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İGSAŞ PORT

DANGEROUS GOODS HANDLING GUIDE



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ÖZKAN UYGUR

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				Name Surname	Sign.
1	01	Contents updated.	01.02.2023	Cansın BAYDAK	
2	02	Facility Information Form has been revised.	01.02.2023	Cansın BAYDAK	
3	03	Dangerous goods have been added under the IMSBC Code.	01.02.2023	Cansın BAYDAK	
4	04	Section 4.2 includes examples of packaging of dangerous goods.	01.02.2023	Cansın BAYDAK	
5	05	Section 8.9 emergency drills and drills information has been arranged.	01.02.2023	Cansın BAYDAK	
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1. FACILITY INFORMATION FORM

1	Facility operator name	İGSAŞ İstanbul Gübre Sanayii A.Ş.		
2	Facility operator contact information (address, phone, fax, email and web page)	Güney Mah. Petrol Cad. No:27 – 41780 Körfez / KOCAELİ Tel: 0 262 316 22 00 Fax: 0 262 316 22 95-96-97-98 E-mail: igsas@igsas.com.tr Web: www.igsas.com.tr		
3	Name of the facility	İgsaş Port		
4	Province of the facility	Kocaeli		
5	Facility contact information (address, phone, fax, email and web page)	Güney Mah. Petrol Cad. No:27 – 41780 Körfez / KOCAELİ Tel : 0 262 316 22 30 Fax : 0 262 316 22 95-96-97-98 E-mail: port@igsas.com.tr Web: www.igsas.com.tr/liman-hizmetleri		
6	Geopraphic area of the facility	Marmara Region		
7	Port Authority of the facility and contact details	Harbour Master of Kocaeli Atalar Mah. SahilYolu Cad. No: 26 Yarımca Körfez / Kocaeli Tel: 0 262 528 37 54 / 528 24 34 / 528 46 37 Fax: 0 262 528 47 90 / 528 51 04 E-mail: kocaeli.liman@uab.gov.tr		
8	Municipality of the facility and contact details	Körfez Municipality Mimar Sinan Mah. Eşref Bitlis Cad. No:369 Körfez / Kocaeli Tel: 0 262 528 23 02 – 528 54 22 E-mail: bilgi@korfez.bel.tr		
9	Free Zone or Organized Industrial Zone of the facility	--		
10	Coastal Facility Operating Permit / Provisional Operating Permit Validity date	01.04.2027		
11	Operating status of facility (x)	Own cargo and additional 3rd parties (X)	Own cargo (…)	3rd party (…)
12	Facility officer name and surname, contact details (telephone, fax, e-mail)	Özkan UYGUR Tel : 0 262 316 22 17 Fax : 0 262 316 22 94 E-mail : ozkan.uygur@igsas.com.tr		
13	Facility dangerous goods officer name and surname, contact details (telephone, fax, e-mail)	Gürkan BİLGE Tel: 0 262 316 72 73 Fax: 0 262 316 22 94 E-mail : gurkan.bilge@igsas.com.tr		

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14	Facility dangerous goods consultant name and surname, contact details (telephone, fax, e-mail)	Cansın BAYDAK Tel : 0 262 280 72 85 Fax :0 262 316 22 95 E-mail : cansin.baydak@igsas.com.tr
15	Maritime coordinates of facility	40° 45' 00" N 29° 45' 00" E
16	Type of dangerous goods handled in the facility (MARPOL Annex-I , IMDG Code, IBC Code, IGC Code, IMSBC Code, Grain Code, TDC Code loads and asphalt/bitumen and scrap loads)	IMDG CODE IMSBC CODE IGC CODE IBC CODE GRAIN CODE
17	Dangerous goods handled at the facility (Any cargo types in article 16 of other than IMDG codes to be written separately. Additional cargo request Annex-1 form will be forwarded to Harbour Master. Once approved, will be added to Dangerous goods handling guide)	AMMONIA, AMMONIUM NITRATE, AMMONIUM NITRATE BASED FERTILIZER, POTASSIUM NITRATE, SULPHUR, ALUMINA HYDRATE, WOODCHIPS, WOOD PRODUCTS, WHEAT
18	Subject to IMDG code,classes for the handled cargoes	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	Subject to IMDG code, characteristic table groups for handled cargoes	GROUP A and B GROUP B
20	Ships that can dock at facility	General Cargo Bulk dry cargo Chemical Tanker / Oil tankers (Melas) LPG / LNG Carrier (Ammonia)
21	Distance of facility to main road (km)	2,0 km
22	Facility's distance to railway (km) Or railway connection (Yes/No)	1,0 km No
23	Name and distance from the nearest airport to facility (km)	Cengiz Topel Airport – 35 km Sabiha Gökçen Airport - 55.3km
24	The cargo handling capacity of the facility (Tons / year; TEU / year; Vehicles / Year)	2,200,000 tons / year (Dry Cargo) 200,000 tons / year (Liquid Cargo)
25	Whether scrap handling is carried out at facility	No
26	Is there a border crossing? (Yes / No)	No
27	Is there a Customs Area? (Yes / No)	Yes
28	Cargo handling hardware and capacities	1 piece – LIEBHERR LHM 250 (65 TONNES) 1 piece – SENNEBOGEN 880 EQ (30 TONNES) 3 pieces – LIEBHERR LH40 (5 TONNES) 1 piece – ATLAS 350 TM (6 TONNES) 1 piece - SENNEBOGEN 835 M (8 TONNES) 1 piece – SENNEBOGEN 835 D (8 TONNES) 1 piece – SENNEBOGEN 835 R (8 TONNES)
29	Storage tank capacity (m³)	20,000 m³
30	Outdoor storage area (sqm)	None.
31	Semi-closed storage area (sqm)	-
32	Indoor storage area (sqm)	-
33	The designated fumigation and / or fumigation decontamination area (sqm)	None.

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34	The name / title of pilotage and towage services provider contact details	Deniz Kılavuzluk A.Ş. Yalı mh. İstasyon Cd. No:12, 41700 Darıca/Kocaeli Tel: (0262) 745 38 10 - 745 38 16 Fax:(0262)745 38 13 UZTUG Uzmar Römorkör Hizmetleri A.Ş. İsmet Kaptan Mah. Osman Paşa Blv. Hilton Oteli No:7 İç Kapı No:Z48 Konak / İzmir / Türkiye Tel: +90 (232) 445 76 00 F: +90 (232) 445 79 00
35	Has Security Plan been created? (Yes / No)	Yes
36	Waste Acceptance Facility Capacity	None.
37	Dock / pier etc .. area characteristics	

Dock/Pier No	Length (metre)	Width (metre)	Max. Water Depth (metre)	Min. Water Depth (metre)	The largest tonnage and length to be berthed (DWT or GRT – metre)
1	120	20	12	9	17.000 DWT & 22.667 DT
2	120	20	16	12	70.000 DWT & 93.333 DT
3	135	20	20	16	70.000 DWT & 93.333 DT
4	180	20	20	16	70.000 DWT & 93.333 DT
5	120	20	12	9	17.000DWT & 22.667 DT
6	121	25	7	4,9	6000 DWT & 8000 DT
7	121	25	6,5	5,5	6000 DWT & 8000 DT

The name of the pipeline (if available at facility)	Number (quantity)	Length (metre)	Diameter (inch)
Liquid ammonia Line	1	450	8 inch
Ammonia Gas Pipeline	1	450	8 inch

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1.2 PROCEDURES

IGC CODE:

A) AMMONIA (NH3) HANDLING PROCEDURE

A.1 Preparation of ammonia ship filling pump 20 G 102

A.1.1. Check the oil pump level, fill if required.

A.1.2. Set pump to cooling. For this;

- Open pump suction valve 1-2 turns.
- Open the valves from the pump suction line and body desorber to discharge line 1-2 turns.
- Block valve from pump body minimum flow line block valve (on the 20 PSV 11) line is opened.
- The block valve of the tuning line from the pump output to 20 PSV 11 line.

A.1.3. Check that the block valve of the 1 inch line from the pump output check valve to the 20 E 101 is closed.

A.1.4. After the pump cooling process is complete, the pump suction valve is opened fully.

A.1.5. Minimum flow line block valve is opened fully.

A.1.6. Be sure that the minimum flow line tank output valve is open.

A.1.7. The pump output line is cooled by opening the pump circulation line valves (tank return line) partially. (Pump outlet block valve is closed.)

A.1.8. If there is a pump seal leak it is reported to the control room.

A.1.9. 1020-02 is given energy.

A.1.10. The pump circulation valves are opened fully to the tank in circulation, is seen to be closed to the other tank. (Pump outlet block valve is closed)

A.2 Preparation of Ship Filling Line

A.2.1. Be sure that the ship filling limit (at the end of the pier) block valve is closed.

A.2.2. Ship filling liquid line 1st clock valve (near the Ammonia tanks) is opened 1-2 turns for ammonia to pass and placed in cooling.

A.3 Starting 1020 G/GM 102 Pump in Circulation and Ship Filling Commencement

A.3.1. Be sure that the ammonia filling line connection to the ship has been made. With the limit block valve closed, by taking pressurised ammonia gas (1-3kg/cm2) from the ship, the ship pipe connection flanges are controlled for leakage. The line is purged.

A.3.2. G 102 pump shaft is manually turned 1-2 turns. (To check that the pump shaft can turn freely)

A.3.3. The ship liquid line 1st block valve is closed fully.

A.3.4. The pump is activated with the knowledge of the control room. The pump output valve is opened for the pump output pressure to be 11-15 kg/cm2. The circulation pump is activated.

A.3.5. The ship filling limit block valve is opened fully and the ship liquid input valve is opened by ship personnel.

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A.3.6. By consulting the ship officer and control room, the ship filling is reported to be ready and the tank levels are taken.

A.3.7. By opening the ship filling liquid line 1st block valve around 1 turn, see that ship filling line has cooled and transfer has started.

A.3.8. With the knowledge of the ship personnel, the filling speed is increased by opening the 1st block valve. The circulation line valve is closed slightly if necessary to lower the pump pressure below 10kg/cm2.

A.3.9. For full capacity filling, the ship filling liquid line 1st block valve is opened fully. Circulation line block valve is fully closed.

A.3.10. Information about the ship filling is recorded in IGS.FR.75.25 numbered form.

A.4. Stopping Pump and Emptying Lines

A.4.1. Close to the completion of ammonia transfer to the ship, while the circulation valve is slowly opened fully, the ship filling liquid line 1st block valve is turned down.

A.4.2. When the ship filling process is completed the pump is stopped.

A.4.3. The pump output block valve minimum flow line block valve, body PSV line block valve is closed.

A.4.4. The ship filling liquid line 1st block valve is opened fully.

A.4.5. By consultation with the ship personnel, by pressurising the ship filling line with hot ammonia gas, the liquid ammonia in the line is taken into the tank.

A.4.6. Ammonia tank pressure is monitored. The line is swept with gas until there is a sudden increase in tank pressure, and the ship filling line 1st block valve and limit block valve are closed.

A.4.7. After lowering the gas pressure in the ship connection pipe to a minimum with a drain valve, the ship side line valves are closed and the ammonia in the hose is drained.

A.4.8. Ship hose connections are disconnected.

A.4.9. As the ship filling line becomes pressurized, by opening the 1st block valve the liquid-gas ammonia in the link is taken into the tank following the tank pressures. This process is continued until the line is unable to be pressurized again.

A.4.10. Pump suction block valve is closed. As the pump is pressurized, by opening the output block valve, the ammonia is taken from the Circulation line to the tank. This process is continued until the line is unable to be pressurized again.

A.4.11. The pump output block valve, ship filling 1st block valve and circulation line 1st valve is closed fully.

A.4.12. The energy to the pump motor is cut.

A.5. Ammonia ship discharge operation

A.5.1. In place of the 1020 G/GM 102 pump, the ship Ammonia discharge pump is activated.

A.5.2. Other operations are as the above procedure.

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IMSBC CODE:

HAZARDOUS SOLID BULK LOADS HANDLING PROCEDURE

Solid State Dangerous Goods Safe Handling Operation Procedure

- Solid dangerous cargoes are handled at our port facility. Hazards of Dangerous Solid Bulk Cargoes to be handled at the Port Facility are specified in the relevant safety data sheets and in the IMBSC CODE book. However, regardless of the characteristics of the dangerous goods, the precautions for the following hazards will be taken for each dangerous substance.

Dangerous solid cargoes in bulk

- The handling program is prepared 1 day in advance at the operation meeting. The equipment, crane, crew, number of posts and berth to be used in this meeting are determined. The personnel who will work in the operation are informed about the danger of the load and are equipped with the necessary protective equipment.

- Necessary warnings are made so that the trucks do not load excessively, and the responsible pay attention to this issue. After loading, trucks must be covered.

- Occupational safety in the working area, control of equipment, entrance and exit of external persons, safe handling of cargo, environmental cleaning and control of these works are carried out by the port operation specialist.

- The responsibility for loading and unloading in accordance with the cargo plan belongs to the port operation specialist.

- A tarpaulin is laid between the ship and the quay and a cleaning responsible person is determined for the loads scattered around.

- While determining the areas to be handled according to the risks of dangerous cargo; Administrative buildings, other facilities adjacent to the facility and the types of cargo handled in these facilities, the characteristics of other loads temporarily stored and handled at the facility, and the fastest and safest access possibilities for emergency response will be taken into account.

- Issues regarding additional safety and security measures to be taken in coastal facilities and these measures will be provided by the Operations Unit.

- Operations responsible for the handling of dangerous solid bulk cargoes is assigned and their duties are defined in the quality management system.

- Adequate number of suitable personal protective clothing, equipment and equipment will be provided against the characteristics of the handled dangerous solid bulk cargoes and the risks they may pose.

- Tarpaulins that will prevent solid bulk dangerous goods from falling into the sea during discharging or loading onto the ship will be kept between the ship and the pier during the operation.

- The master of the ship that will load/discharge the dangerous solid bulk cargo shall take the detailed loading/discharge plan, which includes the details of the position and quantities of the cargo in question, by the operation manager before starting the loading/unloading process. An agreement will be reached between the ship's captain and the operation manager regarding the loading/discharge plan in question.

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- The ship's master and operations officer, within their own areas of responsibility, carry out the operations for the transportation, handling or loading/unloading of dangerous solid bulk cargoes, "International Maritime Solid Bulk Cargoes Code (IMSBC Code)", "The Code of Practice for the Safe Loading and Discharge of Bulk Cargo Ships (BLU Code)", "Regulation on Safe Loading and Unloading of Bulk Cargo Ships" published in the Official Gazette dated 31.12.2005 and numbered 26040, and " Loading and Unloading of Solid Bulk Cargoes Manual for Terminal Representatives (IMO MSC/Circ.1160") , MSC/Circ.1230 and MSC.1/Circ.1356)".

- Ships of 500 gross tons and above built on or after September 1984 and carrying dangerous goods must comply with the requirements of SOLAS 1974 regulation II-2/19. In this context, 20 such ships are required to carry a Certificate of Conformity in accordance with SOLAS 1974 regulation II-2/19.4 as proof that the ship complies with the specific requirements for ships carrying dangerous goods as specified in SOLAS regulation II-2/19. Cargo ships of less than 500 gross tons built on or after 1 February 1992 must comply with the requirements of SOLAS 1974 regulation II-2/19 and be specified in this Certificate of Conformity, unless the relevant Administrations reduce the applicable requirements.

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

- In addition, ships carrying dangerous solid bulk cargoes are required to have on board a list, manifest or detailed stowage plan detailing the dangerous cargo and its location on board.

- When the dangerous solid bulk cargoes are transported, transported or stacked, the ship's captain or the port facility must ensure that the Bulk Cargo (BC) Code is applicable to the loading and unloading operations within their area of responsibility and that the Code of Practice for Safe Loading and Unloading of Bulk Cargo and Terminal Responsibles Ensure that it is carried out in accordance with the Guidelines for Loading and Unloading Solid Bulk Cargoes.

- Where the transport, handling or stacking of dangerous bulk dry cargoes may cause dust emissions, all necessary measures shall be taken to prevent or minimize such dust emissions and to protect people and the environment from these emissions.

- Dangerous solid bulk cargoes will be transported and transported in a way that prevents dangerous interaction with unsuitable materials.

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

Group B and Group A and B cargoes are solid bulk cargoes that have the potential to cause damage due to the chemical effects they contain. These are divided into two. In the first step, the cargoes with UN number in accordance with the IMDG Code, and in the second step, they are the cargoes that are dangerous only during bulk transportation, which we call MHB. These cargoes do not need to have a UN number and are only considered dangerous when transported in bulk. They do not require the application of any code as they are not subject to the IMDG Code in case they are packaged.

WOODCHIPS:

Description: Mechanically chipped natural wood about the size of a business card.

This material has a chemical hazard. Some shipments can cause oxidation, causing oxygen depletion and increased carbon dioxide in the cargo and adjacent areas. With a moisture content of 15% or more, this cargo has a low risk of fire. The lower the moisture content, the higher the fire risk. Wood chips can be ignited by external sources when dry. They are easily flammable and can be ignited by friction.

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Separation: To be kept separate from Class 4.1 substances.

Personnel will not be allowed to enter the cargo and adjacent confined areas until a valid certificate is issued after defumigation and the oxygen level is tested to be 20.7%. If this condition is not met, additional ventilation will be applied to the cargo hold or adjacent, and then remeasurement will be provided. Dust accumulated on the deck in dry weather dries quickly and ignites easily. Appropriate measures will be taken to prevent fire.

WOOD PRODUCTS:

These loads can cause depletion of oxygen in the air and an increase in carbon dioxide in the cargo area and adjacent areas. These loads are non-combustible or have a low fire risk.

Personnel will not be allowed to enter the cargo and adjacent confined spaces until the oxygen level is determined to be 21%. If this condition is not met, additional ventilation shall be applied to the cargo hold or adjacent enclosures, and re-measurement shall be made after an appropriate interval.

An oxygen meter will be fitted and operated by the entire crew while entering the cargo.

ALUMINUM HYDROXIDE (ALUMINA HYDRATE):

Description: Alumina hydrate is a fine, moist, white (light colored), odorless powder. It is insoluble in water and organic liquids.

This cargo may liquefy if transported at a moisture content that exceeds the portable moisture limit (TML). Alumina Hydrate powder is very abrasive and penetrating. Irritating to eyes, skin and mucous membranes.

This cargo is not flammable or has a low risk of fire.

Separation: Separated from oxidizing agents.

After this load is discharged, the water used in the cleaning of the cargo spaces will not be pumped by the fixed bilge pumps. A portable pump will be used when necessary to clear the cargo spaces from water.

AMMONIUM NITRATE (AMMONIUM NITRATE UN 1942):

The oxidizer supports combustion. There may be a risk of explosion in the event of a major fire, contamination (eg by fuel oil) or strong confinement on a ship carrying this cargo. An adjacent explosion may also present a risk of explosion. If heated strongly, this cargo decomposes and gives off toxic fumes and gases that support combustion. Ammonium nitrate powder can irritate the skin and mucous membranes. This cargo is hygroscopic and caking when wet.

"Separate" from heat or ignition sources

From combustible materials (especially liquids), chlorates, chlorides, chlorites, hypochlorites, nitrites, permanganates and fibrous materials (eg cotton, jute, sisal, etc.). "Separated by a complete partition"

"Separate" from all other goods.

If the bulkhead between the cargo space and the engine room is not insulated according to "A-60" class, this cargo will be stowed "away" from the bulkhead as standard.

This cargo will be kept as dry as possible. This cargo will not be handled during precipitation. During the handling of this cargo, all inoperative holds of the cargo spaces where this cargo is loaded or will be loaded will be closed.

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This cargo shall not be loaded into cargo spaces adjacent to the fuel tank(s) unless the heaters of the tanks are disconnected and remain disconnected for the entire journey.

This cargo will only be accepted for loading when the competent authority is satisfied with the test-based explosion resistance of this material. Before loading, the shipper shall issue a certificate to the master stating that the explosion resistance of this material complies with this requirement. The master and officers should note that the ship's fixed gas fire extinguishing installation will be ineffective in a fire involving this load and the application of copious amounts of water may be necessary. For firefighting, the pressure on the fire network will be maintained and fire hoses will be laid or in place and are immediately ready for use during loading and unloading of this cargo. No welding, burning, cutting or other operations involving the use of fire, open flame, spark or arc generating equipment shall be carried out in the vicinity of the cargo spaces in which such cargo is located, except in an emergency. Measures shall be taken to prevent this cargo from leaking into other cargo spaces, bilges and other enclosed spaces. No smoking on deck and NO SMOKING signs will be posted in cargo spaces and on deck while this cargo is on board. The hatch covers of the cargo spaces will be retained when this material is on board. It is free to be opened in an emergency.

The covers of the cargo compartments carrying this load shall be airtight to prevent the ingress of water. The temperature of this cargo will be monitored and recorded daily during the voyage to detect warming and decomposition that could cause oxygen depletion.

If this cargo has hardened, it will be pruned if necessary to prevent bulge formation. Refueling will not be allowed. Except for the engine room, pumping of fuel oil for this cargo into adjacent spaces will not be permitted.

After the discharge of this load, the syphilis of the bilge wells and cargo spaces will be checked and any obstruction in the bilge wells and syphilis will be removed.

AMMONIUM NITRATE BASED FERTILIZERS: It supports combustion. A major fire on a ship carrying these substances may present a risk of explosion in the event of contamination (eg fuel oil) or strong confinement.

It decomposes strongly when heated, producing toxic fumes and combustion-supporting gases.

This cargo is hygroscopic and will clump if wet.

From combustible materials (especially liquid), bromates, chlorates, chlorites, hypochlorites, nitrites, perchlorates, permanganates, powdered metals and vegetable fibers (eg cotton, jute, sisal, etc.). "Separate" from all other goods.

"Separate" from heat or ignition sources (see also Loading).

Any tank containing heated should not be stacked directly next to the double bottom or pipe.

POTASSIUM NITRATE: It oxidizes when wet. Mixtures with combustible materials ignite easily and can burn violently.
This cargo is hygroscopic and will clump if wet.

Stacking and separation
"separate" from foodstuffs.

The load must be kept clean and dry. This cargo will not be handled during precipitation. During the handling of this cargo, all inoperative hatches of the cargo compartments will be closed.

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Precautions
Necessary care shall be taken to prevent the contact of flammable materials with the load.

Fixed gas fire extinguishing installations are ineffective on fires involving this cargo and copious amounts of water must be applied.

SULPHUR:

Definition: A by-product obtained from sour gas processing or oil refining processes that has undergone a forming process that converts sulfur from the molten state into certain solid shapes (for example, prills, granules, pellets, lozenges or flakes); bright yellow in color; odorless.

This cargo is not flammable or has a low risk of fire. If involved in a fire, the cargo may produce harmful gases.

When handled and transported in accordance with program provisions, this cargo does not present a corrosion or dust hazard to human tissue or the ship.

Fluorine should be "separate" from strong oxidants such as chlorine, chlorates, nitrates (nitric acid), peroxides, liquid oxygen, permanganates, dichromates or the like.

It should be kept clean and dry according to the hazards of the load. Holds should not be washed with sea water.

Appropriate measures shall be taken to minimize impact, abrasion and crushing during handling to prevent dust generation. The standard application of surfactants prevents the formation of airborne dust.

Protect machinery, accommodation and equipment from small particles or dust if it forms. Persons involved in cargo handling will wear protective clothing, goggles and a dust filter mask. In order to prevent any possible corrosive reaction between sulfur, water and steel, holds including trimming plates and tank tops will be treated with protective coating such as lime washing. There will be a solid paint coating on the upper parts. Lids will be tightly closed.

Appropriate security measures shall be taken when entering cargo spaces, particularly in the area of sulfur substrates in ship holds, taking into account the recommendations developed by the Organization.

Appropriate measures shall be taken to minimize impact, abrasion and crushing during handling to prevent dust generation.

Persons participating in the cleaning should wear a hard hat, safety glasses, long sleeved shirt, long pants and waterproof gloves. The use of approved respirators should be considered. Holds should be thoroughly washed using only fresh water after discharge.

2. RESPONSIBILITIES

2.1 GENERAL RESPONSIBILITIES;

The general responsibilities of all parties involved in the transport of dangerous goods are as follows:

a) They are obliged to take all necessary measures to make the transportation safe, secure and harmless to the environment, to prevent accidents and to reduce the damage as much as possible when an accident occurs.

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b) In emergencies such as fire, leakage, spillage that occur during the transportation of dangerous goods, the EmS Guide, which includes Emergency Response Methods and Emergency Schedules for Ships Carrying Dangerous Goods, will be used.

c) The Medical First Aid Guide (MFAG) in the IMDG Code annex will be used in order to provide the necessary medical first aid for the people affected by the damages of the dangerous goods and the health problems caused by the accidents involving these cargoes.

2.2 RESPONSIBILITIES OF THE CARGO RELATED

The responsibilities of the cargo person are as follows:

a) It prepares and has the mandatory documents, information and documents related to dangerous goods prepared and will ensure that these documents are present with the cargo during the transportation activity.

b) It will ensure that the dangerous goods are classified, packaged, marked, labeled and placarded in accordance with their type.

c) It will ensure that dangerous goods are loaded, stacked and securely fastened to approved packaging and cargo transport units in accordance with the rules and in a safe manner.

2.3 RESPONSIBILITIES OF THE CARRIER

The responsibilities of the carrier are as follows:

a) Mandatory documents, information and documents related to dangerous goods will be requested from the cargo person and will ensure that they are present with the cargo during the transportation activity.

b) It will control the compliance of the dangerous goods classified, packaged, marked, labeled and placarded by the cargo person with the legislation.

c) It will check that the dangerous goods are packaged in accordance with the rules by using approved packaging and load transport units, they are safely loaded and securely fastened to the cargo transport unit.

2.4 RESPONSIBILITIES OF THE SHORE FACILITY OPERATOR

The responsibilities of the coastal facility operator are as follows:

a) It will not berth the ships carrying dangerous goods without the permission of the port authority.

b) It will give written information to the ship that will berth at its facility within the scope of facility rules, cargo handling rules and relevant legislation.

c) It will not handle dangerous goods for which it has not received a handling permit from the Administration, and it will not make victims of the ships that will approach by planning in this context.

d) Mandatory documents, information and documents related to dangerous goods shall be requested from the cargo person and ensure that they are present with the cargo, and if the relevant documents, information and documents cannot be provided by the cargo person, he/she shall not be obliged to accept or handle the dangerous cargo at its facility.

e) By sharing all the data that may be required according to the nature of the cargo with the ship's person, it will carry out the loading or unloading operation according to the agreement to be reached, and the ship will not make any changes in the operation without the knowledge of the person concerned.

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f) It will determine the working limits by taking into account the safe working capacity of the facility and the weather forecasts, and take the necessary measures to ensure that the ship is safely moored at the pier and handling.

g) It will check the transport documents containing information that the dangerous goods coming to the facility are classified, packaged, marked, labeled, plated and loaded safely to the cargo transport unit.

h) It will ensure that the personnel involved in the handling of dangerous goods and in the planning of this handling will receive the necessary training and be certified, and will not assign the personnel without documents to these operations.

i) It will ensure that the dangerous goods handling equipment in its facility is in working condition and that the relevant personnel are trained and documented regarding the use of these equipment.

j) By taking occupational safety measures at the coastal facility, it will ensure that the personnel use personal protective equipment suitable for the physical and chemical characteristics of the dangerous cargo.

k) The activities related to dangerous goods will be carried out in quays, piers and warehouses established in accordance with these works.

l) It will equip the quays and piers reserved for ships that will load or unload dangerous liquid bulk cargoes with appropriate installations and equipment for this work.

m) It will keep the updated list of all dangerous goods on the ships berthed at its facility and in the closed and open areas of its facility, and will provide this information to the relevant persons upon request.

n) It will notify the port authority of the instant risk of dangerous goods handled or temporarily stored in its facility and the measures it has taken for it.

o) It will notify the port authority of accidents related to dangerous goods, including accidents at the entrance to closed areas.

p) It will provide the necessary support and cooperation in the controls and inspections carried out by the Administration and the port authority.

r) Class 1 (except Class 1 Compatibility Group 1.4 S), Class 6.2 and Class 7 dangerous goods that are not allowed to be temporarily stored shall be transported out of the coastal facility as soon as possible, and shall apply to the Administration for permission in cases where it is necessary to wait.

s) It will temporarily store the cargo transport units where the dangerous goods are transported in accordance with the separation and stacking rules, and will take fire, environmental and other safety measures in accordance with the class of the dangerous cargo in the storage area. It will keep the fire extinguishing systems and first aid units ready for use at all times in the areas where dangerous cargoes are handled and will make the necessary controls periodically.

t) Before the hot work to be carried out in the areas where dangerous goods are handled and temporarily stored, permission will be obtained from the port authority.

u) It will prepare an emergency evacuation plan for the evacuation of ships from the coastal facilities in case of emergency and submit it to the port authority and inform the relevant people about the plan approved by the port authority.

x) It will ensure that the internal loading of the cargo transport units is carried out in accordance with the loading safety rules in its facility.

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2.5 RESPONSIBILITIES OF THE SHIP RELATED

Responsibilities of ship owners are as follows:

a) It shall ensure that the cargo to be carried by the vessel is documented as suitable for transportation and that the cargo holds, cargo tanks and cargo handling equipment are suitable for cargo transportation.

b) All mandatory documents, information and documents related to dangerous goods will be requested from the cargo person and ensured that they are present with the cargo during the transportation activity.

c) It will ensure that the documents, information and documents required to be found on the ship regarding dangerous goods within the scope of legislation and international conventions are appropriate and up-to-date .

d) He will check the transport documents containing information that the cargo transport units loaded on the ship are appropriately marked, plated and loaded safely.

e) It will inform the relevant ship personnel on the risks of dangerous cargoes, safety procedures, safety and emergency measures, response methods and similar issues.

f) It will keep up-to-date lists of all dangerous cargoes on board and declare them to the relevant parties upon request.

g) It will ensure that the loading program, if any, is approved and documented and kept in working condition.

h) He will notify the port authority and the coastal facility about the instant risk of dangerous cargoes on the ship approaching the coastal facility and the measures taken for this.

i) In case of leakage in the dangerous cargo or if there is such a possibility, it will not accept the dangerous cargo to be carried.

j) He will notify the port authority of the dangerous cargo accidents that occur on his ship while navigating or at the coastal facility.

k) It will provide the necessary support and cooperation in the controls and inspections carried out by the Administration and the port authority.

l) It will not accept to carry dangerous goods that are not included in the ship certificates issued by the relevant institutions and organizations.

m) It will ensure that the people of the ship involved in the handling of dangerous goods use personal protective equipment suitable for the physical and chemical characteristics of the cargo during handling.

n) It will provide the requirements regarding the loading safety of the loads loaded on its ships.

3. RULES TO BE APPLIED AND MEASURES TO BE TAKEN BY IGSAŞ PORT;

3.1 LOADING SAFETY

(1) The port authority stops the handling operation at the coastal facility when it sees any risk and does not start it until the risk is eliminated.

(2) BLU Code and BLU Manual, Safe Code of Practice for Load Stacking and Safety (CSS Code), Code of Practice for Packing Cargo Transport Units (CTU Code) and Safe Regarding Ships Carrying Timber Cargo on

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Deck, in order to ensure safe loading of the cargo on the ship. The provisions of the Code of Practice (TDC Code) are complied with.

(3) The stacking of the cargo is carried out in accordance with the relevant legislation and international agreements to which we are a party.

(4) The ship cannot be loaded more than the loading limit considering the loading limit brand. In case of detection of such a situation, the ship is not allowed to sail and administrative action is taken against the ship's person within the scope of Article 22.

(5) The loading-unloading plan before the handling operation and the results of the draft survey or weighbridge survey are presented to the port authority by the ship owner to determine the amount of loaded cargo before the ship takes off. Administration or port authority may request that the draft survey or scale survey report be received from an authorized inspection firm.

(6) Precautions are taken to prevent the stability of the ship from being adversely affected by ensuring that the cargo in bulk carriers, especially single-hold bulk carriers, is loaded in such a way that it spreads over the floor of the hold (by trapping).

(7) It is ensured that the load and ballast water pattern are monitored throughout the loading or unloading operation so that the structure of the ship is not subjected to excessive stress.

(8) Care is taken to ensure that the ship is free of heel, but if an inclination is required during loading, it is ensured that this is as short as possible. In order to avoid structural damage to the ship, balanced loading and unloading is ensured in accordance with the approved stability boucle.

(9) Under adverse meteorological and oceanographic conditions that may affect the cargo handling operation, the handling operation is stopped by the captain until the conditions improve.

(10) In order to prevent situations such as placing heavy cargo on light cargo, placing liquid cargo on dry cargo, or spreading the smell of bad-smelling cargo to other cargoes, cargoes with properties that may damage other cargoes are loaded in accordance with the separation rules.

(11) All cargoes, cargo units and cargo transport units, excluding solid and liquid bulk cargoes, in accordance with SOLAS Chapter VI Part A Rule 5.6, in order to ensure that the safety measures regarding loading, stacking, separation, handling, transportation and unloading of cargoes are fully implemented and maintained. It is loaded, stacked and secured in accordance with the Cargo Securing Manual approved by the Administration or authorized classification societies on behalf of the Administration.

3.2 LOADS WITHIN THE IBC CODE

(1) All stakeholders involved in the transportation of cargo within the scope of the IBC Code use the product name and features of the cargo specified in IBC Code Sections 17 and 18 and comply with all obligations regarding the cargo. The updates regarding the loads covered by the IBC Code and named in Chapters 17 and 18 are followed up with the MEPC.2 circulars published by IMO in December each year.

(2) The documents specified in the IBC Code Section 16.2 are kept on the ships carrying the cargoes within the scope of the IBC Code.

(3) In accordance with the provision of IBC Code Section 14.1.1, protective equipment that meets the EN 943-1:2015+A1:2019 and TS EN 943-2:2019 standards in sufficient numbers and suitable features is available for the people involved in the loading or unloading operation. This equipment includes a large gown, long-sleeved gloves, appropriate footwear, full-body chemical-proof clothing, and a full eye goggle or face mask.

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(4) On ships carrying cargo within the scope of the IBC Code, work clothes and protective clothing are kept in easily accessible places and in special cabinets. The equipment used during the operations are not kept in the living quarters. However, protective clothing may also be stored in living quarters, provided that it is in special cabinets adequately separated from living areas such as cabins, frequently used corridors, dining areas and shared bathrooms.

(5) With the exception of asphalt products, hazardous dangerous liquid bulk cargoes with the phrase "safety-S" in the "d" column titled "hazards" of the table in Chapter 17 of the IBC Code cannot be handled as suplalan in coastal facilities. These loads can only be handled by discharging them from the ships to the tanks in the facility via pipelines and filling them to the land tankers from these tanks. The same rule applies for loading from land tankers to ships.

3.3 LOADS WITHIN THE IMSBC CODE

(1) In accordance with SOLAS Chapter VII Part A Rule 7.2.1, the use of "bulk shipping name" is mandatory in all documents related to the transport of dangerous solid bulk cargoes, the trade name of the cargo alone is not sufficient.

(2) Ships carrying dangerous solid bulk cargoes must have a cargo manifest or special list showing the dangerous goods on board, together with their locations, in accordance with SOLAS Chapter VII Part A Rule 7.2.2. A detailed stowage plan showing the location and class of all dangerous goods on board can be used instead of the aforementioned cargo manifest or special list.

(3) In accordance with SOLAS Chapter XII Rule 10, the density of solid bulk cargoes is declared by the cargo person in addition to SOLAS Chapter VI Part A Rule 2 before the cargo is loaded on the ship. For ships within the scope of SOLAS Chapter XII Rule 6, all solid bulk cargoes with densities between 1,250 kg/m3 and 1,780 kg/m3 must have a density measurement taken by an authorized testing firm, unless they meet the requirements for solid bulk cargoes with a density of 1,780 kg/m3 and above. This load density test can be performed by a laboratory accredited by the Turkish Accreditation Agency (TS EN ISO/IEC 17025: 2017) if the loading port is in Turkey.

(4) Within the scope of the IMSBC Code, the following conditions are required for Group A (and Group A and B) cargoes to be handled at shore facilities and to be transported on board:

a) The transportable maximum moisture (TML) certificate of the cargo and the moisture content (MC) certificate or declaration of the cargo, which are issued by the authorized institutions by the authorized administration of the port of loading, are delivered by the cargo person to the relevant ship. If the loading port is in Turkey, the TML test is performed by a laboratory accredited by the Turkish Accreditation Agency (TS EN ISO/IEC 17025: 2017). The TML certificate contains the TML test result or the test report containing this result. A copy of these documents is taken and stored by the relevant port authority and the coastal facility operator and is submitted upon request during the inspections made by the Administration.

b) To ensure that the MC value is less than TML while the cargo is on board, the procedures for sampling, testing and controlling the moisture content are prepared by the ship owner, taking into account the provisions of the IMSBC Code. The approval of these procedures and their implementation are controlled by the port authority. The document stating that the procedure has been approved is given to the ship owner.

c) Group A cargoes can only be loaded on the ship if the actual MC value at the time of loading is lower than the TML value of that cargo. Group A cargoes with an MC value greater than the TML value can only be transported on ships with the characteristics specified in IMSBC Code Section 7.3.2.

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ç) TML test is carried out within six months before the loading date of Group A cargo. If there is a change in the load composition or characteristics for any reason, a new test is performed.

d) Sampling and testing for the MC test of Group A cargo should be as close as possible to the date of loading of the cargo on board, and never more than seven days. If heavy rain or snow falls between the test and loading, the moisture content test is repeated to confirm that the MC value of the load does not exceed the TML value.

(5) Information on solid bulk cargoes within the scope of the IMSBC Code must be provided to the ship owners in accordance with SOLAS Chapter VI Part A Rule 2 by the cargo authorities.

(6) Appropriate emergency response instructions are kept on board to respond to accidents caused by dangerous solid bulk cargoes.

(7) The procedures regarding the transportation and notification of a solid bulk cargo not included in the IMSBC Code are determined by the Administration.

3.4 LOADS WITHIN THE IMDG CODE

(1) Substances and objects prohibited in the IMDG Code cannot be transported by sea.

(2) The parties involved in the transportation of dangerous goods transported in packages take the necessary measures in accordance with this Regulation and the IMDG Code provisions, taking into account the nature and extent of the foreseeable risks, in order to prevent damage and injury and to minimize their effects.

(3) For the transport of dangerous goods by sea, it is obligatory to use the packages defined in IMDG Code Chapter 6 and tested by the institutions authorized by the Ministry or by the authorized administration of a country party to SOLAS and given UN certificate.

(4) The Container/Vehicle Packing Certificate in the IMDG Code Rule 5.4.2 is filled and signed by the persons who load the dangerous goods to the cargo transport unit (excluding the tank container). These persons receive the relevant training contained in IMDG Code Rule 1.3. The Container/Vehicle Packing Certificate is presented to the port before the cargo arrives at the port or at the entrance with the cargo. A copy of this certificate is placed on the inside wall of the right door of the container.

(5) Every ship carrying the dangerous goods in packages shall have the documents specified in IMDG Code Rules 5.4.3, 5.4.4 and 5.4.5.

(6) In accordance with SOLAS Chapter II-2 Part G Rule 19.4, a Certificate of Compliance issued by the authorized administration is kept on the ships to prove that the ships are in a suitable structure and equipment to carry dangerous goods. Except for dangerous solid bulk cargoes, there is no need for certification for IMDG Code Class 6.2, Class 7 and dangerous cargoes that can be transported in limited quantities.

3.5 TRANSPORTATION OF DANGEROUS LOADS IN THE PORT AREA AND BETWEEN ADDITIONAL PORTS

(1) Dangerous goods are transported in the administrative area of the port and between adjacent ports, in suitable packages, loaded on cargo transport units and provided that the necessary safety measures are taken by the carrier and the shipper. The provisions of IMDG Code Rule 7.1.3.1 and Section 7.5 are taken into account when determining the number of passengers to be on board.

3.6 OTHER PROVISIONS SPECIFIC TO SHIPS

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(1) Pursuant to the Decision No. MEPC.148(54) published to ensure that general dry cargo ships already certified to carry vegetable oils in bulk continue to carry vegetable oils for certain voyages, the cargoes defined in article 1.1 of the guide meet the conditions given in the said article. may be transported on general dry cargo ships.

(2) Within the scope of the provisions of IGC Code Section 13.6.13, it is obligatory to have at least two portable gas detectors on ships carrying the cargoes within the scope of the IGC Code. These detectors should be capable of detecting the oxygen level in closed spaces and measuring flammable, explosive and toxic gases that may arise from the cargoes carried by the ship. The detectors to be kept on the ships can be separate for each gas or they can be multi-purpose with the ability to measure the presence of gases that may arise from the cargoes carried. The detectors that measure the oxygen level to be kept on the ships meet the TS EN 50104:2020 performance requirements and test standard; detectors measuring the presence of flammable gas, TS EN 60079-29-1:2017 performance requirements and test standard; Detectors measuring the presence of toxic gas must meet TS EN 60079-29-4:2011 design requirements and test standards. The calibrations of these detectors are carried out in accredited laboratories according to the TS EN ISO / IEC 17025: 2017 standard, at the periods and in the method determined by the manufacturers.

(3) On ships, the provisions of MARPOL73/78 Annex II Chapter 5 Regulation 13, which contains mandatory provisions regulating the discharge of cargo wastes or ballast waters, tank washing waters or other mixtures containing Category X, Y or Z substances shall be complied with.

(4) Ships carrying Category X cargoes within the scope of MARPOL Annex II or Category Y cargoes with high viscosity or which can solidify are obliged to pre-wash the cargo tanks they discharged from the discharge port in order to purify them from cargo wastes and deliver their wastes to the waste reception facility.

(5) If the vessels carrying Category Y or Z cargoes do not discharge their cargo in accordance with the evacuation guide (Procedures and Arrengement Manual), the model of which is explained in MARPOL Annex II Appendix 4, or if the alternative measures to be taken are not approved by the port authority, the cargo tanks that they have evacuated before departing from the discharge port are not loaded into the cargo tanks. In order to purify their waste, they have to pre-wash and give their waste to the waste reception facility.

(6) Pre-washing is carried out under a procedure prepared in accordance with MARPOL Annex II Attachment 6, approved by the authorized classification societies for classed ships, and under a procedure approved by the competent authority of the flag state for non-classified ships. Administration may grant exemption for pre-washing.

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

4.1 Dangerous Goods' Classes

According to IMDG Code and ADR, Classes and Subdivisions of Dangerous Goods are as follows, as explained in IMDG Code Book Volume 1, Part 2, and ADR Book Volume 1 Part 2:

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IMDG Code	Hazard Class	Name of Hazard Class	ADR
Chapter 2.0		**General**	Chapter 2.1
Chapter 2.1	**Class 1**	Explosives	Chapter 2.2.1
Chapter 2.2	**Class 2**	Gases	Chapter 2.2.2
Chapter 2.3	**Class 3**	Flammable Liquids	Chapter 2.2.3
Chapter 2.4	**Class 4.1**	Flammable Solids	Chapter 2.2.41
	Class 4.2	Substances Liable to Spontaneous Combustion	Chapter 2.2.42
	Class 4.3	Solid Substances Which, in Contact with Water, Emit Flammable Gases	Chapter 2.2.43
Chapter 2.5	**Class 5.1**	Oxidising Substances	Chapter 2.2.51
	Class 5.2	Organic Peroxides	Chapter 2.2.52
Chapter 2.6	**Class 6.1**	Toxic Substances	Chapter 2.2.61
	Class 6.2	Infectious Substances	Chapter 2.2.62
Chapter 2.7	**Class 7**	Radioactive Materials	Chapter 2.2.7
Chapter 2.8	**Class 8**	Corrosive Substances	Chapter 2.2.8
Chapter 2.9	**Class 9**	Miscellaneous Dangerous Substances and Articles and Environmentally Hazardous Substances	Chapter 2.2.9
Chapter 2.10		**Marine Pollutants**	Chapter 2.2.9

Hazardous Substance Subdivisions

Class 1 Explosives

Class 1.1 Explosives which have a mass explosion hazard

Class 1.2 Explosives which have a projection hazard but not a mass explosion hazard

Class 1.3 Explosives which have a fire hazard and either a minor blast hazard or a minor projection hazard or both, but not a mass explosion hazard

Class 1.4 Substances and articles which present no significant hazard

Class 1.5 Very insensitive substances which have a mass explosion hazard

Class 1.6 Extremely insensitive articles which do not have a mass explosion hazard

The subdivisions from the most hazardous to the least hazardous are as follows:

1.1 - 1.5 - 1.2 - 1.3 - 1.6 - 1.4

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There are Compatibility Groups for each Subdivision (IMDG Code Chapter 2.1.2). The description of Compatibility Groups and which Subdivision they fit are set out below:

A : Primary explosive substance **(1.1)**

B : Article containing a primary explosive substance and not containing two or more effective protective features. Some articles, such as detonators for blasting, detonator assemblies for blasting and primers, cap-type, are included even though they do not contain primary explosives **(1.1, 1.2, 1.4).**

C : Propellant explosive substance or other deflagrating explosive substance or article containing such explosive substance **(1.1, 1.2, 1.3, 1.4)**

D : Secondary detonating explosive substance or black powder or article containing a secondary detonating explosive substance, in each case without means of initiation and without a propelling charge, or article containing a primary explosive substance and containing two or more effective protective features **(1.1, 1.2, 1.4, 1.5)**

E : Article containing a secondary detonating explosive substance, without means of initiation, with a propelling charge (other than one containing a flammable liquid or gel or hypergolic liquids) **(1.1, 1.2, 1.4)**

F : Article containing a secondary detonating explosive substance with its own means of initiation, with a propelling charge (other than one containing a flammable liquid or gel or hypergolic liquids) or without a propelling charge **(1.1, to 1.4).**

G : Pyrotechnic substance, or article containing a pyrotechnic substance, or article containing both an explosive substance and an illuminating, incendiary, tear- or smoke-producing substance (other than a water-activated article or one containing white phosphorus, phosphides, a pyrophoric substance, a flammable liquid or gel, or hypergolic liquids) **(1.1, 1.2, 1.3, 1.4)**

H : Article containing both an explosive substance and white phosphorus **(1.2, 1.3)**

J : Article containing both an explosive substance and a flammable liquid or gel **(1.1, 1.2, 1.3)**

K : Article containing both an explosive substance and a toxic chemical agent **(1.2, 1.3)**

L : Explosive substance or article containing an explosive substance and presenting a special risk (such as due to water-activation or presence of hypergolic liquids, phosphides or a pyrophoric substance) and needing isolation of each type **(1.1, 1.2, 1.3)**

N : Articles containing only extremely insensitive detonating substances **(1.6)**

S : Substance or article so packaged or designed that any hazardous effects arising from accidental functioning are confined within the package unless the package has been degraded by fire, in which case all blast or projection effects are limited to the extent that they do not significantly hinder or prohibit firefighting or other emergency response efforts in the immediate vicinity of the package **(1.4)**

Class 2 Gases

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Class 2.1 Flammable Gases

Class 2.2 Non-Flammable, Non-Toxic Gases

Class 2.3 Toxic Gases

Class 4 Flammable Solids

Class 4.1 Flammable Solids

Class 4.2 Substances Liable to Spontaneous Combustion

Class 4.3 Solid Substances which, in contact with water, emit flammable gases

Class 5 Oxidising Substances and Organic Peroxides

Class 5.1 Oxidising Substances

Class 5.2 Organic Peroxides

Class 6 Toxic and Infectious Substances

Class 6.1 Toxic Substances

Class 6.2 Infectious Substances

There are no Subdivisions for Class 3, Class 7, Class 8 and Class 9

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At the terminal site, from amongst the above hazard classes, handling will be performed for substances in **Class 2.3** and **Class 5.1**

4.2. Packages and Packaging of Dangerous Goods

Dangerous goods that will arrive at the terminal site shall be packed and packaged pursuant to IMDG Code Part 4.

All packages containing hazardous substances inside must be United Nations (UN) type- approved even if they are contained within any Cargo Transport Unit. If the packages inside containers carrying dangerous cargo, and which will be opened and checked for any reason whatsoever, do not have UN type approval, they will not be allowed to be loaded to the ship in export containers.







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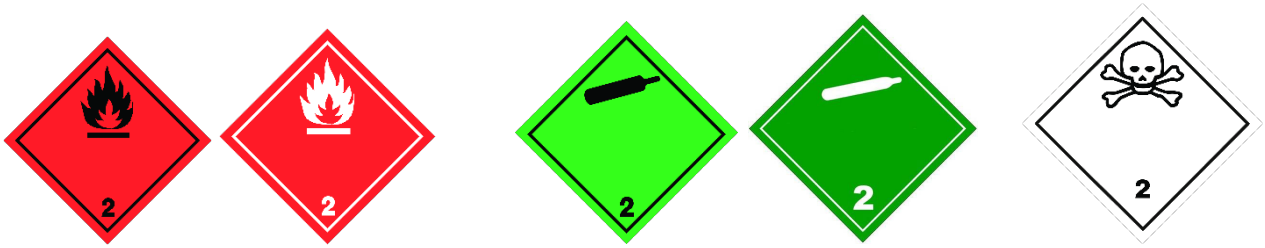
4.3. Use of Placards, Plates, Markings and Labels for Dangerous Goods

All Cargo Transport Units (CTU) including packages and containers that will enter into the terminal site shall be marked, labelled and placarded as shown below, in accordance with IMDG Code Chapter 5.2 and 5.3. Here below is information on such labels and signs:

- **CLASS 1 EXPLOSIVES**



- **CLASS 2 GASES**

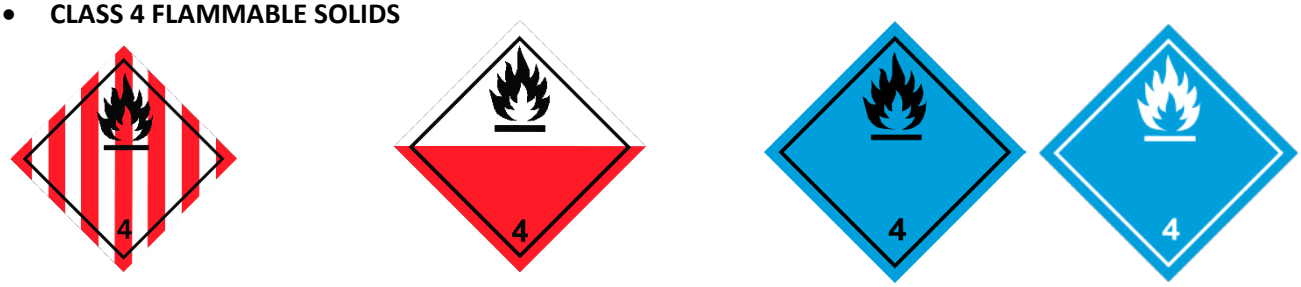


Class 2.1 **Class 2.2** **Class 2.3**

- **CLASS 3 FLAMMABLE LIQUIDS**



- **CLASS 4 FLAMMABLE SOLIDS**



Class 4.1 **Class 4.2** **Class 4.3**

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- **CLASS 5 OXIDISING SUBSTANCES AND ORGANIC PEROXIDES**



Class 5.1



Class 5.2

- **CLASS 6 TOXIC AND INFECTIOUS SUBSTANCES**



Class 6.1



Class 6.2

- **CLASS 7 RADIOACTIVE MATERIALS**









- **CLASS 8 CORROSIVE SUBSTANCES**



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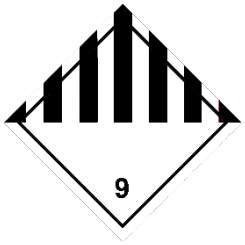
- **CLASS 9 MISCELLANEOUS DANGEROUS SUBSTANCES AND ARTICLES AND ENVİRONMENTALLY HAZARDOUS SUBSTANCES**



4.4. Signs and Packing Groups for Dangerous Goods

Other signs that will be used, when required, in addition to hazard classes, are as shown below:

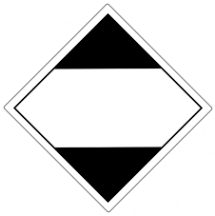
- **Marine Pollutants**



- **Dangerous Substances Transported at Elevated Temperature**



- **Limited and Excepted Quantity**





As shown in Chapter 3.5 within the scope of categories indicated in column 7b of the Dangerous Goods List in IMDG Code Volume II (from category E0 to E5), maximum 1000 packages falling within this scope may be carried.

When this label is applied, the consignor shall be indicated in the part **, and the hazard class of the product shall be indicated in the part *.

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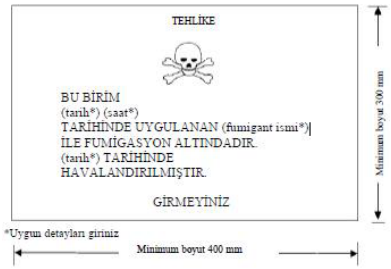
- **Fumigation Warning Sign**



There are Packing Groups (PGs) for different dangerous goods classes. These groups and their meanings are shown below:

PG I - High danger

PG II - Medium danger

PG III - Low danger

Classes 1, 2, 5.2, 6.2 and 7, and self-reactive substances of class 4.1 are not assigned with packing group, and in addition, there is no PG I for Class 9.

The letters X, Y, and Z in UN type-approved packing codes refer to durability of the packaging. Letter X is the most durable packaging and it can be used for all Packing Groups. Letter Y is of medium durability, and can be used for Packing Groups II and III, and letter Z is the least durable package, and must be used solely for Packing Group III.

4.5. Charts For Segregation Of Dangerous Goods On Board The Vessel And at the Terminal

For determining the conditions for segregation of two or more dangerous goods, the provisions in the Table of Segregation given in 7.2.4 of IMDG Code, Volume I, and Column 16(b) of Dangerous Goods List (DGL) given in IMDG Code, Volume II shall be applicable.
In case of any conflicts, the provisions given in Column 16(b) of Dangerous Goods List (DGL) shall prevail.
General table of segregation of dangerous goods is given below:

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SINIF		1.1 1.2 1.3	1.3 1.6	1.4	2.1	2.2	2.3	3	4.1	4.2	4.3	5.1	5.2	6.1	6.2	7	8	9
Patlayıcılar	1.1, 1.2, 1.5	*	*	*	4	2	2	4	4	4	4	4	4	2	4	2	4	X
Patlayıcılar	1.3, 1.6	*	*	*	4	2	2	4	3	3	4	4	4	2	4	2	2	X
Patlayıcılar	1.4	*	*	*	2	1	1	2	2	2	2	2	2	X	4	2	2	X
Yanıcı Gazlar	2.1	4	4	2	X	X	X	2	1	2	X	2	2	X	4	2	1	X
Yanıcı ve Zehirli Olmayan Gazlar	2.2	2	2	1	X	X	X	1	X	1	X	X	1	X	2	1	X	X
Zehirli Gazlar	2.3	2	2	1	X	X	X	2	X	2	X	X	2	X	2	1	X	X
Yanıcı Sıvılar	3	4	4	2	2	1	2	X	X	2	1	2	2	X	3	2	X	X
Yanıcı Katı Maddeler	4.1	4	3	2	1	X	X	X	X	1	X	1	2	X	3	2	1	X
Kendi Kendine Yanan Katı Maddeler	4.2	4	3	2	2	1	2	2	1	X	1	2	2	1	3	2	1	X
Suyla Temas Halinde Yanıcı Gazlar Çıkaran Katı Maddeler	4.3	4	4	2	X	X	X	1	X	1	X	2	2	X	2	2	1	X
Oksitleyici Maddeler	5.1	4	4	2	2	X	X	2	1	2	2	X	2	1	3	1	2	X
Organik Peroksitler	5.2	4	4	2	2	1	2	2	2	2	2	2	X	1	3	2	2	X
Zehirli (Toksik) Maddeler	6.1	2	2	X	X	X	X	X	X	1	X	1	1	X	1	X	X	X
Bulaşıcı Maddeler	6.2	4	4	4	4	2	2	3	3	3	2	3	3	1	X	3	3	X
Radyoaktif Maddeler	7	2	2	2	2	1	1	2	2	2	2	1	2	X	3	X	2	X
Aşındırıcı (Korozif) Maddeler	8	4	2	2	1	X	X	X	1	1	1	2	2	X	3	2	X	X
Farklı Tehlikeli Madde ve Nesneler ve Çevreye Zararlı	9	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Segregation terms used in this table provide information on the distances that must be present among dangerous goods of different hazard classes:

"1": "away from …..": may be transported in the same hold or on deck provided a minimum horizontal separation of 3 meters is provided.

"2": "separated from…..": may be transported in different holds under deck, or on hold, provided a minimum horizontal separation of 6 meters is provided.

"3": "separated by a complete compartment or hold from….": may be transported on deck provided a minimum horizontal separation of 12 meters is provided. May not be transported in the same hold or compartment under deck.

"4": "separated longitudinally by an intervening complete compartment or hold from": may be transported on deck provided a minimum 24 meters horizontal separation is provided. If transported under deck (in fore-aft direction), a further additional hold must enter

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between the dangerous goods.

For "X" and "*", the stowage conditions within the framework of special provisions given in IMDG Code and in Dangerous Goods list shall be applicable.

The dangerous goods that are inside different cargo transport units or in packaged form, at the terminal site, shall be stacked based on the separation distances given in the following table:

		2.1	2.2	2.3	3	4.1	4.2	4.3	5.1	5.2	6.1	8	9
Flammable Gases	2.1	0	0	0	S	A	S	0	S	S	0	A	0
Non-toxic, nonflammable gases	2.2	0	0	0	A	0	A	0	0	A	0	0	0
Toxic Gases	2.3	0	0	0	S	0	S	0	0	S	0	0	0
Flammable Liquids	3	S	A	S	0	0	S	A	S	S	0	0	0
Flammable Solids	4.1	A	0	0	0	0	A	0	A	S	0	A	0
Spontaneously Combustible Substances	4.2	S	A	S	S	A	A	A	S	S	A	A	0
Substances which, in contact with water, emit flammable gases	4.3	0	0	0	A	0	A	0	S	S	0	A	0
Oxidising Substances	5.1	S	0	0	S	A	S	S	0	S	A	S	0
Organic Peroxides	5.2	S	A	S	S	S	S	S	S	0	A	S	0
Toxic Substances	6.1	0	0	0	0	0	A	0	A	A	0	0	0
Corrosives	8	A	0	0	0	A	A	A	S	S	0	0	0
Miscellaneous Dangerous Substances and Articles and Environmentally Hazardous Substances	9	0	0	0	0	0	0	0	0	0	0	0	0

1. Package / IBCs / trailers / flat or platform containers

0 = no segregation required (unless otherwise specified in special provisions)

A = "away from…" – minimum 3 m distance

S = "separated from…" – minimum 6 m distance in open areas; A distance of 12 meters or separation by fire-proof walls in closed spaces and in depots

2. Closed containers / mobile tanks / closed land vehicles

0 = no segregation required (unless otherwise specified in special provisions)

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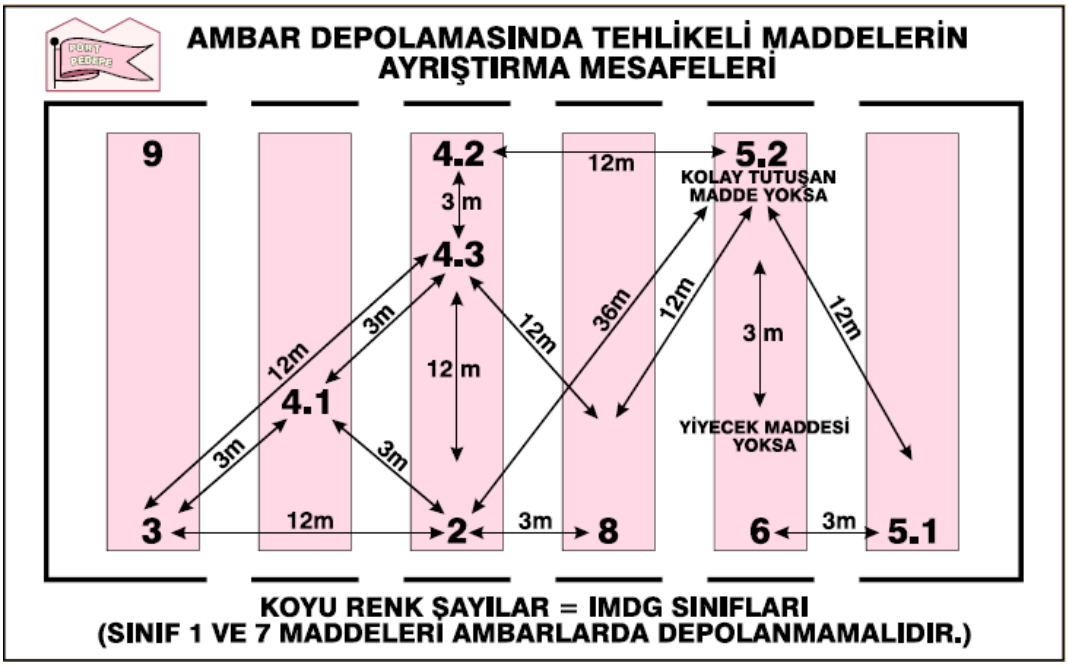
A = "away from …" – no segregation required (unless otherwise specified in special provisions)
S = "separated from…" – minimum 3 m distance vertically and horizontally in open spaces, minimum 6 m distance or separation by fire-proof walls in closed spaces and depots.

3. Open land vehicles / train wagons / open top containers
0 = no segregation required (unless otherwise specified in special provisions)
A = "away from…" – minimum 3 m distance
S = "separated from…" – minimum 6 m distance vertically and horizontally in open spaces; minimum 12 m distance or separation by fire-proof walls in closed spaces and depots

4.6. Segregation Distances For Dangerous Cargo in Warehouse Storage in Holds And Segregation Terminology

At İGSAŞ Port, no dangerous cargo storage will be performed with packages that will come to the terminal other than the cargo transport units. In case dangerous cargo is stored at the port warehouses for short term in a controlled manner due to force majeure circumstances, the below segregation distances shall be applicable.



5. MANUAL FOR DANGEROUS CARGO HANDLED AT THE PORT FACILITY

İGSAŞ PORT, involved in loading / unloading and handling and temporary storage of dangerous goods, has prepared a Dangerous Goods Manual in pocket size, covering dangerous goods classes, dangerous goods packs, packages, labels, signs, and packing groups, tables of segregation on board and at port based on dangerous goods' classes, segregation distances for dangerous goods in warehouse storage, terminology of segregation, dangerous goods' documentation, emergency

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response action flow diagram for dangerous goods, with an aim to contribute to safe performance of such operations and made available such manual for use of the relevant persons. (ADD.10)

6. OPERATIONAL MATTERS;

6.1. Procedures for safe berthing, mooring, loading/discharging, sheltering or anchoring of ships carrying dangerous goods day and night:

Docking Procedure of Dangerous Cargo Ships to our port:

- The berthing order of the ship is received from the Kocaeli Regional Port Authority by the Ship Agency.
- The docking order of the ship is sent to the ANKAŞ Pilot Station by the port authority via mail / fax.
- Ammonia tankers are docked only during daylight hours. Others have no daylight restrictions.
- Under the pilot's guidance, the ship is brought to the port maneuvering area.
- When the port enters the maneuvering area, the moorings on the quay tie the ship's ropes to the release hooks.
- Thus, the docking of the ship takes place.
- Ammonia ships can only dock at berths 1-2-3.
- There are 13 release hooks in our berths 1-2-3.
- There are no quay / climate / time restrictions for other dangerous cargoes.

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

The values given in the table below are the values given by the calculations for the continuation of a safe operation of the ships at the İgsaş port pier. When the wind speed rises to 34 kts and above, if the pilot station can serve in terms of ship and facility safety, the ship is removed from the pier.

WEATHER CONDITIONS	OPERATION	THINGS TO DO	VIEWS
Wind ≤ 34 kts (17.47 m/s)	Approach	Ship Docking	As long as the pilot station can give service, docking can be carried out.
Wind ≥ 34 kts (17.47 m/s)	Approach	The Ship is Not Allowed to Dock	
Wind ≥ 28 kts (14.39 m/s)	Discharge / Loading	Unloading / Loading Is Halted	The port reserves the right now to recommence

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			loading/unloading until the wind speed drops below ≤ 28 kts (14.39 m/s).
Wind ≥ 28 kts (14.39 m/s)	Discharge / Loading	The Emergency Release Coupling and Flanges are separated	Wind speed increase rate and sufficient operating personnel considered, the required precautions for the safe separation of the flanges will be taken.
Wind > 34 kts (17.47 m/s)	Discharge / Loading	Ship leaves the pier	Decision is given, with Pilot consultation, by the Ship Captain and Harbour Representative .
Any wind speed	Approach Discharge / Loading	Ship docking / separation is carried out.	In order to ensure its own safety, the port may request the application of this decision prior to any procedure during docking, separation and discharge.
Lightning	Discharge / Loading	Discharge / Loading is stopped, all flanges and vents of the vessel are closed.	If the lightning is in the immediate vicinity of the Port.
Listing >7° Trim>5.0m	Discharge / Loading	Discharge / Loading is stopped, all relief valves is closed.	The ship is requested to make corrective measures .

6.3 Procedures for keeping flammable, combustible and explosive loads away from processes that create/can create sparks and not to operate vehicles, equipment or tools that create/can create sparks in dangerous goods handling, stacking and storage areas:

In dangerous cargo handling; Precautions to keep flammable and combustible materials away from processes that create sparks are to keep various warning and warning signs on the berth, in the berthing areas and operation areas of dangerous goods cargo ships.

In addition, "Hot Working Procedure" is applied for the hot works to be carried out in our port.

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7. DOCUMENTATION, CONTROL AND RECORD;

7.1 All Mandatory Documents, Information and Documents Related to Dangerous Goods, Procedures for their Supply and Control by the Related Persons

7.1.1 The following documents regarding dangerous goods are kept up-to-date by the Coastal Facility:

- MARPOL
- IMDG CODE VOLUME I & II and Supplementary Book
- IMSBC CODE, International Code for Solid Bulk Cargoes Transported at Sea
- IGC CODE, IBC CODE, BLU CODE

7.1.2 In order for the Coastal Facility to safely handle the dangerous goods coming to the facility and to take appropriate precautions, the documents sent beforehand are absolutely needed. These documents are as follows.

• Dangerous Cargo Notification Document

• Documents Required on Board

• Other Required Documents and Information

• Multi Model Dangerous Cargo Form

7.1.2.1 Dangerous Cargo Notification Document:

The shipping documents prepared by the shipper will include a “Signed Certificate or Dangerous Goods Notification Document” stating that the shipment to be transported is properly packaged, marked, labeled and in suitable conditions for shipment.

At least twenty-four hours before the ship and sea vehicle carrying dangerous goods enter the port administrative area; Ships and marine vessels with a cruise time of less than twenty-four hours until they enter the port area submit a notification document containing detailed information about their cargo to the port authority in writing, right after their departure from the coastal facility.

The cargo person has to notify the coastal facility at least 3 hours before entering the coastal facility regarding the dangerous goods coming by road and rail.

In case the notification obligation is not complied with or the notifications do not contain correct information, administrative action may be taken against the notifier and he may lose the order of approaching, departing, or passing, if any.

When the Dangerous Goods Notification Document is provided to the carrier by EDP (Electronic Information Processing) or EDI (Electronic Information Exchange) techniques, the sender information will be produced without delay as a printed document in the required order in this section.

Dangerous Goods Notification Document can be in any form, provided that it contains all the information specified in IMDG Code Section 5.4.

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7.1.2.2 Documents required to be on board

Each ship carrying dangerous goods and marine pollutants shall have a specific list, manifest or stowage plan with the names and locations of the dangerous goods and marine pollutants. This particular list and manifest will be based on the documents and certificates required in the IMDG Code. A detailed stowage plan, determined by class and showing the locations of all dangerous goods and marine pollutants, can be used instead of this special list or manifest. For dangerous goods shipments; Appropriate information will be at hand at any time to be used in the emergency response to all kinds of accidents and incidents related to dangerous goods during transportation. This information will be away from packages containing dangerous goods and will be available immediately in case of an event. Information to be used in emergency response will be found in the following documents.

• Within the special list, manifest or dangerous goods declaration,

• In a separate document such as a safety data sheet,

• In separate documents, such as the Medical First Aid Guide (MFAG) for Use in Accidents involving Dangerous Goods and the Emergency Response Methods for Ships Carrying Dangerous Goods (EMS Guide) to be used in conjunction with the transport document.

7.1.2.3 Other necessary information and documents

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

• An air abrasion certificate as required for certain entries in the Dangerous Goods List.

• Substance, material or object; A certificate excluding IMDG provisions (see separate entries for charcoal, fish meal, seed meal, etc.);

• For new self-reactive substances and organic peroxides or new formulations of currently assigned self-reactive substances and organic peroxides, a notification by the competent authority of the country of origin on the approved classification and transport conditions.

7.1.2. 4 Multimodal Hazardous Substances Form

Multi-Mode Dangerous Goods Form is a form that can be used as a combined dangerous goods declaration and container packaging certificate regarding the transportation of dangerous goods in more than one mode.

7.2 Procedures for Keeping the Up-to-Date List of All Dangerous Goods in the Coastal Facility Area and Other Related Information Regularly and Completely

When requested, the port facility is obliged to provide information about the class, quantity, emergency response methods and locations of all dangerous cargoes available at the port facility when requested.

The records of dangerous goods handled at our port will be kept by the operations department, including the following information:

- UN Number

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- PSN name (Proper Post Name),
- Class (with Sub-hazards),
- Packing Group (Class 3, 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9),
- Whether it is a Marine Pollutant,
- Receiver and Sender,
- packaging, number,
- seal number,
- Additional Information (Ignition degree, viscosity, etc.),

This information is kept in a computer environment or in a file order so that only authorized personnel can access it and is displayed when requested. The port facility keeps up-to-date the class and quantity information of the dangerous goods it handles throughout the year.

7.3 Indicating that the Dangerous Goods Incoming to the Facility are Properly Defined, the Correct Shipping Names of the Dangerous Goods are Used, Certified, Packed/Packed, Labeled and Declared, Loaded and Transported Safely to the Approved and Proper Package, Container or Cargo Transport Unit, Control and Control Results Reporting Procedures:

They check the accuracy of the following information on the Dangerous cargo documents issued by the Shipper of the Dangerous goods to be accepted to the Port in coordination with the planning and operation;

- UN Number
- PSN name (Proper Post Name),
- Class (with Sub-hazards),
- Packing Group (Class 3, 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9),
- Whether it is a Marine Pollutant,
- packaging, number,
- seal number,
- Additional Information (flash point, viscosity, etc.),

This information is transmitted to the Port Operations Officer, Operations Officers and other employees who need to know via terminals/documents, and the control of the incoming dangerous cargo is ensured. In the event that the information from the operation and the cargo carry different information, the Operation is immediately informed and the Sender is instructed to verify the information about the dangerous cargo/vehicle and to correct the missing incorrect label marks.

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7.4 Procedures for Supply and Keeping of Dangerous Goods Safety Data Sheet (SDS-SDS):

As of January 1, 2014, it is obligatory to have a Dangerous Goods Safety Data Sheet (GBF-SDS) containing the following information, together with the dangerous goods to be transported in all modes of transport (Road, Railroad, Airway and Seaway) by the laws of our country.

- UN Number
- PSN name (Proper Shipping Name), (Required for Sea Freight)
- Class (with Class 1.4S, 2, 3, 4, 5, 6.1, 8, 9 Sub-hazards),
- Packing Group (I, II, III),
- Whether it is a Marine Pollutant,
- Tunnel Restriction Code (Required for Road Transport)

For all dangerous goods to be accepted into the port, it is checked that this document is included with the dangerous goods.

7.5 Procedures for Keeping Records and Statistics of Dangerous Goods:

Statistical evaluations from the records of the dangerous goods handled annually in our port are made by the trade and operations departments. In case of a retrospective information request, the port authority immediately notifies the port authority.

The monthly count and control reports of dangerous goods stored in our port area are prepared by the operations department and presented to the management.

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

7.6 Information on Quality Management System

ISO 9001 standards are applied in our facility. Necessary resources are determined by the senior management of our organization in order to implement and maintain the Management Systems in our facility, to continuously improve their effectiveness, to ensure the continuity of service quality, to protect employees, to prevent environmental pollution, to use energy resources efficiently, to understand and fulfill customer demands and to increase customer satisfaction.

8. EMERGENCIES, EMERGENCY PREPAREDNESS AND RESPONSE;

8.1. Intervention procedure for dangerous substances and dangerous situations involving dangerous substances that pose/may pose a risk to life/property and/or the environment;

- From the moment the ships dock, in the mutual declaration between LTGS and the ship, an agreement is reached on the communication method for EMERGENCY SITUATIONS.

- In the event of fire or explosion, the ship or facility notifies the port and ship control centers as agreed.

- Warning lamps with rotating mirrors and sirens operate at the same time.

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- In case of emergency in the facility, the following alarm tones must be observed and necessary coordination must be provided immediately when any of them are heard.

REASON FOR ALARM	ALARM SOUND	PERIOD	SEVERITY
FACILITY FIRE	Wavy	Intervals of 20 seconds Twice intermittent	>120 Db
FACILITY NH3 LEAK	Modular	2 min intervals intermittent	>120 Db

8.2. Possibility, Capability And Capacity Of Emergency Response İn Our Facility

S	MATERIAL	PACKAGE	PIECE
1	ABSORBENT SAUSAGES (13CM *13 CM)	12	48
2	ABSORBENT SAUSAGES (20CM *20 CM)	26	104
3	SQUARE PED	88	8800
4	ANCHOR	.....	2
5	BUOY	.....	2
6	HOOK	.....	2

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8.3. Regulations Of First Response For Accidents Involving Dangerous Goods

The first intervention, carried out by the plant infirmary doctor. The patient is referred to the nearest hospital with a full-fledged doctor's guidance for the maintenance performed.

8.4. The Place To Be Searched And Emergency Phone Numbers Are As Follows;

HARBOUR MASTER OF KOCAELİ	0 262 528 37 54
KOCAELI PROVINCIAL DIRECTORATE OF ENVIRONMENT	0 262 325 31 85 (switchboard)
K.M.M. ENVIRONMENT PROTECTION DIRECTORATE	0 262 331 36 96 / 0 262 332 31 34
KÖRFEZ COUNTY POLICE DEPARTMENT	0 262 528 15 82

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KOCAELI GOVERNORSHIP	0 262 300 50 00
CUSTOMS DIRECTORATE	0 262 528 84 71
UZTUG UZMAR RÖMORKÖR HİZMETLERİ A.Ş.	0 (232) 445 76 00
MARE SEA CLEANING COMPANY	0 262 528 03 37 / 0 216 452 20 20
EMERGENCY CALL CENTER	112

8.5. In case of an accident that may occur in the facility, after the incident or accident occurs, the Accident/Incident Notification Form is filled in which the way the accident occurred, the interventions made and the places of notification are written.

All details are included in the filled form.

8.6. Coordination, support and cooperation management with official authorities

8.6.1 All accidents related to dangerous goods will first be coordinated with Kocaeli Regional Port Authority. By informing the Port Authority, support and cooperation will be provided with the Provincial / District Fire Brigade, AFAD, and the aid units of the neighboring facilities.

8.6.2 In case of a possible explosion, fire or emergency in the adjacent facility;
First of all, measures will be increased in the facility,
teams will be prepared to assist the neighboring facility,

8.6.3 Considering the urgency of the situation and the extent of the danger, when it is evaluated that there is no opportunity or time to seek help, aid and support teams will be assigned to respond to the incident.

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

8.7. Emergency evacuation plan for the removal of Ships and Marine Vehicles from the shore facility in case of emergency

It is included in Annex 18.

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

It is not possible for ammonia to be disposed of or mixed with a different product. Handling takes place only through the gas/liquid pipeline.

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Due to the transportation of bulk dangerous goods with the conveyor system, it is not possible to mix with any other product. The same is the case in Supalan operations because of the uniform handling of products.

Since the packaging and storage areas are used only for that product in bagged loads, there is no confusion that will cause a reaction.

8.9. Emergency Drills and Exercises

All employees are informed about the people assigned with this plan. Newly recruited employees are informed about the emergency plan.

Emergency teams are specially trained.

EDUCATION	EMPLOYEE	FREQUENCY
Emergency General Training	All Staff	once a year
Search, Rescue and Evacuation Teams Training	Search rescue and evacuation team	once a year
Emergency Response Teams Training	Emergency Response Team	once a year

Emergency Drills

Intervention, rescue, evacuation and assembly drills are held at least once a year with the active participation and organization of İGSAŞ employees.

- Necessary trainings are planned for the Emergency Team and Emergency Drills are held at certain intervals to evaluate the effectiveness of the trainings. HSE Manager is responsible for training and exercise organizations and obtaining the necessary permits for the exercise.
- Emergency teams and employees are given a drill once a year under the coordination of the Emergency Coordinator for possible emergencies.
- The exercises are based on prepared scenarios. Each exercise is carried out by preparing different time, day, season and different event scenarios.
- After the exercise, an evaluation is made and reported by the emergency coordinator. With the Drill Evaluation Report, the duration of the drills, deficiencies, problems and suggestions to be done are recorded in the report.

8.10. As fire protection systems in our port;

- 22 fire cabinets

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- 6 water monitors

- 1 carbon dioxide cylinder

- 1 spare diesel pump

8.11. Applications for the approval, inspection, testing, maintenance and availability of fire protection systems;

Fire Safety Report based on Operating License dated 12.11.2012 and numbered M.41.1.KBB.0.14.03.00 – 309.02-2012-109652-1 was obtained from Kocaeli Metropolitan Municipality, Fire Brigade Department – Prevention and Training Branch Office.

In line with the Regulation on the Protection of Buildings from Fire, it has a fire plan prepared and approved by a mechanical engineer who works full time in the Free Consultancy Engineering Office registered in the field of fire installation by the Chamber of Mechanical Engineers and has the Fire Installation Engineer Authorization Certificate of the Chamber of Mechanical Engineers.

Port fire systems are controlled periodically by TÜRKAK accredited institutions and their maintenance is carried out by the Technical Safety Unit.

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

In our port, there is 1 Diesel Pump that provides 12 bar pressure water on the main pier, which will be activated in cases where the double water pumps within the enterprise fail.

8.13 Other risk control equipment

- There is 1 fire truck to be used within the factory zone.

9. OCCUPATIONAL HEALTH AND SAFETY

9.1 Occupational Health and Safety Measures

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

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

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

• To provide facility safety: As the measures taken in workplace remove the dangers in facility due to machinery malfunctions and disabled operations, explosions, fire which may arise from working accidents or unsafe and unhealthy working conditions, the facility safety can be ensured. Measures stated in “Occupational Health and Safety Manual” issued under Occupational Health and Safety are considered in our facility.

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9.2. Information For Personal Protective Clothing And Procedures For Using Them

Ammonia Dress:



In particular, the cryogenic liquid is resistant to acid and alkaline solutions. The chemical protection suit WorkMaster Industry; tank and vessel cleaning operation in confined spaces and in the maintenance and repair work carried out in the refinery, the transport of chemicals in the cleaning process provides reliable protection from dangerous work and many others.

The reverse side zipper:

Gas-tight integrated full-face masks, chemical protective clothing one-piece WorkMaster Industry; The breathing apparatus worn over the protective suit (Type 1b) is designed to fit and solid, liquid, aerosol form, protects against dangerous substances and gases. Located on the opposite side of the zipper, easy to maintain, secure protection against chemicals from the front and facilitates donning and removal. Zipper, it starts from the forehead to the back of the head and continues vertically.

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Integrated ventilation system

Cooling the body to dissipate moisture and convenience can be integrated significantly protective clothing to improve a ventilation system. Also clothes, working time and an external source of compressed air that can increase the amount of time used for decontamination (compressed air line system) can be connected.

Garment having a modular design, arranged according to specific working conditions and adjusted. The cut allows for maximum manoeuvrability in various working conditions.

Clean Air Cylinder Breathing Set :



Clean air tubes where there is little oxygen, ammonia leak that is either dense smoke and fire and rescue crews in each place containers with clean compressed air into the mission field to work comfortably in the removal of illegal persons.

Depending on the type of emerging technology there are made of steel and polyurethane. The cylinders are filled through the compressor under certain pressures.

Respiratory Set:



In self contained breathing apparatus (SCBA), the primary and only preference Draeger brand clean air breathing set is used.

Industry proven in emergency situations, the SCBA has been tested and having a solid foundation, creating new standards in terms of comfort and ergonomics are available from the main that provide comfort and safety to users.

Dust Mask:



Disposable dust masks, ergonomic design for ultimate comfort to help provide easier breathing and comfortable protection against the dangers arising from dust particles and proprietary technology combines.

High Performance Filtering Tools combines the advantages of mechanical filtering to catch dust particles effectively with electrostatic filter and valve reduces the formation of heat.

Disposable dust mask is a good seal between your edge and face the situation is the most effective dust mask. When the seal is damaged, it is at risk from contaminated air can leak protection gap.

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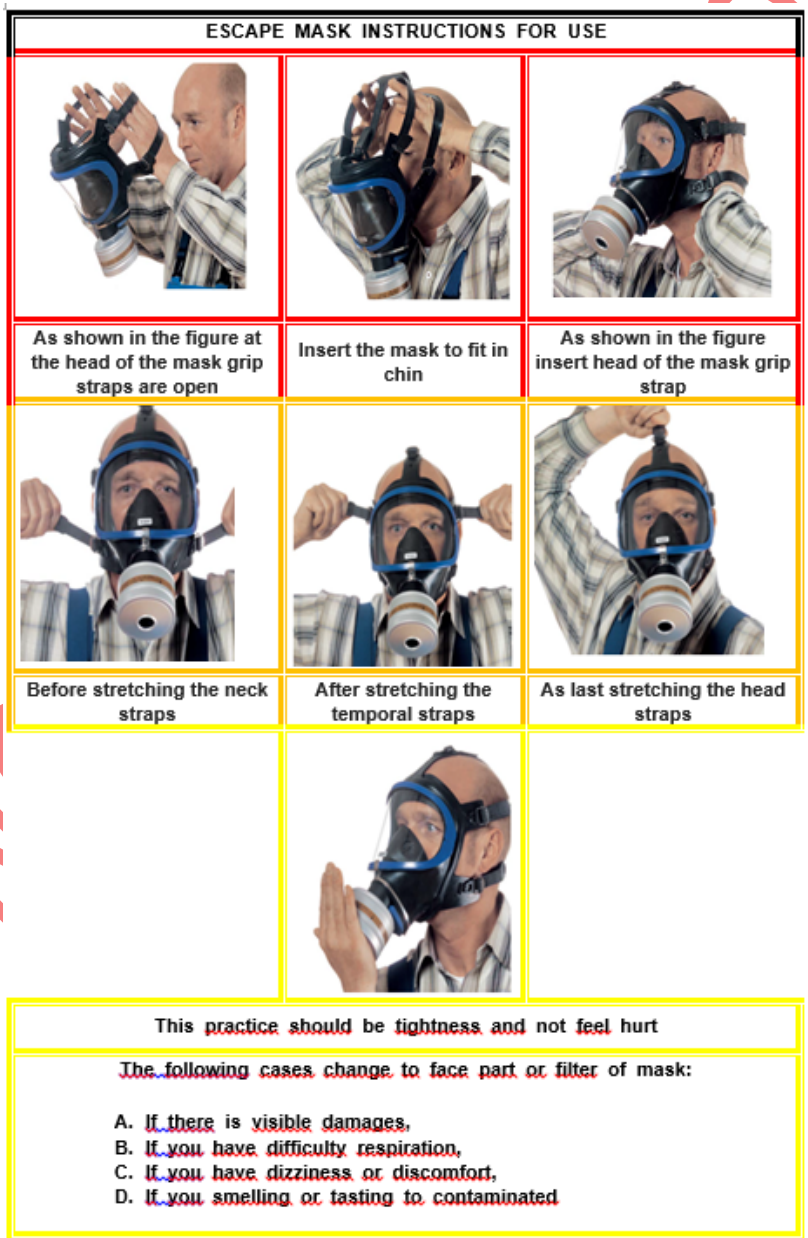
Ammonia Escape Mask Locations;

There are 3 cabinets in the 6 and 7 Numbered quays, and there are 18 Escape Masks in all cabins.There is one reciprocal escape mask cabinet in the main pier, and there are 10 escape masks within.When the cabinet locations are planned the wind direction and Ammonia handling areas are considered.

The map regarding the issue is attached.

Ammonia Escape Mask Usage Directive is as follows;



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9.3 Confined space entry clearance measures and procedures

Entry to the confined space is not permitted unless the prescribed confined space entry procedures are followed and a work permit has been issued:

Ensuring area security,
Testing the indoor atmosphere,
Having adequate first aid supplies and life-saving equipment at the entrance of the enclosed space,

Required equipment may be, but not limited to, the following:

- SCBA (Self-contained Breathing Appliance) with a fully charged spare cylinder,
- Lifeline and rescue harness. The lifeline must be of sufficient length and strength and be detachable in case of entanglement,
- torches,
- Fire extinguisher,
- Means (e.g. stretcher) to lift a disabled person, and
- Portable atmosphere testers.

Having experienced personnel at the entrance of the closed space,

Control of personal equipment. The required protective equipment will differ depending on the situation. This is because it depends on the risk assessment, which will be different for each confined space entry.

A “Entry Permit” record must be filled for each indoor entry.

The following precautions should be taken during confined space operation:

- During the work, warning cards/inscriptions stating that there is work inside should be hung at the entrance of the place,
- Make sure the area is properly lit,
- Correct personal protective equipment should be worn at all times, any personal protective equipment should never be removed while inside the closed area,
- The atmosphere should be tested periodically while there is work in the enclosed space, and in case of deterioration in conditions or an alarm in the personal gas detector, the person or persons in the space should be told to leave the area,
- Communicate regularly as agreed in advance, and

If a hazard arises or any personnel at the site feel that they have been adversely affected, work on the site should be stopped immediately and a new assessment should be made, including the issuance of a new “Work Permit”.

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10. OTHER ISSUES;

10. OTHER MATTERS;

10.1. Dangerous Goods Conformity Certificate Validity

İGSAŞ Port has the Dangerous Goods Conformity Certificate with the number "DGM.869558.KTTMUB.509"

Packaged Dangerous Cargoes, Dangerous Solid Bulk Cargoes, Dangerous Liquid Cargoes (Liquefied Gas) are handled at our port.

10.2. DGSA Duties;

(1) In addition to the IMDG Code, DGSA has information about the dangerous cargo activities of the coastal facility in general and the applications of the IBC Code, IGC Code, IMSBC Code and MARPOL 73/78, depending on their interest, within the scope of dangerous goods handled at the coastal facility. The coastal facility operator notifies the coastal facility operator in writing, with the periods agreed between the coastal facility operator and the coastal facility operator, on the condition that it does not exceed 6 (six) months, about its evaluations on whether the dangerous goods handled at the coastal facility are handled in accordance with the rules.

(2) DGSA s prepare a quarterly report in the format determined by the Administration regarding the responsibilities of the coastal facilities they serve or serve, as determined in the Regulation and the Directive, and this report is approved by the coastal facility operator and notified to the Administration. In case of deficiencies or inaccuracies in the reports, the Administration, the regional port authority or the port authority are authorized to conduct inspections at the coastal facility.

(3) DGSA is present at the coastal facility and actively participates in the inspections of the PIU conducted within the scope of Article 8. Coastal facilities whose DGSA does not participate in the inspection will not be audited and the inspection fee will not be refunded.

(4) In cases where the coastal facility receives DGSA service from TMGDK, in case the DGSA providing service cannot participate in the inspection due to a reasonable reason, another DGSA employed within the body of TMGDK is assigned by TMGDK to participate in the inspection of the relevant coastal facility. Otherwise, by the port authority within the scope of the Regulation; In places where there is no port authority, administrative sanctions are applied to TMGDK, which is served by the regional port authority.

(5) DGSA, working/providing service at the coastal facility, prepares the parts of the Dangerous Goods Handling Guide of the coastal facility related to dangerous cargo handling and/or temporary storage together with the coastal facility and checks its accuracy. DGSA's signature is also included in the sections of the guide regarding dangerous goods handling and/or temporary storage.

10.3. Issues for those carrying dangerous goods that will arrive / leave the coastal facility by road (documents required to be kept by road vehicles carrying dangerous goods at the entrance/exit of the port or coastal facility area, equipment and equipment that these vehicles must have, speed limits in the port area, etc.) .

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At our port, the Ammonia load is drawn to the tank warehouses by pipelines. No vehicle / vehicle is used.

Considerations for other dangerous goods:

Dangerous goods within the scope of IMSBC Code Group B, Group A and B & IMDG CODE

Documents to be carried

- Transport Document
- Dangerous Goods Transport Driver Training Certificate (SRC-5), identity document or passport
- Written instruction prepared by the transporter to be given to the driver,
- Multi-Mode Dangerous Goods Transportation Form for dangerous goods transported in more than one mode,
- Valid ADR certificate of conformity for vehicles
- Photocopy of the transport permit obtained from the relevant/authorized authorities for the transport of dangerous goods,
- Dangerous Goods and Hazardous Waste Compulsory Liability Insurance policy for vehicles carrying dangerous goods

Equipment and equipment that vehicles must have:

- Portable fire extinguishers,
- At least one chock suitable for the diameter and maximum mass of the wheel for each vehicle,
- 2 Sewable warning signs
- Eye rinse liquid
- Warning vest
- Portable lighting apparatus
- A pair of protective gloves, eye protection glasses

Speed limits in Port Area

Speed limits determined by Port facility will be applied. The cruising speed of vehicles in the port area is determined as 20km/hour.



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10.4 Arrangements in connection with those that carry dangerous goods that will arrive at/ abandon the port facility by sea (day-time/ night-time signs to be displayed by ships and marine vehicles carrying dangerous cargo, procedures for cold and hot work on ships, etc.)

If a ship will participate or is participating in an operation related with carriage or handling of dangerous cargo at the terminal yard, a special signalling which is visible in day and night time shall be used. Dangerous Cargo includes also the cargo listed below:

• bulk liquid cargo inside a closed receptacle, having a flash point below 60ºC;

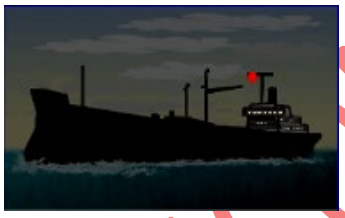
• combustible and/or toxic bulk gases; and

• explosives (outside the scope of part 1.4S), liquid explosives which lost the sensitivity allocated to Class 3, in accordance with the rating designated by the regulatory authority, and solid explosives which lost the sensitivity allocated to Class 4.1.

The reason of using day-time or night-time signalling is to give information to marine traffic and personnel within the port region regarding the increased hazard attributable to presence of dangerous cargo in the environment and their handling. The signals and signs to be used are as follows:



• Day-time: “B” signal flag (I am taking or discharging or carrying dangerous goods) and



• Night-time, non-flashing red light visible from 360°

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The procedures for hot work to be carried out in ships carrying dangerous goods in the shore port are as follows:

- Before starting any hot work in shore facility, the responsible person of the company to carry out the hot work must be in possession of written authorization to carry out such hot work issued by the Port Authority. Such authorization shall include details of specific location of the hot work as well as safety precautions.
- In addition to the safety precautions required by the Port Authority, before starting any hot work, the responsible person of the company to carry out the hot work together with

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responsible person(s) of the ship and/or berth, shall add any additional safety precautions required by the ship and/or berth. These additional safety precautions shall include:

- Examination of local areas and adjacent areas, including tests to ensure the areas are free, continue to be free, of flammable and/or explosive atmosphere and appropriate not deficient in oxygen,
- The removal of dangerous cargoes and other flammable substances and articles away from the working and adjacent area.
- Efficient protection of flammable structural members such as beams, hatches, walls and ceiling coverings against accidental ignition and
- The sealing of open pipes, pipe lead through, valves, joints, gaps and open parts to prevent the transfer of flames, sparks and hot particles from working areas to adjacent or other areas.
- A duplicate of the hot work authorization and safety precautions shall be posted adjacent to the work area as well as at each entrance to the work area. The authorization and safety precautions shall be readily visible to, and clearly understood by all persons in charge of hot work.
- While carrying out hot work, it is essential that checks are carried out to ensure that conditions have not changed; and at least one suitable fire extinguisher or other suitable fire extinguishing equipment is readily available for immediate use at the location of the hot work.
- During hot work and after completion of such work, an effective monitoring shall be maintained for a sufficient time in the area of hot work as well as adjacent area where a danger causing from the transfer of heat may be created.

10.5 Additional İssues Added By Shore Facility

ARTICLE 21 –

1) In the approaching channels, breakwater entrances, berthing and mooring spaces, anchorage sites of port facility; any kinds of fisheries hunting, sailing, rowing or other water sports activities are forbidden.

2) Sport, leisure and entertainment boats must navigate inside areas confined by breakwaters, and bays, inside the terminal site, in a manner that will not hinder and at a speed that will not harm the activities of other ships and marine vehicles. Port Authority shall designate the speed limits in areas and circumstances as it may deem appropriate.

3) Ships and sea vehicles apart from the ships and sea vehicles coming in or leaving from buoy mooring and ships and sea vehicles used for the services of coastal facilities, are not allowed to proceed and cross in buoy mooring or between buoy mooring lines.

4) Ships and marine vehicles other than those that are used in fishery facilities and fish cages may not approach the fisheries facilities and fish cages more than two hundred meters.

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5) Ships or sea vehicles cannot be moored and berthed at places that are not in possession of port facility operating permit or in places which are not under the operation or ownership of any institution / organisation. However, the Administration may make temporary arrangements for facilities as it may deem appropriate in emergency circumstances.

6) Ships and sea vehicles with excessive trims or dangerous leaning, and ships and sea vehicles which pose potential risk of environmental pollution due to any damage, ships and sea vehicles which pull backups and are not in possession of required dangerous cargo documents but which carry dangerous cargo may not berth at or sail away coastal facilities without the permission of the port authority.

Other matters subject to the permission of the port authority

ARTICLE 22 –

1) Before installation of coastal structures and fishery production areas that will be constructed after obtaining the necessary permits and consents from relevant institutions / organisations, the relevant persons will obtain permission from the port authority for starting the activities.

2) It is obligatory to obtain permission from the port authority prior to buoying, diving, sea bottom and underwater activities, sea bottom dredging and similar activities. Ships and sea vehicles used for these activities emit day-time signs by a beacon lamp that conforms to the legislation, and give the sound signals.

3) For contest that will start in a port's administrative area and that will end in another port's administrative area, it is obligatory to apply to the port authority for permission at least 15 days in advance, and for other contests and activities, it is obligatory to apply to the port authority for permission at least 7 days in advance.

4) Unless permission is obtained from the port authority, contests and similar activities or events may not be organised in the port administrative areas.

5) Water sports within port administrative area shall be performed within the scope of the provisions of the Regulation on Sportive Activities for Tourism Purposes published in the Official Gazette dated 23/2/2011 and numbered 27855 and other applicable legislation. The powers of the port authority for safeguarding safety of life, property, navigation and the environment in connection with water sports for touristic purposes are reserved. The port authority is entitled to bring all kinds of restrictions and stop such activities taking into consideration the safety and security of life, property, navigation and the environment.

6) Unless permission is obtained from the Port Authority, other ships or sea vehicles are not allowed to go alongside ships and sea vehicles waiting at anchor or at the port facility. Ship agents and boats for supplying provisions, public ships, fuel bunker ships, water tankers and port facility service vessels can go alongside and are excluded from the scope of this paragraph. These types of ships shall perform their services within the knowledge of the port authority, in coordination with the port facility operators.

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7) The master or agent of the ship that will provide fuel, oil bunkering or water supply shall make a notification to the relevant port authority before the supply operation.

8) Fishers' boats and yachts may go alongside the boards of one another at coastal facilities, may not moor in double line.

9) Unless permission is obtained from the port authority, ships and sea vehicles at the terminal sites, may not perform repair, rasping (scraping), and painting, welding and other hot works, lifeboat or boat release into the sea or any other maintenance procedures. If the ships and sea vehicles that will have these kinds of procedures performed are at the port facility, they have to ensure coordination with the port facility .

10) Coastal facilities located inside the port's administrative area shall make notification to the Naval Forces Commandership Navigation Hydrography and Oceanography Department in order that their geographical coordinates will be processed into the sea maps.

11) Ships and sea vehicles may not change their anchorage locations unless they obtain permission from the port authority. However, those which are not capable of staying in their present location due to adverse weather and sea conditions may abandon their locations and anchor at safer anchorage sites. Their related officers will make notification to the port authority within the shortest possible time. The arrangement in connection with implementation of this paragraph shall be made by the relevant port authority in places where there is a ship traffic services centre.

12) Ships and marine vehicles that will not perform any operations at coastal facilities, but which anchor at anchorage sites for sheltering due to adverse weather conditions or force majeure circumstances such as those that will endanger the safety of navigation, life, property, and the environment shall make the necessary notification to the relevant port authority and/or pilotage organisation without delay. The arrangement in connection with implementation of this paragraph shall be made by the relevant port authority in places where there is a Ship Traffic Services Centre.

13) Ships and marine vehicles may not berth at the fore of the ships and marine vehicles that are stern fast.

14) The floating equipment to be used for designating the limits of swimming areas in beach areas and in front of coastal hotels, motels, holiday villages and building complexes within the port limits, sea areas up to 200 meters from the coast, shall be designated by the relevant bodies and made fully available and safekept between the dates 1st April – 15th November of each year. Ships and sea vehicles are not allowed to enter inside the designated swimming areas. The port authority is authorised to make changes to the boundaries of the swimming area considering safety of navigation, life, property and the environment.

15) Transhipment operations inside the port administrative area is subject to the permission of the port authority.

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16) Backup procedures shall be performed with the permission of the port authority within the framework of the principles and procedures designated by the Administration.

17) At every port, kedging and anchorage requirements and the related arrangements shall be made by the port authority, and the operating principles and procedures shall be designated by the Administration.

18) Provision of pilotage services for ships and sea vehicles with no permission to berth at coastal facilities and ships and sea vehicles that are not in possession of port exit certificate or anchorage order is subject to the permission of the port authority.

19) The matters relating to determining the mooring, berthing and navigation routes of daily excursion boats shall be designated by the port authority considering the waste collection and other services and shall be approved by the Administration. The harbour master may bring restrictions for capacity, entry-exit and use, in case of exceeding of the capacity of mooring and berthing spaces.

DEFINITIONS / ABBREVIATIONS

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

Ministry: TR Ministry of Transport and Infrastructure,

BLU Manual: Solid Bulk Loading and Unloading Manual for Terminal Agents (IMO MSC/Circ.1160),

BLU Code: Code of Practice for Safe Loading and Unloading of Bulk Carriers,

CSS Code: Safe Practice Code for Load Stacking and Safety,

CTU Code: Code of Practice for Packing Cargo Transport Units,

Bulk Cargo: Substances in solid, liquid and gaseous state that are the structural part of the ship or are in a tank or hold permanently fixed in or on the ship, which are intended to be transported directly without containment,

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

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

Degassing: Works and processes performed with active or passive ventilation, in case it is determined that the cargo transport units, which are within the scope of fumigation and not within the scope of fumigation, but 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,

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Handling: Loading and unloading, stacking, sorting, relocating, loading and unloading of the dangerous cargo from the cargo transport unit, changing or repairing the cargo transport units and their packages, and similar operations for transportation,

Temporary storage: Temporary storage of dangerous goods subject to transport at the coastal facility,

Ship: Ships covered by the legislation or international agreements to which we are a party,

Ship-related: Owner, operator, charterer, captain or agents, and natural or legal persons authorized to represent the ship owner,

IBC Code: International Code on the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk,

IGC Code: International Code for the Construction and Equipment of Ships Carrying Bulk Liquefied Gases,

IMDG Code: International Code for Dangerous Goods Transported by Sea,

IMO: International Maritime Organization,

IMSBC Code: International Maritime Solid Bulk Cargoes Code,

ISGOTT: International Safety Manual for Oil Tankers and Terminals,

ISPS Code: International Ship and Port Facility Security Code,

Administration: General Directorate of Maritime Affairs,

Enclosed space: Temporarily or permanently all or half of all side surfaces, except for entryways (doors, windows, manholes, etc.) The area where the excessively closed entry-exit is restricted and where the dangerous cargo is/will be found,

Accident: The chain of events or events involving dangerous goods, which have harmful consequences such as death, injury, material damage and environmental pollution during the transportation of dangerous goods by sea or their handling and/or temporary storage in coastal facilities,

Coastal facility: Port, dock, pier, berth, fuel oil, liquefied gas or chemical where ships or marine vehicles can safely take their cargo or take shelter, including temporary storage areas located on the sea side of the shore edge line defined in the Coastal Law No. 3621. pipeline and buoy system or dolfen/platform,

Coastal facility operator: Real persons, public law and private law legal persons, who operate the coastal facility by obtaining permission from the Ministry,

Coastal Facility Dangerous Cargo Conformity Certificate (TYUB): The document issued by the Administration and required to be obtained by the coastal facilities that handle packaged or bulk dangerous goods,

Container: Cargo transport equipment that has a certificate in accordance with the applicable standards within the scope of the International Convention on Safe Containers (CSC Convention),

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MARPOL: International Convention for the Prevention of Pollution of the Seas by Ships,

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

Hot work: The use of open flames and flames, power tools or hot rivets, grinding, soldering, burning, cutting, welding or any operation involving heat, radiating or sparking,

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

Transportable maximum humidity (TML): The maximum amount of moisture that a liquefiable solid bulk cargo carried on ships that do not have the characteristics specified in IMSBC Code Section 7.3.2, so as not to interfere with its safe transportation,

Carrier: Actual carrier, broker, ship owner, freight forwarder, freight forwarder, shipping agency, who receives, submits and accepts offers for the transportation of all kinds of dangerous goods on his own behalf or on behalf of third parties, together with the dangerous cargo by sea within the scope of combined transportation. natural and legal persons carrying out the transportation by road or rail,

Hazardous waste: The cargo that is classified as specified in the Basel Convention and the transport class and conditions of which are determined within the scope of SOLAS, of the cargo or dangerous cargo that is not intended to be used directly, or of the packaging and cargo transport units carrying dangerous goods, transported for reprocessing, garbage, incineration or disposal by any other means . parts, solutions, mixtures and used packaging and cargo transport units,

Dangerous goods: Petroleum and petroleum products included in the International Convention for the Prevention of Pollution of the Seas by Ships (MARPOL) 73/78 Annex I, Attachment 1, packaged goods and objects given in Part 3 of the IMDG Code, IMSBC Code Attachment 1 of the cargoes given in the characteristic table, the bulk cargoes with "B" and "A and B" in the group box, "S" or "S/P" in the "d" column of the table given in IBC Code Chapter 17, titled "hazards" liquid substances, gaseous substances given in IGC Code Chapter 19,

Dangerous Cargo Inspection Commission: A commission consisting of three people responsible for conducting PIU inspections,

TMGD: Dangerous goods safety consultants authorized by the Ministry within the scope of the IMDG Code,

TMGDK: Dangerous Goods Safety Consultancy Institution authorized by the Ministry,

TYUB: The Coastal Facility Dangerous Goods Conformity Certificate, which is issued by the Administration and must be obtained by the coastal facilities that handle packaged or bulk dangerous goods,

Loading safety: Safe tying and stacking of the cargo transport unit or cargo loaded into the ship's hold or on the ship's deck, and the safe binding and stacking of the loads to be loaded into the cargo transport unit,

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Shipper: The real or legal person specified as the "shipper" in the bill of lading, maritime transport document or multimodal transport document, and the real or legal person on whose behalf or on behalf of a shipping company a carriage contract has been made,

Cargo Person: The sender, receiver, representative or organizer of the transport works of the dangerous cargo,

Cargo transport unit (CTU): Designed and manufactured for the transport of packaged or bulk dangerous cargoes; road trailer, semi-trailer and tanker, portable tank and multi-element gas container, railway car and tank wagon, container and tank container,

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

ANNEXES:

1- COASTAL FACILITY GENERAL SITUATION PLAN
2- COASTAL FACILITY GENERAL VIEW PHOTOS
3- EMERGENCY CONTACT POINTS AND CONTACT INFORMATION
4- GENERAL SITUATION PLAN OF AREAS HANDLING DANGEROUS LOADS
5- FIRE PLAN OF AREAS HANDLING DANGEROUS LOADS
6- GENERAL FIRE PLAN OF THE FACILITY
7- EMERGENCY PLAN
8- EMERGENCY MEETING PLACES PLAN
9- EMERGENCY MANAGEMENT CHART
10- DANGEROUS LOADS MANUAL
11- LEAKAGE AREAS AND EQUIPMENT, INPUT/EXIT DRAWINGS FOR CTU AND PACKAGES
12- INVENTORY OF PORT SERVICE SHIPS
13- MARINE COORDINATES OF THE PORT MINISTRY ADMINISTRATIVE BOUNDARIES, ANCHORING PLACES AND GUIDE CAPTAIN LANDING/EMBORY POINTS
14- EMERGENCY RESPONSE EQUIPMENTS AGAINST MARINE POLLUTION IN THE COASTAL FACILITY
15- PERSONAL PROTECTIVE EQUIPMENT (PPE) USAGE MAP
16- DANGEROUS LOAD INCIDENTS NOTIFICATION FORM
17- CONTROL RESULTS NOTIFICATION FORM FOR DANGEROUS LOAD TRANSPORT UNITS (CTUS)
18- OTHER ADDITIONS REQUIRED
19- DANGEROUS LOAD HANDLING GUIDE ADDITIONAL LOAD NOTICE

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