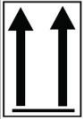
		
Choking danger	Sign of marine pollutant and danger to the environment	
		
Read Direction	Fumigation sign	High temperature hazard

Table 1.7 Dangerous Goods Brands

4.3.1.4. Dangerous Goods Labels

Packaging Labeling



Figure 4.3: Packaging Labeling

IBC Labeling - Marking

	31HA1 COMPOSITE IBC
	FLOUR CERTIFICATION
	DANGER LABEL
	DANGEROUS SIGN FOR THE ENVIRONMENT
	UN NUMBER
ABOVE 450 LITER CAPACITY, IBC AND LARGE PACKAGES ARE MARKED AND LABELED ON BOTH SIDES.	

Figure 4.4: IBC (OHK) Labeling

4.4. Signs and Packaging Groups of Dangerous Goods

4.4.1. Dangerous Goods Signs

Dangerous cargo markings are given in 4.3.3 and marking examples are given in 4.3.4.

4.4.2. Dangerous Goods Packaging Groups

Hazard labels are divided into 9 categories. Signs are in the form of labels and placards; labels are placed on packages and placards are placed on containers or vehicles.

Dangerous goods transported in containers must be packaged according to appropriate standards.

Dangerous goods are transported under three types of packaging groups.

I Substances at risk of miscarriage

II Dangerous cargoes

III High hazard substances.

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

Note: Meaning of X, Y and Z codes in the UN certification on the packaging

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

Packages with Y code; Packaging group II and III

For packages with Z code; for packaging group III substances.

4.5. Separation Tables of Dangerous Goods by Classes on Board and at Shore Facility

4.5.1. Separation of Dangerous Goods on Board

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

Dangerous cargoes in different cargo transport units or packaged on board will be stowed based on the distances in the separation table below:

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

Table 1.8 Ship Dangerous Cargo Segregation Table

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

Figure Meaning

- 1 Should be kept away
- 2 Must be separated
- 3 It must be kept separate by means of a whole compartment or partition.
- 4 It must be separated longitudinally by means of a complete intervening compartment or partition
- X Special conditions should be checked in the IMDG code list.

4.5.2. Separation of Dangerous Cargo at Shore Facility

LİMAN ALANLARI TEHLİKELİ YÜKLER İÇİN AYRIŞTIRMA CETVELİ												
SINIF	2.1	2.2	2.3	3	4.1	4.2	4.3	5.1	5.2	6.1	8	9
												
Yanıcı gazlar (sınıf 2.1)	X	X	X	2	1	2	X	2	2	X	1	X
Zehirli ve yanıcı olmayan gazlar (sınıf 2.2)	X	X	X	1	X	1	X	X	1	X	X	X
Zehirli gazlar (sınıf 2.3)	X	X	X	2	X	2	X	X	2	X	X	X
Yanıcı sıvılar (sınıf 3)	2	1	2	X	X	2	1	2	2	X	X	X
Yanıcı katılar (kendinden tepkimeli maddeler, Aniden patlamaya eğilimli maddeler (sınıf 4.2))	1	X	X	X	X	1	X	1	2	X	1	X
Suyula temas ettiğinde yanıcı gazlar çıkartan maddeler (sınıf 5.1)	X	X	X	1	X	1	X	2	2	X	1	X
Oksitlenmeye neden olan maddeler (sınıf 5.2)	2	X	X	2	1	2	2	X	2	1	2	X
Organik peroksitler (sınıf 5.2)	2	1	2	2	2	2	2	2	X	1	2	X
Zehirli maddeler (sınıf 6.1)	X	X	X	X	X	1	X	1	1	X	X	X
Aşındırıcı maddeler (sınıf 8)	1	X	X	X	1	1	1	2	2	X	X	X
Çeşitli tehlikeli maddeler ve kalemler (sınıf 9)	X	X	X	X	X	X	X	X	X	X	X	X

Table 1.9 Segregation Distances in Temporary Open Areas and Warehouses in Coastal Facility

4.6. Separation Distances and Terms of Dangerous Cargoes in Coastal Facility Open Areas and Warehouse Storages

SEMBOLLERİN ANLAMLARI TABLOSU			
Sembol	Paketler / IBC'ler / römorklar / platform konteynerler	Kapalı konteynerler / portatif tanklar	Açık yol araçları / demiryolu vagonları / açık üst kaplar
X	Gerek Yok ya da IMDG DGL Sütun 16b	Gerek Yok	Gerek Yok
1	En az 3 m ayrılmalıdır.	Gerek Yok	En az 3 m ayrılmalıdır.
2	Açık alanlarda, hangarlarda veya ambarlarda minimum 6m'lik bir ayırma gereklidir, onaylanmış bir yangın duvarıyla ayrılmadıkça minimum 12 metre ayrılmalıdır.	Açık alanlarda, boylamasına ve yanıl olarak, hangarların veya depoların uzunlamasına ve yanıl olarak minimum 3m ayırma gerekliliği, onaylanmış bir yangın duvarıyla ayrılmadıkça sürece minimum 6m ayırma yapılması gereklidir.	Açık alanlarda, boylamasına ve yanıl olarak, hangarların veya depoların uzunlamasına ve yanıl olarak minimum 6m ayırma gerekliliği, onaylanmış bir yangın duvarıyla ayrılmadıkça sürece minimum 12m ayırma yapılması gereklidir.

Table 1.10 Separation Distances of Dangerous Cargoes in Shore Facility Open Areas and Warehouses Meanings of Symbols

5. HANDBOOK ON DANGEROUS CARGOES HANDLED IN COASTAL FACILITY

Coastal facilities engaged in dangerous cargo loading / unloading and handling and temporary storage activities in order to contribute to the safe fulfillment of these activities; Dangerous Cargo Handbook, which includes dangerous cargo classes, packages, packages, labels, markings and packaging groups of dangerous cargoes, separation tables on board and at the port according to the classes of dangerous cargoes, separation distances of dangerous cargoes, separation terms, dangerous cargo documents, dangerous cargoes emergency response action flow diagram, is prepared and submitted to the relevant persons.

6. OPERATIONAL CONSIDERATIONS

6.1. Procedures for the Safe Berthing, Mooring, Loading / Unloading, Sheltering or Anchoring of Ships Carrying Dangerous Goods Day and Night

- 1) It provides its own pilotage service and towage service authorized by the administration for the safe docking and mooring of ships carrying dangerous cargo.
- 2) The operation of all ships docking and anchoring in the port is under the control of the Port Authority.
- 3) Containers carrying dangerous goods are stacked in the IMO area. There are health and safety signs to prevent smoking in the dangerous goods area, to keep flame sources that may cause sparks away from the area and not to enter the relevant area without the permission of the Port Facility Security Officer.
- 4) In Martaş Port, in-container disinfection is carried out by the container owner agency and fumigation, gas measurement and gas purification operations are not carried out in the port area.
- 5) Ship, berthing, departure and loading/unloading operations are carried out within the scope of the "Procedure for Safe Handling of Packaged Dangerous Goods".

6.2. Procedures for Additional Measures to be Taken According to Seasonal Conditions for the Loading and Unloading of Dangerous Goods

MARTAŞ Port Facilities are notified of weather conditions before weather-related emergencies and daily weather reports are taken into consideration. As a port operator, meteorology conditions are constantly monitored. In case of severe storm notifications, operation employees, operators and authorized personnel of the ships docked at the dock are informed. The priority is to increase the ship's ropes under all circumstances and to ensure that the ship's machinery is always ready for action in the fastest way according to the severity of the coming storm. In the event that the ship tied to the dock cuts the rope and starts to leave the dock before the operation stops or continues, the following processes are followed:

1. If the vessel loading or unloading is in progress, the operation is stopped. The ship captain has full control of the process.
2. The ship captain follows company instructions.
3. In case 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.
4. Dangerous cargoes requiring temperature control are detailed in the "Temperature Controlled Dangerous Cargo Operation Procedure".

6.3. Flammable, Combustible and Explosive Load Procedures

Procedures for Keeping Flammable, Flammable and Explosive Cargoes Away from Spark Generating / Generating Operations and Not Operating Spark Generating / Generating Tools, Equipment or Instruments in Dangerous Goods Handling, Stacking and Storage Areas

In order to work safely with dangerous cargoes, the Procedure for Safe Handling of Packaged Dangerous Goods Operation is available and submitted to the employees. Apart from this procedure; on-the-job trainings, IMDG Code Awareness and IMDG Task Oriented Trainings are provided for employees from authorized institutions. In the area where IMDG coded cargo transport units are stacked, it is stated that flame, spark or fire sources such as cigarettes should not be around the cargo transport unit. Necessary safety and health signs are kept in these areas.

6.3.1. Procedure for the Safe Handling of Flammable, Combustible and Explosive Cargoes

Dangerous Freight should also be evaluated separately as follows, although this is also indicated in the definitions.

Dangerous cargo

- a) A substance or preparation that meets the criteria in the approved classification and labeling guidance for classification as an explosive, oxidizing, highly flammable, highly flammable or combustible substance or preparation, regardless of whether that substance or preparation is classified under the legislation,
- b) A substance or preparation that is not a substance or preparation falling within the scope of subparagraph (a) above, or a substance or preparation that poses a risk due to its physico-chemical or chemical properties and the way it is used or its presence in the workplace,
- c) Any dust which is not a substance or preparation falling within the scope of subparagraphs (a) or (b) above and which is capable of forming an explosive mixture with air or an explosive atmosphere, whether in the form of solid particles or fibrous materials or otherwise.

Explosive atmosphere means a mixture of air and one or more hazardous substances in the form of gases, vapors, mists or dusts under atmospheric conditions, and after ignition occurs, combustion spreads to the entire unburned mixture.

Hazard here means a physico-chemical or chemical characteristic of a hazardous substance that has the potential to cause fire, explosion or other events that have the potential to cause harmful physical effects similar to those caused by fire or explosion and affect a person's safety, and indeed references to "hazardous" in the guidance should be interpreted accordingly. This interpretation does not include the environmental impact caused by marine pollutants.

6.3.1.1. Objective

To ensure that the handling and temporary storage of dangerous cargoes of Flammable, Flammable and Explosive Cargoes are carried out safely. To eliminate the risks that may arise, to limit the impact or to use substitute options instead. In the work carried out in the port area, the possibility that a person's safety may be affected by harmful physical effects resulting from fire, explosion or other incidents arising from the dangerous properties of a dangerous cargo in connection with the work, as well as the extent of this damage should always be considered as a risk for us. Before starting the work, the risks should be interpreted by the risk assessment team formed by the HSE unit and the results should be shared with the relevant parties.

6.3.1.2. Application

The first document to be consulted before starting to work with any load is the Safety Data Sheet. Safety data sheets, which are our primary source of reference in case of hazards that may be created by any natural or artificial substance in solid, liquid, gas or vapor form and the precautions to be taken against them, personal protective equipment to be used and possible combustion or leakage, must be submitted in Turkish and in full before the request by the cargo concerned. The safety data sheets sent as a message must be confirmed by the cargo concerned. Because the safety data sheet should also be considered as a declaration made to the

port by the cargo concerned and in case of a possible nonconformity, the declarant should be associated with the relevant nonconformity.

The study area is the IMO site designated as a restricted area, hazardous cargo berths (Berths 1, 4, 6, 7 and 8) and solid hazardous bulk cargo sites.

It consists of flammable liquids and flammable gases containing cargo transport units in the working areas. As a packaged dangerous goods activity, box containers and portable tanks are intensively handled within the scope of Ro-Ro transportation. Additional risks to this work are the wastes of solid dangerous bulk cargoes and the area is cleaned after the operation and kept ready for the next work. Possible explosive dust environment is isolated.

What can occur as a result of post-combustion fire and explosion;

- 1) Thermal radiation (burns caused by radiated heat),
- 2) Thermal injury (burning substances on the skin),
- 3) Overpressurization (blast injuries);
- 4) Smoke, fire gases, unwanted releases (asphyxiation)

6.3.1.3. Stacking and Storage

- 1) A storage area must be established for packaged dangerous goods and containers carrying dangerous goods in accordance with the separation and stacking rules and temporary storage of such packaged goods and containers must be carried out in accordance with the separation and stacking rules. Necessary fire, environmental and other safety measures must be taken in these areas. If hazardous materials are stacked or stored in the entire site, access roads to the cargo transport units containing hazardous materials must be open and there must be equipment that can provide emergency facilities and capabilities that can be intervened in a short time.
- 2) Hardware, software and interfaces required for electronic data transfer for dangerous goods handled or temporarily stored must be provided.
- 3) Cargo transport units carrying temperature-controlled dangerous goods may be temporarily stored in the port only in special areas where necessary precautions are taken. The temperature values of the aforementioned cargo transport units must be continuously observed and monitored by remote monitoring facilities to the extent applicable.
- 4) Class 4.3 packages containing hazardous substances that emit flammable gas 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 not to be affected by rain, sea water and similar factors, and its location is shown in the port general layout plan. This area is equipped with warning signs indicating the risks of this type of cargo. CTUs containing such dangerous goods can be stacked in open facility areas if they are not affected by rain, sea water and similar factors.

6.3.1.4. Emergency Situation

- 6) In case of emergencies or accidents, first aid materials to be used for intervention should be kept in places known to staff and easily accessible.

7. DOCUMENTATION, CONTROL AND RECORDING

7.1. Procedures Regarding All Mandatory Documents, Information and Documents Related to Dangerous Goods, Their Provision and Control by the Relevant Persons

In the Field Planning Process, the collection of loading requests and the loading lists of the containers to be loaded on the ships expected to dock (There is also information about dangerous cargoes). Documents are provided in the work steps of entering the system. Dangerous cargoes are handled in the port area. SDS (safety data sheet) form is obtained from the customer. Loading and unloading lists of dangerous cargoes to be discharged/loaded from the ship before arriving at the port are forwarded to MARTAŞ Port Operation Department.

DOCUMENTS

1. Multimodal Transport Form
2. Transportation Document
3. Container / Vehicle Packaging Certificate
4. Documents required on board
 - Ship stowage plan of dangerous cargo and marine pollutants
 - Emergency response information
5. Other required information and documents
 - Air abrasion certificate (where relevant)
 - IMDG Code Exemption certificate with special provisions
 - 4.1 Notification for Spontaneously Reactive Substances, polymerization substances and 5.2 Organic Peroxides

It is covered under Chapter 5 of the IMDG Code. Under 5.4.1.1.1.1, this information can be transferred electronically via EDP or EDI. The information of dangerous cargoes arriving to the port by road will be notified to the port in advance.

However, Safety Data Sheets and Emergency Information will also be requested for each dangerous cargo. For dangerous goods arriving at the port using different modes of transport, the Multimodal Dangerous Goods Form must be submitted to the port authorities.

In addition, Container / Vehicle / Truck Packing Certificate (Container / Vehicle / Truck Packing Certificate) will be requested by the port for each cargo transport unit (CTU) containing dangerous cargo. Ships that will call at the port and have dangerous cargo on board must submit the Stowage Plan to the port as well as the Dangerous Cargo Manifest. For cargo transport units containing dangerous cargo that will be delivered from the port and will go to the customer by road, there must be transport documents in accordance with the ADR code.

7.2. Procedure for Keeping the Current List of All Dangerous Cargoes in the Coastal Facility Area and Other Relevant Information Regularly and Completely

Software program is used for MARTAŞ operation site. The location information of the dangerous cargoes in the field is entered into the system by field personnel, terminal tow truck operators and CRS operators. UN

numbers of all dangerous cargoes, tonnage information, information about their location in the current bay are included in the system.

The port operation department is informed by the work followers for the detection-inspection operations to be carried out with dangerous cargoes. After the SDS controls related to the load are made, if service is requested from the work followers (forklift) service is provided. Dangerous goods in the port area are managed according to DG-PR-04_Safe Handling of Packaged Dangerous Goods Procedure. In cases where there is no plate on the container with dangerous cargo and no label on the packaging, the sign, label, plate, plate, plate of the vehicle carrying dangerous cargo are completed. The transportation document (bill of lading) of the container carrying dangerous cargo is also sent to us. If there is a damage related to the dangerous cargo in the container, in case of a minor leakage, the area control is provided with absorbent material, for small packages it is taken to the leakage pool, and in case of a major leakage, the dangerous cargo in the container is taken to the leakage pools. In case of improper loading, the incident is recorded. Dangerous goods safety advisor and Regional Port Authority are notified. Class 4.3 dangerous cargoes that pose a danger in contact with water are taken under shed. In this way, the relevant load in the dangerous cargo area is protected against water.

7.3. Identification of Dangerous Goods Arriving at the Facility

Procedures for the Control and Reporting of Control Results that Dangerous Goods Arriving at the Facility are Properly Identified, Dangerous Goods are Properly Identified, Dangerous Goods are Correctly Shipped, Certified, Packaged / Packaged, Labeled and Declared, and Safely Loaded and Transported in the Proper Packaging, Container or Cargo Transport Unit and Reporting of Control Results

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

Accurate identification and classification of dangerous cargoes, determination of packaging groups, determination of secondary risks will be the result of the safety data sheet review.

In addition, as a result of the examinations to be carried out on both the cargo transport unit and the packaging, the suitability of both the cargo transport unit and the packaging for the cargo will be confirmed with the tank instructions and packaging instructions.

As a result of the examination of the cargoes in the multimodal transport form, transport document or other presentations documents, the requirement for environmental hazard sign, high temperature sign and direction arrows sign will be examined and no service will be provided until the missing signs are completed by the cargo authorities.

7.4. Procedures for the Supply and Retention of Safety Data Sheet (SDS)

The safety data sheet (SDS) from customers is forwarded to us according to national and international legislation. This information is included in the Procedure for the Safe Handling of Packaged Dangerous Goods Operation. SDS forms are published on our corporate web page for all parties (customers, cargo authorities, etc.) to access the facility.

7.5. Procedure for Keeping Records and Statistics of Dangerous Goods

The records of hazardous loads are kept in the field management program and SDS records are also available. The facility keeps records of the hazardous cargo handled during the year and quarterly notifications are made to the Administration and statistics on the amount of hazardous cargo handled at the facility are kept.

Dangerous cargo Quarterly Activity Report is submitted to the Administration at the end of each quarter. The report includes the amounts of cargo handled at the facility according to the types of cargo handled during the three-month period.

Cargo Types within the scope of the Directive on Dangerous Goods Carried by Sea						
Handled	Package d	Liquid Bulk	Solid Bulk	Explosive	Radioactive	Contagious
Loading						
Evacuation						
Transit						
Total						
Total Amounts of Dangerous Goods Carried by Sea according to Codes						
Handled	IMDG Code	IBC Code	IMSBC Code	IGC Code	Marpol Annex-1	
Loading						
Evacuation						
Transit						
Total						

*(ton, m3, kg, lt, gr or ml etc.)

7.6. Information on Quality Management System:

MARTAŞ Marmaraereğlisi Liman İşletmeleri A.Ş. "Integrated Management System" consists of ISO 9001:2015, ISO 14001:2015, ISO 45001:2018 certificates. Certificate No: 22.10.310-QM

Accident Prevention and Integrated Management Systems policy has been established, our commitments have been determined and our vision, mission and values are maintained through continuous improvements. The scope of the Integrated Management System includes container, Ro-Ro and general cargo storage, handling, ship loading and unloading (including dangerous cargo) operations.

It is intended to protect our employees and all our stakeholders regarding the safe temporary storage, stacking, handling, loading and unloading of dangerous cargoes in the hazard class within the scope of the IMDG Code without harming living beings and the environment.

With the management system, quality is increased by managing, monitoring, controlling and continuously improving the risks to an acceptable level, including the operation of dangerous cargoes.

8. EMERGENCIES, EMERGENCY PREPAREDNESS AND RESPONSE

8.1. Procedures for Intervention to Dangerous Goods and Dangerous Situations Involving Dangerous Goods that Pose Risk to Life, Property and/or Environment

Fixed

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

Information on bulk dangerous cargoes that are not within the scope of the operating license of MARTAŞ Port Operations is not included in the procedure.

To minimize and control the negative effects arising from emergencies (in extraordinary situations) such as industrial and / or dangerous cargo-induced accidents and natural disasters caused by dangerous and hazardous cargoes within the MARTAŞ Port area, to minimize or prevent the damage to people, goods and the environment and the negative impact of the society, to take the necessary measures to protect human health and the environment, to convey the necessary information to the relevant institutions / organizations, to provide the necessary restoration processes after the accident and to minimize business losses;

1. It plans studies and organizations to ensure preparedness for emergencies,
2. The duties, responsibilities and authorities of the organization and personnel in these matters are determined,
3. Affected people are given the right emergency response,
4. When necessary, the community and the immediate environment are informed.

8.1.1. Load Characteristics

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

It should be considered that the load may undergo significant changes if its own **temperature** and the **pressure** to which it is subjected change. For example, spontaneously reacting substances and organic peroxides tend to undergo strong exothermic decomposition even without the presence of oxygen (air). The same applies to the critical temperature, beyond which the substance cannot remain in the liquid state.

In addition to changes in temperature and pressure, changes in the load can also be caused by dilution of the main ingredient of the load or by the main ingredient becoming in solution to obtain another product. The following example of Ammonia will be quite illustrative for the rule.

1005 AMMONIAC in anhydrous form has the characteristics of class 2.3 toxic gases and class 8 corrosive by-product hazard, while UN 1043 FERTILIZER obtained by using free ammonia and ammoniodizing solution is assigned to non-toxic and non-flammable class 2.2 as dissolved gases. Again, ammonia solutions containing no more than 50% ammonia are assigned to UN 2073 and classified as non-flammable and non-toxic as dissolved gases. The example of ammonia is very important for understanding this paragraph. When UN 1005 AMMONIAC is diluted with water and is in a 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 at a given time. Chemical reaction rates;

1. Concentration of the chemical substance at a given moment
2. Temperature/precautionary exposure
3. Reaction time
4. Quantity (kilogram or liter)

Due to improper handling of dangerous goods, the consequences of a chemical reaction can lead to the following.

1. Fire
2. Explosion
3. Spillage
4. Injury
5. Death
6. Contamination
7. Marine life degradation
8. Radioactive

8.1.2. Risks of Dangerous Cargo Classes

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

1. **Petroleum by-products** - fire and explosion are the main risks. Such as diesel fuel, benzene, liquefied petroleum gas and other fuels.
2. **Chemical products** - (Industrial, pharmaceutical and agricultural) are 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.
3. **Minerals** - such as coal, sulfur, mineral concentrates and other metals or asbestos that can cause different diseases, injuries, poisoning or fires.
4. **Products of animal or vegetable origin** - such as fishmeal, oilseeds and pressed cakes made from cotton, can cause spontaneous combustion, fire or explosions
5. **Radioactive materials** - used for a variety of industrial and medical processes, as well as for military applications, where high doses can cause immediate harm or even small doses can cause cancer and other diseases if people are exposed to them for a long time.
6. Most substances from Class 1 to Class 9 are considered marine pollutants. A marine pollutant is defined as "any substance that will impair 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 are;

1. 6.7.2.20 (tanks used for all classes except class 2)
2. 6.7.3.16 (tanks for liquefied gases and chemicals under pressure without refrigeration - T50 tanks)
3. 6.7.4.15 (tanks for refrigerated liquefied gases - T75 tanks)
4. 6.7.5.13 (tanks used for multi-element gas containers)
5. SOC containers must have CSC safety approval on them.
6. In accordance with the obligation to issue "Container/Vehicle Packaging Certificate" within the scope of Article 15 - (4) of the "DANGEROUS GOODS SHIPPING AND LOADING SAFETY REGULATION" of the cargo transport units containing packaged dangerous cargo, the relevant document is required to be on the inner right cover of the container. Cargo transportation units that do not have "Container/Vehicle Packing Certificate" on the right inside cover will not be served until the deficiency is eliminated.
7. Periodic inspections of containers and tanks should be checked.
8. Container lifting equipment maintenance attitudes should be made.

8.1.4. Things to be Considered and Done in Working with Dangerous Goods

8.1.4.1. Class 2 - Gases

THINGS TO WATCH OUT FOR

- All are particularly asphyxiating 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 have a lethal, toxic or harmful effect (Table 1.11 gives group sizes).
- Gases are usually heavier than air and accumulate on the ground. Methane and Hydrogen are lighter than air.
- Gases can collect in sewers, building basements or pit areas, and lighter gases can collect on the upper floors of buildings.
- Tanks and cylinders may explode due to heat or fire.

WHAT TO DO

- For large-scale spillage and leakage events such as storage tanks or tanker trucks, the isolation distance (800 meters for 2.1 flammable gases and 100 meters for other classes) should be isolated.
- The area inside the border should be evacuated and access to the area should be prohibited.
- Closed Circuit Fresh Air Inhaler and personal protective equipment must be fully equipped.
- When the risk of spillage, spillage, leakage or fire in the box container is assessed, the need for ventilation before intervention should be checked and, if necessary, the appropriate time for ventilation should be waited without intervening. For example, when it is detected that there is leakage in 6.1 toxic substance packages, the container lids should be opened first and the cargo should be ventilated for an appropriate period of time according to the hazard group and then intervened.
- Where it is safe to stop the leak, this option should be implemented quickly. If the packaging caps and valves are sufficient for this purpose, they should be closed immediately.
- Ignition sources must be switched off before intervention.
- Gases can increase 250-300 times from liquid to gaseous form when they leave their container to the atmosphere. The isolated area must be kept safe until the gases dissipate.

8.1.4.2. Class 3 - Flammable Liquids

THINGS TO WATCH OUT FOR

- If there is a safety data sheet for the cargo, the flash point should be determined from Section 9.
- Regardless of flash point, liquids and vapors with a boiling point of 35 °C and below are extremely flammable liquids and vapors assigned the H224 hazard statement.
- Liquids and vapors with a flash point below 23^(o)C are assigned hazard statement H225 and are highly flammable liquids and vapors.
- Vapors with a flash point between 23 °C and 60 °C and a boiling point above 35^(o)C are flammable liquid vapors assigned the hazard statement H226.
- Some are carcinogenic.

- H350 hazard statement may cause cancer.
- The 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.
- Vapors of flammable liquids with a low flash point (PN<36) can be ignited by static electricity or an ignition source.
- The tank may explode as its internal pressure will increase due to heat or fire.
- Steam explosions can occur indoors, outdoors or in drains.
- Discharge can cause contamination.
- Foam should be applied to prevent vaporization.

WHAT TO DO

- Some loads with a hazard statement of H226 do not burn immediately when they encounter a flame source. For example, diesel fuel. When this type of cargo is mixed with cargoes with a hazard statement of H 224 or H225, flash points and initial boiling points may change and combustion may occur.
- Static electricity must be combated for all charges with flammable hazard statements.
- Interventions to cargo transport units such as box containers or IBC tanks should be considered as small spills and leaks and the area should be isolated. Personnel trained in the use of portable fire extinguishers can intervene before the fire grows.
- Cargo carrying units with an average of 20-30 tons of actual load, such as portable tanks, should be considered as large-scale spills and leaks and entry to the area should be prohibited by evacuating the areas within the isolation distance limits. In such fires, the fire department should be immediately notified and all other flammable objects in the vicinity should be removed from the area.
- The personnel who will intervene must discharge the static electricity on them.
- Closed Circuit Fresh Air Inhaler and personal protective equipment should be used for intervention.
- Before intervening in the 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. If the packaging caps and valves are sufficient for this purpose, they should be closed immediately.
- Ignition sources must be switched 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 cargoes consist of flammable solids, self-reactive substances, polymerizing agents and solid explosives with reduced sensitivity.
- 4.2 loads consist of materials prone to spontaneous combustion and
- 4.3 cargoes are substances that emit flammable gases when in contact with water. When 4.3 substances have an ancillary hazard (e.g. 4.3 + 6.1) or are themselves an ancillary hazard of another class (8 + 4.3), they are generally considered to be highly dangerous cargoes and should be approached with caution. If it is an ancillary or secondary hazard, the precautions of the main hazard should be taken into account. For example, UN 2011 MAGNESIUM PHOSPHIDE is a class 4.3 substance with a secondary hazard of 6.1 toxic substance and inhalation hazards should be considered.

THINGS TO WATCH OUT FOR

- The load may burn with heat and sparks or with air.
- May react violently with water. Class 4.3 substances should not be handled with water.
- Attention should be paid to side hazards. Toxic gases should be considered. Group sizes in Table 1.11 should be taken into consideration.
- Discharge can cause contamination.

WHAT TO DO

- Closed Circuit Fresh Air Inhaler and personal protective equipment should be used for intervention.
- The danger area should be isolated and access should be prohibited.
- Position against the wind and avoid low-lying areas.
- Water should be prevented from entering the containers.
- Water or foam should not be used as intervention equipment for class 4.3 loads.
- For magnesium, dry sand should be used.

8.1.4.4. Class 5 Loads

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

THINGS TO WATCH OUT FOR

- Liquid oxygen can explode in contact with hydrocarbons such as asphalt, oils, fuels.
- They increase combustion and explosions even though they are not themselves flammable.
- It has toxic and harmful effects orally, dermally and by inhalation of its vapors.
- Contact with eyes and skin may cause burns.
- Runoff can cause water pollution.
- These substances can ignite other flammable materials.
- Reactions with fuels are violent.
- May produce toxic fumes. In such cases, the group sizes in Table 1.11 should be considered.

WHAT TO DO

- The danger area should be isolated and access should be prohibited.
- Position upwind and avoid low-lying areas for heavier-than-air materials.
- Before intervening in the cargo transport units, their covers should be opened and ventilation should be provided.
- Closed Circuit Fresh Air Inhaler and personal protective equipment should be used for intervention.

- Flammable materials should be kept away from spills, leaks or splashes.
- Loads in the danger zone must not be touched or walked on.
- Create a pit 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 WATCH OUT FOR

- Poisons can be in liquid, gas or solid form (more information on gases is given under class 2).
- This class of substances may have a lethal, toxic or harmful effect if swallowed or in contact with skin.
- Their containers can range from paper bags to large tanks.
- Part 13 of the safety data sheet should be examined and the LD50 oral and dermal toxicity data and LC50 toxicity by inhalation of dust and mist should be noted.
- The table below is the group's measurements by oral, dermal and inhalation of dusts and mists.

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

Table 1.11 Toxic Substances, Gases Group Dimensions Table

WHAT TO DO

- The danger area should be isolated and access should be prohibited.
- Stand against the wind.
- Stay away from low areas.
- Closed Circuit Fresh Air Inhaler and personal protective equipment should be used for intervention. Do not handle loads with hazard statements H330 and H331 without a half face mask and googli type goggles or full face mask.
- When handling loads with hazard statements H310, H311 and H312, boots, gloves, overalls, face mask and goggles must be worn.
- They should try to extinguish the fire from a safe distance.
- Water used for extinguishing fires should be collected for disposal.
- If the fire cannot be intervened in the first 3 minutes or cannot be extinguished even if it is intervened, it should be considered as a major fire and the fire brigade should be notified and the cargo transport unit or loads should be left to burn.
- When intervening in the danger zone, the wind direction changes should be constantly monitored and a position should be taken in the direction of the wind immediately.

8.1.4.6. Class 8 Corrosive Substances

THINGS TO WATCH OUT FOR

- The majority of loads belonging to this class are diluted in water.
- Water may be used if the side hazard of these water-soluble substances is not class 4.3.
- Water curtains should be used to lower vapor clouds in the air.
- The flow must be stopped, it may cause water pollution.
- Neutralization in a container is not recommended as it can 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).
- Although they are of the same class, charges with alkaline and acid properties must be separated. For this purpose, pH values should be examined in Section 9 of the safety data sheet. Acids and alkalis should not come into contact with each other in case of spillage, spillage or leakage.

WHAT TO DO

- The danger area should be isolated and access should be prohibited.
- Closed Circuit Fresh Air Inhaler and personal protective equipment should be used for intervention.
- Loads in the danger zone must not be touched or walked on.
- If it can be done safely, stop the leak.
- A well should be drilled at a remote point of the liquid spillage for later disposal.
- Response personnel should wear protective clothing.

8.1.4.7. Class 9 Miscellaneous Dangerous Goods and Objects

THINGS TO WATCH OUT FOR

- Some of the loads belonging to this class are flammable but not easily ignited.
- The containers may explode when heated.
- Some of them can be transported hot.
- Inhalation of the substance may be harmful.
- Contact with the substance may burn the skin and eyes.
- Inhalation of asbestos dust can cause damage to the lungs.
- Fire may produce irritating and/or toxic gases.

WHAT TO DO

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

8.1.5. Assessment of Risks in Working with Dangerous Goods

1. Risk assessment studies in working with dangerous cargoes are carried out within the entire port. All processes, activities, work equipment, materials used, subcontractor work, buildings and annexes, human behavior and working environments are taken into account during risk assessment. Before starting the risk assessment, risk assessment teams consisting of all departments are formed.
2. While the studies are being carried out, the Risk Assessment Team informs the employees in the field about the purpose of this study, obtains information from them about the risks they face in the field and this information is taken into consideration in the risk assessment studies. Thus, information support is received from the personnel working with dangerous cargoes in the field and their participation in the risk assessment is ensured. The risk assessment studies are recorded in HS-LS-01 Port Risk Analysis.
3. It is obligatory to inform MARTAŞ Marmaraereğlisi Port Management Inc. before the entry of dangerous cargo and containers coming to the port by any means and for any purpose. Ships are not allowed to dock at MARTAŞ Pendik Port without obtaining a ship docking order. Dangerous cargoes at MARTAŞ Port are managed according to national and international maritime rules. The stowage of containers in hazard class and the loading rules of dangerous materials in the container are applied as stipulated by the World Maritime Organization (IMO).
4. Dangerous cargoes are managed in accordance with the IMDG code application under the SOLAS convention. This area
 1. Marked separately from other parking spaces (for trailers)
 2. Separation in the container area is made taking into account the stacking rules.
 3. A leakage pool is available to collect possible leaks.
 4. In this area, there is a water fire extinguishing line, hydrants, fire tower for effective defense in a possible fire. If necessary, it can also be intervened with sea water over the pier.

8.2. Information on the Capability, Ability and Capacity of the Coastal Facility to Respond to Emergencies

- Emergency equipment to be used to intervene in case of emergencies or accidents is included in the Emergency Plan. . HS-PR-50-01 Emergency Plan.
- Necessary warning signs and fire alarm buttons are visible and easily accessible. In hazardous locations and situations, the relevant personnel are equipped with personal protective clothing and equipment in accordance with occupational health and safety criteria.
- Personnel who do not have personal protective clothing and equipment suitable for their job descriptions and work areas are not employed.
- Communication equipment is of a type that can be used safely in loading/unloading and handling operations of dangerous cargoes and is of a number and sufficiency to ensure uninterrupted communication and is kept in working order.
- Training is provided in accordance with the relevant legislation on emergency response, occupational health and safety, safety and similar issues in accordance with the job descriptions and working areas of the personnel involved in the loading/unloading of packaged dangerous goods.
- Our port facility is equipped with sufficient volume of water-connected, electric and diesel engine water pump for cooling purposes with sufficient power and capacity, fire hydrant connected with fire pipes in sufficient number / diameter to the required places, fire cabinet, backup energy generation devices (generator) with sufficient power, sufficient number of foam and dry chemical

/ dust fixed / portable fire extinguishing devices, and there is a port fire plan approved by a competent engineer.

- Detailed information on the Safe Handling of Packaged Dangerous Goods is contained in DG-PR-04_Safe Handling of Packaged Dangerous Goods Procedure and HS-PR-50-01 Emergency Plan in our document management system.
- There are 27 hydrants and 2 fire pumps in our port area.

List of portable fire extinguishers and their locations	
Work Machine YSC	
Weight	Quantity
2kg(KKT)	12 pieces
6kg(KKT)	33 pieces
Iskele YSC	
Weight	Quantity
5kg(CO2)	37 pieces
6kg(KKT)	63 pieces
50kg(foam)	4 pieces
Tier YSC	
Weight	Quantity
5kg(CO2)	2 pieces
6kg(KKT)	29 pieces
50kg(foam)	2 pieces
Port YSC	
Weight	Quantity
5kg(CO2)	23 pieces
6kg(KKT)	39 pieces
18kg(FWET)	1 piece
30kg(CO2)	2 pieces
<u>TOTAL</u>	<u>247 units</u>

8.2.1. Emergency Situations in Coastal Facility

Accordingly, coastal facility emergencies are as follows;

1. Plant, equipment, site and vessel fires and explosions
2. Cargo fires or leakage, flow or spillage of dangerous cargoes belonging to each hazardous cargo class and sub-hazard classes allowed to be handled and/or temporarily stored in the coastal facility
3. Marine pollution caused by dangerous cargoes
4. Gas leakage
5. Power outage
6. Earthquake and flood

Hazardous chemical spillage, which is the subject of the hazardous cargo handling guide, will be addressed.

8.2.2. Emergency Plan

The purpose of the Emergency Plan is to define the activities to be carried out and the paths to be followed in order to ensure effective emergency responsibility in case of any accident, danger and emergency (fire, earthquake, flood, etc.).

Works related to emergencies in the facility are included in HS-PR-50-01 Emergency Plan.

8.3. Regulations on First Response to Accidents Involving Dangerous Goods

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

Emergency response methods such as warning, search, rescue, evacuation, communication, first aid, first aid, fire fighting in case of emergencies arising from dangerous cargoes at MARTAŞ are evaluated separately under the headings of fire, explosion, natural disasters and sabotage. The practices to be carried out in possible emergencies at the facility are described in HS-PR-50-01 Emergency Procedure.

negativities that may be encountered during the intervention in case of an emergency caused by dangerous cargoes are as follows.

- Challenging combat conditions; inability to intervene closely, transportation difficulties, weather conditions, high risk of cargo transport units.
- Emotional and psychological negativity; time constraints to respond to a dangerous situation resulting from emergencies caused by dangerous cargoes, death or injury, deep responsibility to help.
- Physical fatigue; heavy work for intervention, exhaustion as a result of long intervention times.

8.3.1. Emergency Response for Fire

- Emergency alarm buttons are available at the shore facility.

- When a fire is detected, information such as the class, subclass, side hazard, packaging group, UN number, full shipment name of the dangerous cargo will be determined and the fire brigade will be notified via telephone number 112.
- In case of fires caused by dangerous cargo, the existing facilities of the facility will be maximized until the time it takes for the fire brigade to arrive at the coastal facility and intervene.
- Emergency response teams will take the necessary actions for the evacuation of other employees and provide guidance for the efficient use of the emergency exit.

8.3.2. Emergency Response for Explosion

- The person who detects the explosion caused by dangerous cargoes should quickly inform his/her immediate supervisor about the area where the explosion occurred, the sign, label and orange plate information on the cargo transport unit that caused the explosion, if any.
- The nearest emergency button should be pressed as soon as an explosion is detected.
- Fire brigade and other emergency services should be called to inform them about the explosion and any injured people.
- Within the framework of the instructions of the emergency teams, exit the emergency exit in the direction shown and go to the emergency gathering area. You should be included in the count to be made here.
- Personnel designated from emergency teams should cut off the natural gas and electricity of the workplace. They should act by checking whether explosive chemicals pose a danger.
- The fire-fighting team should start extinguishing with emergency equipment to prevent a fire from starting or growing after the explosion.
- The Rescue Team must ensure that employees are evacuated from the explosion site and the entire workplace and reach a safe place. After assisting those who are not injured to reach a safe place, they should start rescuing the injured within the framework of the training they have received.
- The first aid team must give first aid to the injured.
- Provide information to officials about the explosion. Contribute to the reports prepared afterwards.

8.3.3. Emergency Response for Natural Disasters

When dangerous cargoes are exposed to natural disasters such as earthquakes, excessive rainfall, storms, strong snowfall at the coastal facility, AFAD resources can be utilized. According to this

- Everyone should be notified with the emergency notification button. If this is not possible, those around should be warned audibly.
- Those in the open should stay in the protection zone.
- Evacuation should start immediately and move to safe places.
- If there are casualties, first aid teams should intervene.
- The valves should be checked for leaks.
- Natural gas and electricity installations must be switched off.

The practices to be carried out in possible emergencies at the facility are described in DG-UG-01_Natural Disaster Management Instruction.

8.3.4. First Aid and Emergency Response Requiring Evacuation

- First aid teams should be informed quickly for situations requiring first aid and evacuation caused by dangerous cargoes.

- First aid team members should intervene on the injured and provide information to higher supervisors.
- If necessary, support from 112 should be requested.
- The guidance of the occupational physician and occupational safety specialist should be followed.

8.3.5. Emergency Response in Sabotage Situations

In hazardous cargo storage areas, the immediate superior must be notified immediately upon detection of sabotage.

- Suspicious package found
- Suspicious person detection
- Protest or demonstration in dangerous cargo areas (transport vehicle drivers or workers should also be considered).
- It should be ensured that the security supervisor is notified / security officers are notified.
- A safe area should be chosen and the position should be maintained.
- Do not participate as a bystander in a suspicious situation.
- Actions should be taken according to the relevant emergency response procedures such as fire, explosion, etc.

Practices to be carried out in case of possible emergencies at the facility are described in the company ISPS plan.

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

Communication within the facility: When an emergency occurs, the first person who sees the emergency situation first informs the first supervisor while initiating the necessary intervention. The first supervisor informs the Port Directorate. The relevant managers come to the scene and make a preliminary assessment, if they are outside the facility, they determine how the necessary intervention will be by telephone. Accordingly, Emergency Response Teams are notified through the OHS department and Security Directorate. Other employees and third parties who are not part of the team are gathered at the defined gathering place and counting is done.

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

Off-site communication: During an emergency, the press and the public are informed with the knowledge and guidance of the Senior Management. Communication with public institutions and organizations that need to be informed about the emergency is specified in the Emergency Plan.

8.5. Accident Reporting Procedures

Within the scope of Article 11-(1) I of the Regulation on the Carriage of Dangerous Goods by Sea and Loading Safety Regulation under the title of Responsibilities of the Coastal Facility Operator; accidents related to dangerous cargoes are reported to the port authority.

During the transportation of dangerous cargoes by sea or handling and / or storage of dangerous cargoes in coastal facilities; The chain of events or events originating from dangerous cargoes or involving dangerous cargoes with harmful consequences such as death, injury, material damage and environmental pollution is defined as an accident in the directive. Accordingly, when there is an undesired accident at the coastal facility, the following accident notification form will be filled out and submitted to the port authority. "Dangerous cargo accident incident notification form" is used in accidents.

8.6. Method of Coordination, Support and Cooperation with Official Authorities

All accidents related to dangerous cargoes will first be coordinated with the Port Authority. With the notification of the Port Authority, support and cooperation will be provided with the assistance units of the Hospital, Fire Brigade, AFAD, and neighboring facilities.

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

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

Taking into account the urgency of the situation and the extent of the danger, when it is assessed that there is no possibility or time to ask for help, assistance and support teams will be assigned to intervene in the incident.

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

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

Emergency Phone Calls

1	LIFE	SHAHIN	ASSISTANT GENERAL MANAGER OF OPERATIONS	0533 254 60 10
2	TAYLAN	KILIÇASLAN	CHIEF OF COMMERCIAL AFFAIRS	0545 235 55 61
3	NAZ	OLGAÇ	OCCUPATIONAL SAFETY SPECIALIST	0549 814 83 48
4	OSMAN	ALTUNTAŞ	PORT OPERATION CHIEF	0530 177 15 70
5	MEHMET	İBİŞ	PORT SHIFT SUPERVISOR	0543 620 83 86
6	AHMET	ÇETİNER	PORT SHIFT SUPERVISOR	0539 924 22 44
7	SONER	CEBI	PORT SHIFT SUPERVISOR	0 533 765 54 90

8.7. Emergency Evacuation Plan for Emergency Evacuation of Ships and Marine Vehicles from Shore Facility in Emergency Situations

Emergency situations that may occur for ships and marine vessels to leave the coastal facility are specified in document DG-PL-03 MARTAŞ Ship Emergency Evacuation Plan. and notifications and operation plans to be made before, during and after evacuation;

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

As a port operator, meteorological conditions are constantly monitored. In case of severe storm warnings, information is given to the operation staff, operators and the watch personnel of the ships docked at the dock. The priority is to increase the ship's ropes under all circumstances and to ensure that the ship's machinery is always ready for action in the fastest way according to the severity of the coming storm. DG-PL-03 MARTAŞ Ship Emergency Evacuation Plan

DG-FR-09_Ship Emergency Evacuation Control Form is used in emergency situations such as possible ship accidents at the facility.

8.8. Procedures for the handling and disposal of cargoes containing damaged dangerous cargoes and wastes contaminated with dangerous cargoes

There is a specially designated area for the handling of damaged cargo transport units and packages containing dangerous cargo. There are 2 40 feet container capacity leakage pools in the facility. After the hazardous cargo accumulated in the pools after the leakage is determined as hazardous waste, it is sent to licensed/recycling facilities by licensed waste transportation vehicle.

When the danger of damaged cargo transport units, leaking packaging is minimized, the necessary precautions are taken for the environment and the damaged cargo transport units are either taken out of the facility urgently by the cargo interest or the service is provided after the necessary precautions are taken.

In addition, there are 2 portable IBCs with a capacity of 2 tons for damaged packages that do not cause any damage to the container, only due to the damage of the packaging itself and the risk of cargo residue contamination to other packages. These IBCs are used for packaging load damages that may occur during detection, inspection or sampling operations, and after the leakage is over and the packaging is cleaned, the service is continued after the necessary notifications are made.

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

After the hazardous cargo accumulated in the pools after leakage is identified as waste, the relevant wastes are sent to licensed/recycling facilities with licensed waste transportation vehicles and recorded.

8.9. Emergency Drills and Their Records

Drills are conducted at least once a year at MARTAŞ to prepare for emergencies.

Personnel working with dangerous cargoes are made ready for a possible emergency by rehearsing emergency situations through drills. All of the drills are conducted with scenarios, with and, if necessary, without notice. After the drills, a report is prepared and recorded.

Drills

1. In-port ISPS Code and Emergency Evacuation drill
2. Drills to develop skills in the use of portable fire extinguishers
3. Dangerous cargoes are in the form of spillage and scattering drills.

8.10. Information on Fire Protection Systems

There are sufficient number of fire extinguishers, fire cabinets, portable fire extinguisher carts and hydrants to be used in case of possible fire in our facility. There are automatic fire extinguishing systems in closed areas and critical points (electrical panel, transformer, STS Cranes, etc.) in the port area. The control of these systems is carried out for the periods given within the scope of the Regulation on Fire Protection of Buildings. In our facility, fire cabinets and hydrants are regularly checked and recorded. In addition, the diesel and electric pumps connected to this system are regularly operated and any damage to the fire lines is detected, repaired immediately and recorded.

Information on the equipment to be used in case of fire in our facility is included in HS-PR-50-01 Emergency Plan.

8.11. Procedures for Approval, Inspection, Testing, Maintenance and Availability of Fire Protection Systems

Within the scope of the relevant legislation, fire protection systems such as pumps, hoses, fire lines, hydrants, fire extinguishers, etc. are checked monthly and tube changes are provided, while water extinguishing systems are checked annually by an accredited company. Deficiencies identified within the scope of regular controls carried out in our facility are reported to the relevant departments and are quickly eliminated.

Planned maintenance of fire protection systems in our facility is carried out by authorized companies within the scope of the relevant legislation and control follow-up is carried out according to WS-MA-01_Annual Maintenance and Checklist.

8.12. Precautions to be taken when the fire protection system is not working

Fire protection systems are routinely checked and recorded in our facility. For parts or equipment that are found to be defective in the system, a part request is made urgently from the system (SERTICA). Work is initiated to eliminate the malfunction.

Both fresh water and sea water fire pumps are double in our facility. Sea water fire pump system works with diesel generator system. The generator is activated in case of power outages. In cases where the fire protection system is not activated, malfunctioning or broken; the backup fire pump is activated.

In cases where the fire protection system is not activated, malfunctioning or broken, the mobile fire extinguisher in our facility is used.

Our own tugboats are used to respond to fires that may occur on the sea side, and interventions are carried out by requesting assistance from the Pendik Fire Department and AFAD.

8.13. Other Risk Control Equipment

In our facility, there are fire detection systems, lightning rod, isaloter detector base, wind alarm, emergency alarm buttons throughout the facility, emergency siren, announcement system, radio system in the work machines, port border security warning system (for alarm cameras), X-Ray and Gammaray device control equipment under the control of the customs directorate used for the inspection of import and export vehicles in the port.

Of the other risk control equipment mentioned above, those under the control of our facility are checked annually to ensure efficient and correct operation of the equipment.

9. OCCUPATIONAL HEALTH AND SAFETY

There can be no flexibility in the implementation of occupational health and safety provisions in the coastal facility and they are applied one-to-one. All staff are expected to participate in health and safety measures and implementation should be total.

All employees are obliged to think and act primarily for their own health and safety, then for the health and safety of their colleagues, and then for the safety of other living beings. While doing so, they must comply with the rules within the facility one-to-one and avoid attitudes and behaviors that are determined as prohibited, and must fulfill and implement coercive and directive instructions.

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

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

9.1.1. General considerations

Workers, emergency exit and first aid signs (signs giving information about emergency exit routes, first aid/rescue), information signs (prohibition signs, warning signs, ordering signs, other signs giving information other than emergency exit and first aid signs), additional information sign (sign giving additional information used in conjunction with a sign), hand sign (predefined movements and positions of hands and arms to guide operators performing maneuvers that may pose a danger to workers), imperative signs (a sign that specifies a mandatory behavior to be followed, safety color (a color that has a special meaning in terms of safety), illuminated sign (a sign device made of transparent / translucent material that is given the appearance of an illuminated structure), sign plate (giving special information about the combination of a geometric shape, color, symbol or pictogram, sign made visible with adequate illumination), signaller (the person giving the sign), operator (the person using the tools and equipment following the sign), health and safety sign (a sign indicating a specific object, activity or situation, warning of hazards that provides information or instructions on occupational health and safety through signage, color, audible or light signal, verbal communication or gesture), know and apply symbols/pictograms (a shape used on a sign or illuminated surface that identifies a situation or directs a specific behavior), verbal communication (a verbal message with a predetermined meaning transmitted by human voice or artificial human voice), 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 to danger).

9.1.2. Types of signs

Fixed and permanent signs

- Fixed and permanent signage shall be used to indicate and recognize prohibitions, warnings and mandatory work, as well as the location of emergency escape routes and first aid facilities.

- The locations of fire fighting equipment shall be permanently marked with a signpost and red color.
- The markings on the container must fulfill the provisions of the relevant transport codes.
- Areas where there is a risk of striking or falling into obstacles will be permanently identified with signage and safety coloring.
- Traffic routes will be permanently marked with safety color.

Temporary signs

- Where necessary, taking into account the possibility of using signs together and interchangeably, light signals, audible signals and/or verbal communication shall be used to signal danger, to call the relevant person to take the necessary measures and for the emergency evacuation of workers.
- Where necessary, hand signals and/or verbal communication will be used to guide those who may cause danger or perform dangerous maneuvers.

9.1.2.1. Use of signs together and interchangeably

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

- Where there are obstacles or fall hazards; signpost or safety color
- Light signal, audible signal or verbal communication
- Hand gestures or verbal communication

The following signs may be used together.

- Illuminated sign and audible signal
- Illuminated sign and verbal communication
- Hand gestures and verbal communication

9.1.3. The considerations in the table below apply to all safety color markings.

Color	Meaning or Purpose	Instruction and Information
Red	Forbidden sign	Dangerous movement or behavior
	Danger alert	Stop, shutdown, emergency stop, evacuate
	Fire fighting equipment	Demonstration and identification of the location of equipment
Yellow	Warning sign	Be careful, take precautions, control
Blue (1)	Sign of necessity	A specific behavior or action Use personal protective equipment
Green	Emergency exit, first aid sign	Doors, exit points and ways, 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 particularly striking in poor natural visibility.	

- 1) Situations that may adversely affect the function of the signs should be avoided.

- 2) A large number of signs shall not be placed too close together.
- 3) Two illuminated signs that are likely to be confused shall not be used at the same time.
- 4) An illuminated sign shall not be used in close proximity to another illuminated sign.
- 5) Multiple voice signals will not be used at the same time.
- 6) Audible signals will not be used where there is a lot of ambient noise.
- 7) Signals or signaling devices shall be of suitable design, in sufficient number, suitably located, properly maintained and repaired, and in good working order.
- 8) Signals and signaling devices shall be cleaned, inspected, maintained and repaired at regular intervals and replaced as necessary to maintain their manufactured characteristics and/or functional quality.
- 9) The number and placement of signs and signaling devices shall be determined according to the magnitude of the hazard and the area to which they apply.
- 10) Signs operating with any energy shall be ensured to operate immediately with a backup energy source in case the energy is cut off and the danger cannot be prevented in any other way. The energy sources used shall be in accordance with the safety conditions.
- 11) The start of operation of the illuminated sign and/or audible signals indicates the start of the work or movement to be performed. The illuminated sign or audible signal will continue to operate during the work or movement. The illuminated sign and audible signal will be operable again immediately after they are used and stopped.
- 12) Illuminated signs and audible signals shall be checked before and at sufficient intervals during use to ensure their correct and effective operation.
- 13) If there are any obstacles to workers' sight and hearing, including those arising from the use of personal protective equipment, measures shall be taken to reinforce or replace the relevant signs.

9.1.4. MINIMUM REQUIREMENTS FOR SIGNPOSTS

Forms and colors of signs indicating prohibition, warning, order, escape route, equipment to be used in emergencies or for fire fighting and similar signs according to their special purposes are given in 9.2.4.1.

Pictograms should be as simple as possible and include only basic details.

Signboards shall be made of impact and weather resistant material suitable for the environment in which they are used.

The size of the signs and their colorimetric and photometric properties will ensure that they are easily visible and understandable.

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

When the situation indicated by the signpost is removed, the signpost will also be removed.

9.1.4.1. Signboards to be used

Prohibitive signs; Circle-shaped, black pictogram on 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 allowed



It is forbidden to extinguish with water



Non-drinkable



No unauthorized entry



No construction equipment



Do not touch

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



Flammable material or high temperature



Explosive material



Toxic substance



Corrosive substance



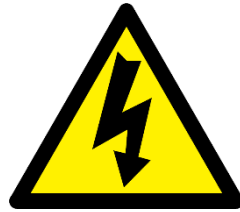
Radioactive material



Suspended load



Construction equipment



Electricity hazard



Danger



Laser beam



Oxidizing agent



Non-ionizing radiation



Strong magnetic field



Engel



Fall hazard



Biological risk



Low temperature



Harmful or irritating
substance

Commanding signs; Circle-shaped, white pictogram on a blue background (the blue parts shall cover at least 50% of the sign area).



Use glasses



Wear a helmet



Wear gloves



Use a mask



Wear work shoes



Use the pedestrian path



Wear protective clothing



Use a face shield



Use a seat belt

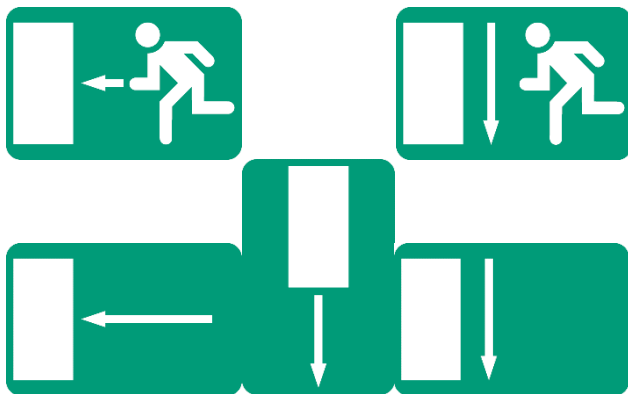


Wear ear protection



General mandatory sign (to be used in combination with other signs when necessary)

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



Fire Hose



Fire Escape



Fire Extinguisher



Emergency Fire Telephone



Directions (Auxiliary information sign)

9.1.5. MINIMUM REQUIREMENTS FOR SIGNS USED TO IDENTIFY OBSTACLES, DANGEROUS PLACES AND TRAFFIC ROUTES

Signs for obstacles and dangerous places

Places where there is a danger of hitting obstacles, falling or objects falling, and areas where workers move around during their work within the operating 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 hazardous area.

Yellow-black or red-white stripes are painted at approximately 45 degrees and of the same size.



Marking of traffic routes

If the use of workplaces and equipment requires the protection of workers, roads open to vehicular traffic shall be clearly marked with continuous yellow or white stripes in a clearly distinguishable manner, taking into account the color of the ground.

Lanes shall be drawn to indicate a safe distance between vehicles and objects that may be in close proximity to vehicles and between vehicles and pedestrians.

Roads with continuous traffic in the open areas of the installations shall, as far as practicable, be marked as specified above, unless suitable barriers and sidewalks are provided.

9.1.6. MINIMUM RULES FOR ORAL COMMUNICATION

- In oral communication between one or more persons, short texts, sentences, words or phrases 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 appropriate for reliable verbal communication.
- Verbal communication will be by direct human voice or by human or artificial human voice broadcast through an appropriate medium.
- People involved in verbal communication will know the language used at a level to be able to pronounce and understand the verbal message correctly in order to perform the desired behavior in terms of health and safety.
- When verbal communication is used instead of or in combination with gestures, the following commands will be used.
 - start: to start a process or action
 - stop: to stop or end a movement
 - ok: to end an operation
 - up: to lift a load upwards
 - down: to lower a load down
 - forward - backward - right - left: (These commands will be used in coordination with appropriate hand movements).
 - cut: to stop urgently
 - quick: to speed up a movement for safety reasons

9.1.7. MINIMUM REQUIREMENTS FOR HAND SIGNS

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

2. Special rules of use

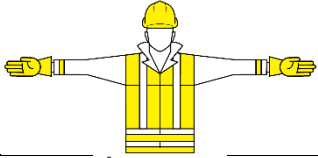
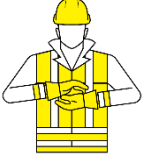
- The operator will act according to the instructions of the signaller (the person who gives the signs with hand-arm gestures).
- The signalman will use hand-arm gestures to give maneuvering instructions to the operator.

- The signalman must be able to visually observe all maneuvers from his position so as not to endanger himself.
- The main task of the signalman is to direct the maneuvers and ensure the safety of the workers in the maneuver area.
- If one beacon cannot perform the safe maneuver, more beacons will be deployed in addition.
- The operator shall stop the maneuver he/she is executing and ask for new instructions in cases where he/she cannot fulfill the orders he/she has received in safety.
- The operator should be able to recognize the pointer easily.
- The signaller shall wear one or more distinctive items such as a jacket, hard hat, armband or armband or carry a suitable signaling device.
- Distinctive items will be brightly colored, preferably all in the same color, and exclusive to the markers.

Coded signs.

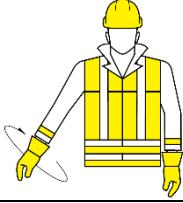
The coded signs given below will be used for the same maneuvers in specific sectors.

A. General Signs

Meaning	Recipe	Figure
START Get ready Start command	Both arms parallel to the floor with palms facing forward	
STOP Interruption / break Stop the movement	Right arm raised with palm facing forward	
OK. End of process	Both arms at chest level, hands clasped	

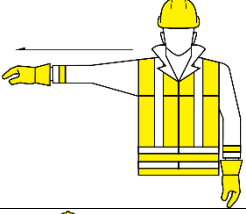
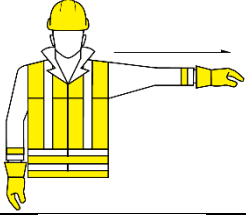
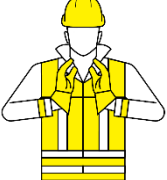
B. Vertical movements

Meaning	Recipe	Figure
REMOVE	With the right arm raised, palm facing forward, slowly draws a circle	

DOWNLOAD	Slowly draws a circle with the right arm lowered towards the floor with the palm facing inward	
VERSE DISTANCE	Distance is expressed by the space between both hands	

8.2.1.

C. Horizontal Movements

Meaning	Recipe	Figure
FORWARD	Both arms are bent at waist level with palms facing upwards, arms are bent at the elbows and move upwards.	
BACK	With both arms bent in front of the chest with the palms facing down, the arms are bent at the elbow and slowly moved away from the body.	
RIGHT Right of pointer*	Small slow movements to the right with the right arm extended to the right parallel to the floor with the palm facing the floor	
LEFT Left of pointer	Small slow movements to the left with the left arm extended to the left parallel to the floor with the palm facing the floor	
HORIZONTAL DISTANCE	The space between the hands refers to the distance	

D. Danger

Meaning	Recipe	Figure
---------	--------	--------

KES Stop immediately.	Both arms raised with palms facing forward	
FAST	All movements faster	
SLOW	All movements slower	

9.1.8. MINIMUM REQUIREMENTS FOR HEALTH AND SAFETY SIGNS IN OPERATIONS WITH LIFTING VEHICLES

- 1) The lifting, lowering or transportation of loads in lifting machines is carried out according to the hand and arm signals to be given by trained signalmen.
- 2) In cases where more than one employee is in charge of a lifting machine, the operator of the lifting machine shall take a signal from only one of the signalmen or other officials and the signalmen shall stop in places that can be easily seen by the operator. The operator shall always fulfill every stop signal, no matter who gives it.
- 3) In order to warn workers during the movement of the lifting means or the load being lifted, the operator shall signal by means of clearly audible bells, light signals and the like, which shall operate continuously in motion.
- 4) If the vehicles are being repaired, warning signs shall be placed on the vehicles and in appropriate places.
- 5) The heaviest loads to be lifted by the Lifting Vehicles shall be 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 shall be provided.
- 6) The bells and light signals used in lifting vehicles must be different from other signal sounds and light signals in the workplace, must be strong enough to suppress the noise generated by other machinery, must be easily recognizable and must be the same for all lifting vehicles operating in the same workplace.
- 7) Where heavy items are lifted or transported in teams, pre-specified coded movements and signs are used.

9.2. Information on personal protective clothing and procedures for its use

Below are the types of personal protective equipment to be used to protect employees from hazards in the work environment and hazards arising from the activity performed;

- 1) Head protective equipment (Hard hat)
- 2) Foot protection equipment (Steel Toe Shoes)
- 3) Hand protective equipment (Gloves)
- 4) Face protection equipment (Face Protector)
- 5) Ear protection equipment (Ear Plugs, Headphones)
- 6) Respiratory system protection (Dust-Gas Masks)
- 7) Body protection (Work clothes, overalls)

10. OTHER MATTERS

10.1. Validity of Dangerous Goods Conformity Certificate

We have a Dangerous Goods Conformity Certificate (DGM.762207.TYUB.552).

Company Name: MARTAŞ MARMARA EREĞL ISI PORT TESİSLERİ A.Ş.

Tax No: 6120072239

U-Net No: 762207

Document validity date: 23/06/2025

10.2. Defined Tasks for the Dangerous Goods Safety Advisor

Monitor compliance with the requirements for the transportation of dangerous goods.

To provide recommendations to the coastal facility on the transportation of dangerous cargoes.

To prepare an annual report to the coastal facility on the activities of the coastal facility operator in the transportation of dangerous cargoes (Annual reports are kept for 5 years and submitted to the administration upon request).

To control the following practices and methods;

1. Procedures for checking that dangerous cargoes arriving at the facility are properly identified, that the correct shipping names of dangerous cargoes are used, certified, packaged / packaged, labeled and declared, safely loaded and transported in approved and compliant packaging, container or cargo transport unit and reporting of control results.
2. Loading/unloading procedure for dangerous goods handled and temporarily stored,
3. Whether the coastal facility takes into account the special requirements of the Dangerous cargoes transported when purchasing the means of transport for the dangerous cargoes handled,
4. Control methods of equipment used in the transportation, loading and unloading of dangerous goods,
5. Whether coastal facility workers have received appropriate training, including changes in legislation, and whether records of this training are kept,
6. The appropriateness of the emergency methods to be applied in the event of an accident or an incident affecting safety during the transportation, loading or unloading of dangerous cargoes, the appropriateness of the reports prepared on serious accidents, incidents, or serious violations,
7. Determining what measures are necessary to prevent the recurrence of accidents, incidents or serious violations and evaluating the implementation,
8. The selection of subcontractors or 3rd parties and the extent to which the rules for the carriage of dangerous goods are taken into account,
9. Determining whether employees working in the transportation, handling, storage and loading/unloading of dangerous goods have detailed knowledge of operational procedures and instructions
10. Appropriateness of the measures taken to be prepared for the risks during the transportation, handling, storage and loading/unloading of dangerous goods
11. Procedures for all mandatory documents, information and documents related to dangerous cargoes.
12. Procedures for the safe berthing, mooring, loading / unloading, sheltering or anchoring of ships carrying dangerous cargoes at day and night.

13. Procedures for additional measures to be taken according to seasonal conditions for loading, unloading and limbo operations of dangerous cargoes.
14. Procedures for fumigation, gas measurement and degassing works and operations.
15. Procedures for keeping records and statistics of dangerous cargoes,
16. Accuracy of the issues related to the possibility, capability and capacity of the coastal facility to respond to emergencies
17. Appropriateness of arrangements for first interventions for accidents involving dangerous cargoes,
18. Procedures for handling and disposal of damaged dangerous cargoes and wastes contaminated with dangerous cargoes,
19. Information on personal protective clothing and procedures for its use.

10.3. Considerations for Carriers of Dangerous Goods Arriving to / Departing from the Coastal Facility by Road

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

The documents to be issued by the relevant parties during the transportation of dangerous goods are as follows;

1. Dangerous Goods Declaration
2. Dangerous Goods Transportation Waybill
3. Multimodal Dangerous Freight Form
4. Dangerous Goods Manifesto
5. Packaging and Container/Vehicle Loading Certificate
6. Safety Data Sheet
7. Transport documents showing exemption for transportation within the scope of ADR/RID/IMDG Code 3.4 and 3.5
8. Transport documents showing exemption for transportation within the scope of ADR 1.1.3.6
9. For transportation within the scope of ADR
 - a) SRC 5 certificate valid and suitable for transportation
 - b) ADR written instruction
 - c) Vehicle Certificate of Conformity valid and suitable for transportation
 - d) Transportation documents
10. Equipment that must be on board the vehicle (according to the relevant class in accordance with ADR 8.1.5)
 - a) Wedge (all grades)
 - b) 2 sewable warning signs (all classes)
 - c) Reflective vest (all classes)
 - d) Portable lighting tool (all classes)
 - e) Protective gloves (all classes)
 - f) Eye protection (all classes)
 - g) Eye rinse (all classes except class 1 and class 2)
 - h) Shovel (solid and liquid only class 3, class 4.1, class 4.3, class 8 and class 9)

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

11. CSC Certificate for containerized transportation

12. Certificate that the wood is suitable if heat-treated wood is used in the cargo transport unit (CTU) and for loading security or transportation

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

14. The risk assessment result of the cargo transport units arriving at the port facility and the cargo transport units leaving the port facility, which contain harmful gases or fumigation has been applied, or the certificate of conformity for transportation if gas measurement has been made,

Dangerous cargoes arriving at MARTAŞ Port Facility cannot be transported without the mandatory documents for transportation listed above. Cargoes that are not properly secured under the IMDG Code are also treated as dangerous cargo.

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

10.4. Issues for those carrying dangerous cargoes that will arrive at/leave the coastal facility by sea

(Day / night signs 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. issues).

If the ship is or will be involved in an operation related to the transportation or handling of dangerous cargoes in the port area, a special type of signal that can be visible day and night will be used.

Dangerous cargoes include the following cargoes:

1. Bulk liquid loads in closed containers with flash point below 60°C;
2. Flammable and/or toxic bulk gases; and
3. Desensitized liquid explosives assigned to class 3 and desensitized solid explosives assigned to class 4.1.

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

- Daytime: "B" pennant and



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

- Flicker-free red light visible from 360° at night.

Issues such as cold and hot working procedures on ships, etc.; For the hot etc. work to be carried out on the ships docked at MARTAŞ Port, the work is allowed after the ship or its agency obtains the hot work permit from the port authority and submits it to MARTAŞ. The planning of hot work is carried out by making time planning together with the operation department and the ship team based on the permission received from the port authority. DG-PR-05 Hot Work Procedure is applied at the coastal facility.

10.5. Other Issues to be Added by the Coastal Facility

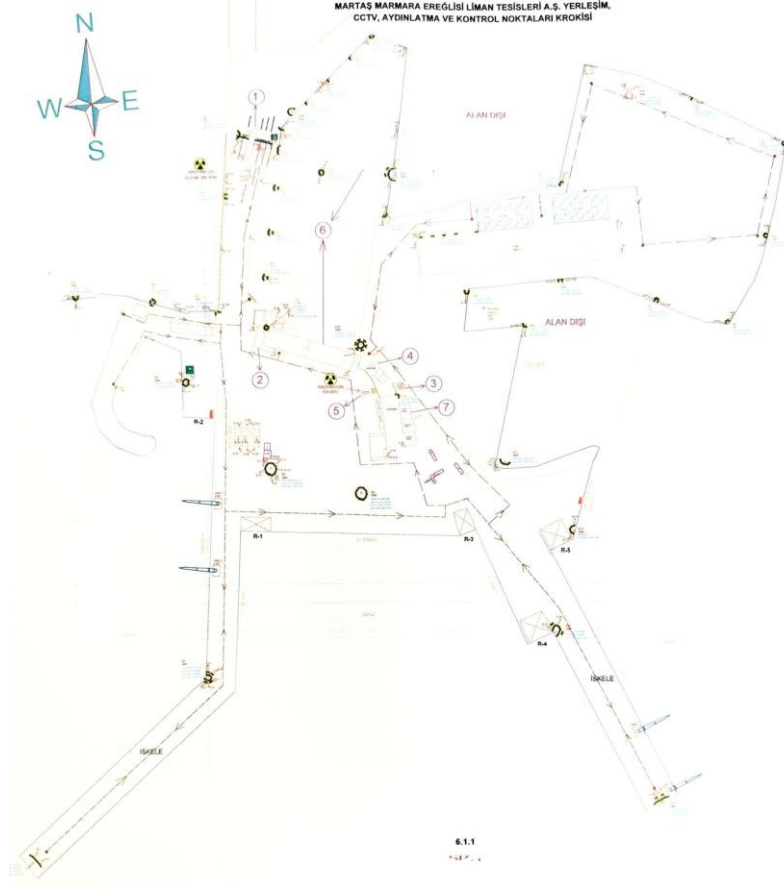
1. In the approach channels, breakwater mouths, berthing and mooring areas and anchorage areas of coastal facilities; all kinds of aquaculture, sailing, rowing or other water sports activities and swimming are prohibited.
2. Boats for sports, sightseeing and recreational purposes must navigate at a speed that will not interfere with the activities of other ships and marine vessels in the port area, within the area limited to the breakwaters and in the bays. The Port Authority determines the appropriate speed limit where and when it deems necessary.
3. Ships and marine vessels arriving to moor to or departing from the buoy and ships and marine vessels other than those used in coastal facilities services cannot pass between buoys and buoy lines.
4. Ships and marine vessels 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 vessels may not be moored or docked at places that do not have a coastal facility operation permit and places that are not under the operation or ownership of any institution/organization. However, the Administration may make temporary arrangements for the facilities it deems appropriate in emergencies.
6. Ships and marine vessels with excessive trimming or dangerous inclination, ships and marine vessels that have a risk of environmental pollution due to any damage, towing and ships and marine vessels that do not have documents related to carrying dangerous cargo but carry dangerous cargo cannot approach or leave the coastal facilities without the permission of the port authority.

11 APPENDICES

- 1- General Site Plan of the Coastal Facility
- 2- General View Photos of the Coastal Facility
- 3- Emergency Contact Points and Contact Information
- 4- General Layout Plan of the Areas where Dangerous Goods are Handled
- 5- Fire Plan of Areas where Dangerous Goods are Handled
- 6- General Fire Plan of the Facility
- 7- Emergency Plan
- 8- Emergency Gathering Places Plan
- 9- Emergency Management Scheme
- 10- Dangerous Goods Handbook
- 11- Sealing Areas and Equipment for CTU and Packages, Inlet/Outlet Drawings
- 12- Inventory of Port Service Vessels
- 13- Sea Coordinates of Port Authority Administrative Boundaries, Mooring Places and Pilot Landing / Disembarkation Points
- 14- Emergency Response Equipment against Marine Pollution in the Coastal Facility
- 15- Personal Protective Equipment (PPE) Usage Map
- 16- Dangerous Cargo Incidents Notification Form
- 17- Control Results Notification Form for Dangerous Goods Transportation Units

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			Revision Date	11.10.2022
			Revision Number	001

11.1. General Site Plan of the Coastal Facility



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		Revision Number	001

11.2. General View Photos of the Coastal Facility



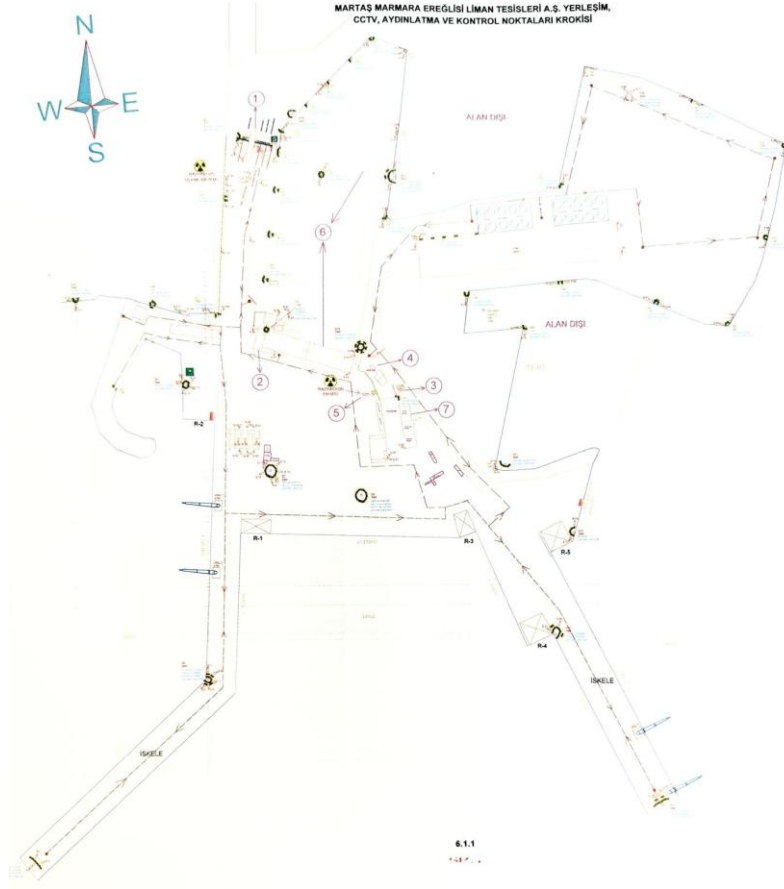
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		Revision Date	28.11.2024
		Revision Number	001

11.3. Emergency Contact Points and Contact Information

1	LIFE	SHAHİN	ASSISTANT GENERAL MANAGER OF OPERATIONS	0533 254 60 10
2	TAYLAN	KILIÇASLAN	CHIEF OF COMMERCIAL AFFAIRS	0545 235 55 61
3	NAZ	OLGAÇ	OCCUPATIONAL SAFETY SPECIALIST	0549 814 83 48
4	OSMAN	ALTUNTAŞ	PORT OPERATION CHIEF	0530 177 15 70
5	MEHMET	İBİŞ	PORT SHIFT SUPERVISOR	0543 620 83 86
6	AHMET	ÇETİNER	PORT SHIFT SUPERVISOR	0539 924 22 44
7	SONER	CEBİ	PORT SHIFT SUPERVISOR	0 533 765 54 90

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		Revision Date	28.11.2024
		Revision Number	001

11.4. General Layout Plan of Areas where Dangerous Goods are Handled



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		Revision Date	28.11.2024
		Revision Number	001

11.7. Emergency Plan

It is kept as a separate document in the port facility and is renewed at least every 4 years. Emergency Plan details are as follows.

Emergency procedures,

Emergency response organization chart

Name, title and contact details of the person/organization preparing the emergency procedures,

To coordinate response activities to emergencies that may occur at the coastal facility

The name, title and contact information, and duties and responsibilities of the authorized person appointed for,

The name, title and contact information, duties and responsibilities of the facility official who will contact the relevant Port Authority and other relevant institutions and organizations in case of emergency,

The names and duties of the teams designated for responding to emergencies and their roles in these teams

Names, duties and responsibilities of the personnel assigned,

The quality and capacities of the resources, equipment and equipment to be used by the coastal facility to respond to emergencies,

The measures to be taken and actions to be taken in order to control the serious conditions that can be foreseen to cause the occurrence of emergencies and to minimize the negative effects that may be caused by them, and the existing facilities, capabilities and capacity of the facility,

Regulations on the nature and methods of announcement of the measures and warnings to be taken in order to prevent or minimize possible risks to persons in the coastal facility in the event of an emergency and what persons should do in the face of a warning,

In case of emergency, the first notification procedures to be made to the Port Authority, the content of the information required in this notification and the procedures for transmitting this information to the Port Authority as new information is obtained,

Trainings that the personnel who will take part in emergencies should receive,

Coordination methods to be provided with emergency teams outside the coastal facility in case of emergency,

The nature and period of drills to be conducted for emergencies,

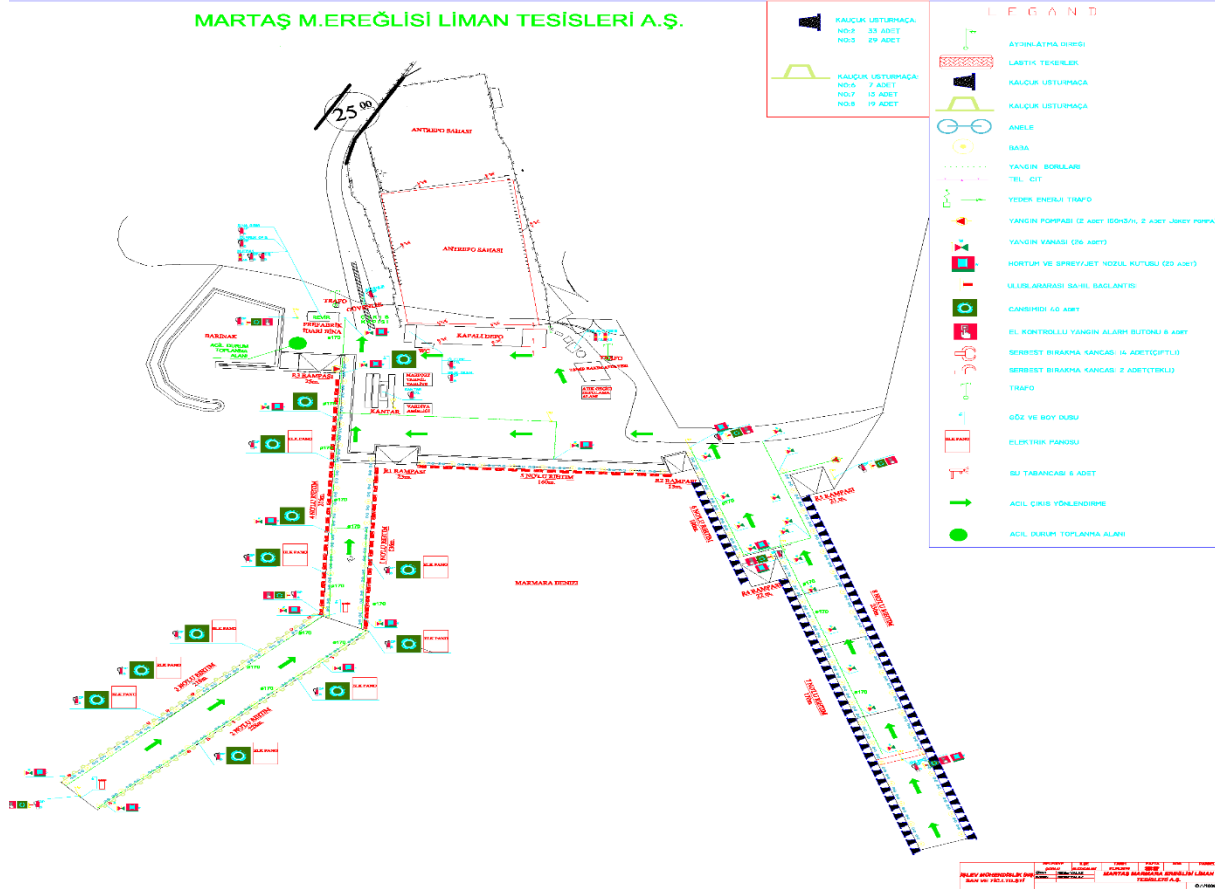
To provide support for measures taken outside the coastal facility in emergency situations arrangements.

Emergency plans must cover each of the following emergencies:

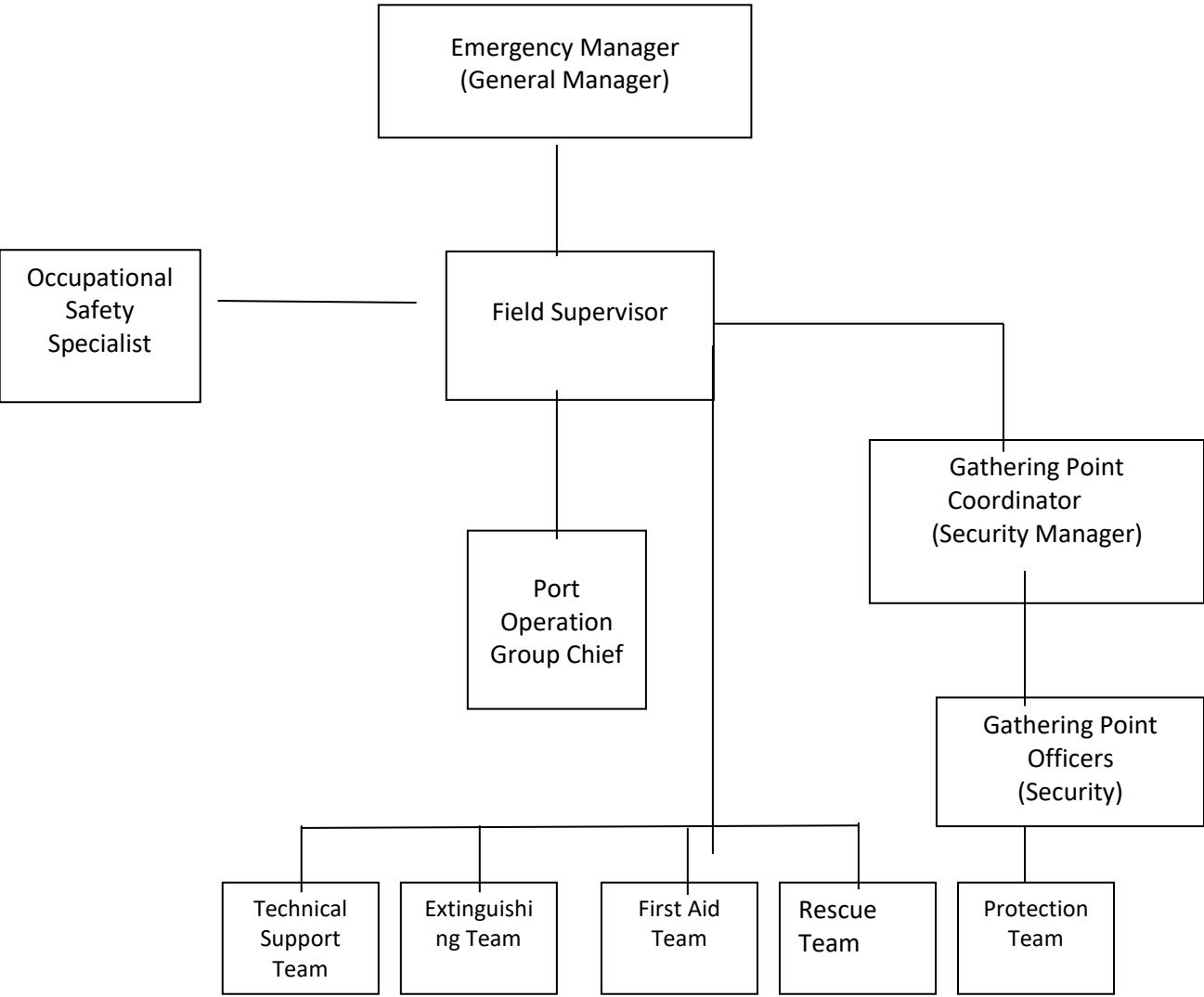
- a) Plant, equipment and site fires,
- b) Cargo fires belonging to each hazardous cargo class and sub-hazard classes allowed to be handled in the port,
- c) Ship fires
- d) Explosion
- e) Accidental death and serious injury,
- f) Natural disasters such as earthquakes, floods, landslides, tsunami waves,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

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11.8. Emergency Gathering Places Plan



11.9. Emergency Management Scheme



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11.10.Dangerous Goods Manual

Coastal facilities engaged in dangerous cargo loading / unloading and handling and temporary storage activities in order to contribute to the safe fulfillment of these activities; DG-MA-02_Dangerous Cargo Handbook, which includes dangerous cargo classes, packages, packages, labels, markings and packaging groups of dangerous cargoes, separation tables on board and at the port according to the classes of dangerous cargoes, separation distances of dangerous cargoes, separation terms, dangerous cargo documents, dangerous cargoes emergency response action flow diagram, is prepared and submitted to the relevant persons.

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11.11.Infiltration Areas and Equipment for CTU and Packages, Inlet/Outlet Drawings

Sealing Areas and Equipment for CTU and Packages

2 seepage pools are available.

Dimensions of the pools :

- En: 3 m,
 - Height: 13 m,
 - Height :
- Pool 1: 40 cm

Pool 2: 60 cm

Photographs of the infiltration basins are as follows:



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11.12.Inventory of Port Service Vessels

The number of Ro-Ro vessels arriving at the port under the regular voyage permit varies.

There are no "Port Service vessels" such as mooring boats, fire-fighting vessels, pollution response vessels, etc. in MARTAŞ Port, except for Port Tugs.

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11.13. Sea Coordinates of Port Authority Administrative Boundaries, Mooring Places and Pilot Landing / Boarding Points

7) TEKIRDAG LIMAN BAŞKANLIĞI

A) Liman idari saha sınırı

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

- a) 41° 01' 57" K – 028° 00' 33" D (Tekirdağ-İstanbul İl Sınırı)
- b) 40° 43' 30" K – 028° 00' 33" D
- c) 40° 42' 00" K – 027° 37' 24" D
- d) 40° 38' 40" K – 027° 27' 00" D
- e) 40° 38' 06" K – 027° 27' 00" D
- f) 40° 32' 42" K – 027° 10' 30" D
- g) 40° 37' 48" K – 027° 10' 30" D

B) Demirleme sahaları

a) 1 nolu demirleme sahası: Tehlikeli madde taşımayan 1000 GT'den küçük gemiler ile askeri gemilerin demirleme sahası, aşağıdaki koordinatların oluşturduğu deniz alanıdır.

- 1) 40° 58' 15" K – 027° 34' 15" D
- 2) 40° 58' 15" K – 027° 32' 15" D
- 3) 40° 55' 30" K – 027° 32' 15" D
- 4) 40° 55' 30" K – 027° 34' 15" D

b) 2 nolu demirleme sahası: Tehlikeli madde taşımayan 1000 GT ve üstü gemiler ile askeri gemilerin demirleme sahası, aşağıdaki koordinatların oluşturduğu deniz alanıdır.

- 1) 40° 56' 00" K – 027° 32' 00" D
- 2) 40° 56' 00" K – 027° 30' 00" D
- 3) 40° 54' 00" K – 027° 29' 00" D
- 4) 40° 54' 00" K – 027° 31' 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° 58' 15" K – 027° 37' 45" D
- 2) 40° 58' 15" K – 027° 35' 45" D
- 3) 40° 55' 30" K – 027° 35' 45" D
- 4) 40° 55' 30" K – 027° 37' 45" D

ç) 4 nolu demirleme sahası: Tehlikeli madde taşımayan 1000 GT ve üstü gemiler ile askeri gemilerin demirleme sahası, aşağıdaki koordinatların oluşturduğu deniz alanıdır.

- 1) 40° 57' 48" K – 027° 51' 45" D
- 2) 40° 56' 45" K – 027° 51' 45" D
- 3) 40° 56' 45" K – 027° 54' 52" D
- 4) 40° 57' 48" K – 027° 54' 52" D

d) 5 nolu demirleme sahası: LNG tankerlerinin demirleme sahası aşağıdaki koordinatı merkez kabul eden 5 gominio yarıçaplı dairenin oluşturduğu deniz alanıdır.

- 40° 58' 20" K – 027° 59' 45" D

C) Kılavuz kaptan alma ve bırakma yeri

- 40° 57' 12" K – 027° 55' 48" D

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11.14.Port Facility Emergency Response Equipment for Marine Pollution

Equipment	Unit	Amount
Sorbent Pad (Sorbent Pad)	Quantity	500
Absorbent Barrier (Sausage - Sorbent Boom)	Quantity	30
Buoy	Quantity	5
Life Jacket	Quantity	5
Shovel	Quantity	10
Digging	Quantity	5
Aquarius	Quantity	10
Warning Strip	Meter	150
Brush	Quantity	10
Gas Mask	Quantity	5
First Aid Kit	Quantity	2
Disposable Chemical Gown	Quantity	50
Scaffolding Stopper	Quantity	8
Sawdust	Bag	6

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11.15. Personal Protective Equipment (PPE) Usage Map

USE OF PERSONAL PROTECTIVE EQUIPMENT																				
SECTION	DUTY	HARD HAT TS EN 397 + A1	WORK SHOES (S2P) TS EN ISO 20345	ELECTRICIAN'S SHOE (S2P) EN ISO 20345:2011	ELECTRIC INSULATED GLOVES TS EN 60903 (1000 V) TS EN 352 - 2	PROTECTIVE GLOVES (GENERAL) TS EN 420 +A1	CHEMICAL PROTECTION GLOVES TS EN 374	WELDER'S GLOVE TS EN 12477:2001	FACE PROTECTOR (VISOR) TS EN 1731	EYE PROTECTION TS 5560 EN 166	CHEMICAL PROTECTIVE GOGGLES AT	RESPIRATORY SYSTEM PROTECTOR TS EN 149+A1 (DUST MASK)	FILTERED FULL FACE MASK TS EN EN 148-1 , EN-14387	EAR PROTECTION TS EN 352 - 1 / TS EN 352 - 2	WELDER APRON TS EN ISO 11611	WELDER MASK EN166:BT, EN175:B, EN 379	CHEMICAL Jumpsuit EN 13034:2005+A1:2009 Type 6 Liquid Splash	DUST SHEATH Type 5 : EN 13982-1:2004+A1:2010 Type 6 : EN 13034:2005+A1:2009	SAFETY BELTS EN 361, EN 358, EN 813, EN 12277	SEAT BELT ROPE EN 354, EN 362, EN 12275
PORT	PORT OPR. SPECIALIST / ASSISTANT SPECIALIST.	X	X																	
	AGENCY SPECIALIST / ASSISTANT SPECIALIST.	X	X																	
	FIELD SUPERVISOR	X	X			X				X		X		X					X	X
	FIELD WORKERS	X	X			X	X			X		X		X						
	TERMINAL TRACTOR OPERATOR	X	X			X														
	REACH STACKER OPERATOR	X	X			X													X	X
	WORKSHOP																		X	X
	MECHANICS GROUP	X	X			X	X		X	X	X	X	X	X			X			
	ELECTRIC GROUP	X		X	X	X				X		X	X	X						
	WELDER	X	X			X		X		X		X	X	X	X	X				

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11.16.Dangerous Goods Incidents Notification Form

Port Facility Name	
Facility Officer	
1. Nature of the Event and Time of Occurrence	
2. Location of the Incident	
3. If there is a ship involved in the accident, information about the ship and its captain	
4.Information on the Type, Quantity and Status of the Cargo Affected by the Incident	
5.Specific Existing Hazards/Marine Pollutants	
6.Details of Signs and Labels of Dangerous Goods	
7. Class of the Hazardous Substance 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 is Transported, if any	
9.If it is a cargo classified by the IMDG Code, the appropriate Shipping Name, Class (division and compatibility group of products for Class 1 when allocated), UN number and Packing Group	
10.Dangerous Goods Manufacturer, Shipper, Transporter and Receiver	
11.Current Weather Conditions	
12.Rate of Loss/Pollution	
13. Sequence of Events Causing the Incident	
14. Number and Types of Injuries/Deaths	
15.Emergency Response	
16.Other Situations to be specified	
17.Wants and Needs	
15. Informant (relevant person) Position/Name and Surname/Signature Contact Numbers	

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11.17. Control Results Notification for Dangerous Cargo Transport Units (CTUs) Form

Below is the form containing the CTU control results requested to be sent to the port authorities on a quarterly basis by the Administration.

Year/Period		/.....		
Relevant Port Authority				
Name of Coastal Facility				
CONTROL SUBSTANCES	Controlled (Pieces)	Flawed (Pieces)	Controlled (%)	Flawed (%)
CTU Plates and Marks Conformity				
Unsuitable or Damaged Packaging				
Labeling and Branding of Packages				
Documentation (Dangerous Goods Declaration)				
Unsuitable or Damaged Portable Tank or Land Tankers				
CTU/In-Vehicle/Container Stacking and Lashing				
Conformity of the cargo to segregation rules				
Convention on Safe Containers (CSC) Approval Plate				
Land Tanker Mooring Apparatus and Attachments				
CONTROLLED CTU FILLING COUNTRY INFORMATION	Container Quantity	Other CTU (Pieces)	Vehicle (Pieces)	
Domestically filled				
Filled Abroad Country:.....				
Filled Abroad Country:.....				
Filled Abroad Country:.....				
Filled Abroad Country:.....				
Filled Abroad Country:.....				

