ZEYTİNBURNU PORT
DANGEROUS CARGO HANDLING GUIDE

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Port Manager

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REVISION PAGE

Sequence No	Revision No	Contents of the Revision	Revision Date	Revision Maker	
				Name Surname	Signature
1	001	First publication within the scope of the Implementation Instruction on Dangerous Cargo Handling Guide dated 20.04.2022 and numbered 281879	First Release 29/04/2022	Feridun Ulker IMDG TMGD	
2	002	Change of organization	30/06/2022	Feridun Ulker IMDG TMGD	
3	003	Change of organization	10/10/2022	Feridun Ulker IMDG TMGD	
4	004	Change of organization	15/02/2023	Feridun Ulker IMDG TMGD	
5	005	Change of organization	01/12/2023	Feridun Ulker IMDG TMGD	
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2- General photos of the coastal resort
3- Emergency Contact Points and Contact Information
4- General Layout Plan of Areas Handling Dangerous Goods
5- Fire plan of areas handling hazardous cargoes
6- General Fire Plan of the Facility
7- Contingency Plan
8- Plan of Emergency Meeting Places
9- Emergency Management Scheme
10- Dangerous Goods Handbook
11- Leakage areas and equipment for CTU and Packages, entry/exit drawings
12- Inventory of Port Service Vessels
13- Port Authority administrative boundaries, anchorage locations and sea coordinates of the pilot embarkation/embarkation points
14- Emergency response equipment against marine pollution in the coastal facility
15- Personal protective equipment (PPE) usage map
16- Dangerous goods incidents notification form
17- Control results notification form for dangerous goods transport units (CTUs)
18- Other attachments needed
19- Dangerous Goods Handling Guide Additional Cargo Notification (Where necessary)

KISALTMALAR

SOLAS: (safety of life at sea) convention): Denizde Can Emniyeti Uluslararası Sözleşmesini

MARPOL: (International Convention for the Prevention of Pollution from Ships (Marine Pollution)): Denizlerin Gemiler Tarafından Kirletilmesinin Önlenmesine Ait Uluslararası Sözleşmeyi
IMSBC Code: (International Maritime Solid Bulk Cargoes Code): International Maritime Solid Bulk Cargoes Code
IBC Kod: (International Code for the Construction and Equipment of Ships carrying Dangerous Chemicals in Bulk): Dökme Tehlikeli Kimyasalları Taşıyan Gemilerin İnşa ve Ekipmanları Hakkında Uluslararası Kodu
IGC Kod: (The International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk): Dökme Sıvılaştırılmış Gazları Taşıyan Gemilerin İnşa ve Ekipmanları Hakkında Uluslararası Kodu
CTU: (Code of Practice for Packing of Cargo Transport Units): Kargo taşıma birimlerinin paketlenmesine ilişkin uygulama esasları
IMO: (International Maritime Organization): International Maritime Organization.
IMDG Code: (International Maritime Dangerous Goods): The International Code for Dangerous Goods Transported by Sea.
UN No: (United Nations): A unique number issued by the United Nations for each chemical material that may be considered hazardous. IMDG code is 1st of the dangerous goods list. It is the four-digit number in the column.

DEFINITIONS AND ABBREVIATIONS:

a) Buyer: Real and legal persons who will receive the dangerous cargo according to the contract of carriage,
b) Packaging: means the transport container in which the dangerous cargo is placed, as defined in Chapter 6 of the IMDG Code,
c) Packing (packaging) Group: means a group to which certain substances are assigned according to their degree of danger for the purpose of packaging. There are 3 kinds of packaging groups.
d) Packer: The natural and legal persons who place dangerous cargoes in large packaging containers and, if necessary, make the packages ready for transportation, pack dangerous cargoes or change the packages and labels of these goods, label them for the purpose of transportation, carry out these operations with the shipper or his instructions, and the land and coastal facility personnel who actually carry out this operation,
e) Ministry: Ministry of Transport and Infrastructure,
f) Unloader: A cargo carrying unit with a dangerous goods load, a multi-element gas load transport unit, a tank-load carrying unit, a portable tank that removes a portable tank from a vehicle; unloading packed cargoes, small cargo transport unitsand portable tanks from a vehicle or cargo handling unit; An entity that discharges dangerous cargo from a tank (tanker, detachable tank, portable tank or tank load carrying unit) from a scuba gas tanker, from a MEMU or multi-element gas cargo carrying unit, from a vehicle or from a bulk cargo carrying unit."
g) Handling: Loading the cargo onto ships without changing its essential characteristics, unloading from ships, relocation, stacking, separating and degassing and/or cleaning in the cargo transport unit and similar operations for transportation,
h) Handler: Real and legal persons who carry out the handling process,
i) Fumigation: The process of giving a fumigant acting in the form of a gas to a closed environment at a certain temperature in order to destroy harmful organisms in a certain amount and keeping it in the environment for a certain period of time,
j) Gas measurement: Determining the gases and the quantities required to be determined by the Administration within the scope of the relevant regulation in the load transport units and / or closed areas by the authorized institutions and persons by using special devices and apparatus,
k) Degassing: The works and operations carried out with active or passive ventilation in the event that the load carrying units containing gases that are within the scope of fumigation and not included in the scope of fumigation but which may be harmful to life, property and the environment are above their values in the relevant directive as a result of the risk assessment,
l) Ship: Any boat which, regardless of its name, tonnage and purpose of use, can sail at sea with instruments other than oars,
m) Ship related: Equipping, operating, lessee, captain or agents and real or legal persons authorized to represent the ship,
n) Sender: Real and legal persons who send dangerous goods on their own behalf or on behalf of a third party or who are specified as senders in the contract of carriage,
o) Safety Data Sheet (GFB): The document containing detailed information on the characteristics of dangerous cargoes, the safety measures to be taken according to the hazard characteristics in the facilities where they are located, the necessary information for the protection of human health and the environment from the negative effects of dangerous cargoes,
p) IBC Code: International Code on the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk,
q) IGC Code: International Code on the Construction and Equipment of Ships Carrying Bulk Liquefied Gases,

r) IMDG Code: It is an accepted international guide for the safe shipment and shipment of dangerous goods by sea.

s) IMO: International Maritime Organization,

t) IMSBC Code: International Maritime Solid Bulk Cargo Code,

u) ISPS Code: International Ship and Port Facility Security Code,

v) Administration: General Directorate of Maritime Affairs,

w) Captain: The person who directs and directs the ship,

x) Shore facility: A port, dock, pier, berthing place, fuel oil, liquefied gas or chemical pipeline buoy or platform where ships or vessels can safely receive and dispose of cargo or shelter, including storage areas,

y) Coastal facility relative: Real persons or legal entities operating coastal facilities with permission from the Administration and managers and responsible persons of coastal facilities,

z) Cargo transport unit: means a cargo transport unit certified in accordance with the standards applicable under the International Convention for Safe Cargo Transport Units (CSC Convention), m) Coastal facility: Dock, pier, buoy facility, dolfen, fuel oil or liquefied gas pipeline buoy or platform, the limits of which are determined by the Ministry, where ships can safely receive and dispose of cargo or shelter,

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

bb) Final buyer: The buyer who physically receives the cargo discharged from the ship at the shore facility, or the client in question if the physical recipient of the cargo at the time of receipt acts as an agent on behalf of another natural / legal person, or the buyer specified in the contract of carriage if the transportation is carried out under a contract of carriage,

cc) Packaging & Packaging: A hopper or multiple hoppers means the materials or other components required for the chambers to perform storage and other safety functions

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

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

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

gg) Carrier: Real and legal persons who receive an offer for the transportation of all kinds of dangerous goods on their own behalf or on behalf of third parties, who bid, who accept the offer, who accept the offer, who carry out the transportation of dangerous goods by road or rail by road or rail with or without a contract,

hh) Hazard Label: Defines the label containing letters, numbers and shapes that express the characteristics of the loads used in the transportation of dangerous goods such as class, degree of danger and content.

ii) Hazard Plate: It is the plate that must be kept on the load transport unit for information purposes according to the characteristics of the dangerous load in the load transport unit.

jj) Dangerous cargo:

1. Petroleum and petroleum products included in Annex I, Annex 1 to the International Convention for the Prevention of Pollution of the Seas by Ships (MARPOL) 73/78,
2. Packaged transported articles and articles given in Chapter 3 of the IMDG Code,
3. Bulk cargoes with the words "B" and "A and B" in the group box in the characteristic table of the cargoes given in IMSBC Code Appendix 1,
4. Liquid substances marked "S" or "S/P" in column "d" of the table given in Chapter 17 of the IBC Code entitled "hazards",
5. Gaseous substances given in Chapter 19 of the IGC Code,

kk) TMGD: Dangerous cargo safety consultants authorized by the Ministry,

ll) TYUB: Coastal Facility Hazardous Cargo Conformity Certificate issued by the Administration and required to be obtained by coastal facilities engaged in the handling of dangerous goods in packaged or bulk form,

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

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

oo) New coastal facility: A coastal facility that has not received a coastal facility operation permit / coastal facility temporary operation permit within the scope of the "Regulation on the Procedures and Principles for the Issuance of Operation Permit to Coastal Facilities" published in the Official Gazette dated 18/2/2017 numbered 26438

pp) Regulation: The Regulation on the Transport of Dangerous Goods by Sea published in the Official Gazette dated 14.11.2021 and numbered 31659,

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

rr) Loading safety: Safe fastening and stowage of the cargo transport unit or cargo loaded on the ship hold or ship deck and the safe fastening and stowage of the loads to be loaded on the cargo transport unit,

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

tt) Cargo relative: The sender, receiver, representative or organizer of the transport works of the dangerous cargo,

a) Load carrying unit (CTU): Designed and constructed for the carriage of dangerous cargo, whether packed or in bulk; refers to road trailer, semi-trailer and tanker, portable tank and multi-element gas freight transport unit i, railway wagon and tank wagon, freight transport unit and tank load transport unit.

PRESENTATION

1. ENTRANCE

The purpose of this guide is; To ensure that the dangerous cargo transportation activities to be carried out by sea are carried out economically, quickly, safely, with a minimum of negative impact on the quality environment and in accordance with other transportation activities, and to ensure that dangerous cargo supply and transfer services are carried out more safely at the port of Zeyport.

1.1. General information about the property

ZEYPORT ZEYTİNBURNU LİMAN İŞLETMELERİ SAN. VE TİC. A.Ş. port facility is a port that serves as a transit point where operations such as filling, packaging, shipping, transportation, receiving, using or storing dangerous cargoes are not carried out, and replenishment services such as loading and / or unloading dangerous cargo coming to the port are carried out on the ship. The port is not in the position of filling, packing, shipping, transporting, receiving, unloading and storing dangerous cargo. The main activity of the port in relation to dangerous cargoes is the transfer of dangerous cargoes. The dangerous cargoes transferred at the port consist of Ro-Ro transportation.

Within the framework of the Principles Regarding Regular Voyages on the Zeyport Cabotage Line, within the scope of the "Regular Voyage Permit" issued by the Ministry of Transport, Maritime Affairs and Communications, tankers arriving at the Port with Ro-Ro vessels, which are forbidden to pass through the bridges of the Bosphorus Strait, which are portable Class 2 and Class 3 flammable gases and liquids, especially those with class 8 corrosive and class 9 dangerous cargo content for the environment It is the port that provides replenishment services as a transit point for being unloaded from the ship, sent to the receiver and landed on the Ro-Ro ship.

Unloading and storage of vehicles arriving on ships at the port is not carried out. Vehicles disembarking from ships docking in the port are sometimes kept in the port for a short time. One of the reasons for this waiting is that the vehicles carrying dangerous cargo, which will disembark from the ship and pass from the port to the highway, are waiting for the exit times to the traffic in order to use the highway on the routes determined by the IMM Transportation Coordination Directorate (UKOME) or other public administrations (Highways).

During the entry of dangerous goods into and during their presence in the port area, they are checked to ensure the overall safety and security of the area, the storage of cargoes, the safety of all persons in or around the port area and the protection of the environment.

This guidance is limited to the unloading of dangerous cargoes transferred in the port from the ship, loading them on the ship and dangerous cargoes kept in the port area for a short time. In the event of a change in the variety of dangerous cargoes and/or a change in the supply services of

dangerous cargoes within the port, the guidance is revised in the event that situations such as filling, packing, shipping, transporting, receiving, using or storing dangerous cargoes are added.

An important prerequisite for the safe transfer of dangerous goods is the correct identification, storage, packaging, marking, impact, indication and documentation of these cargoes. This applies whether the activity is carried out in the port area or away from the port area.

It is very important that the procedures related to dangerous cargoes in the general transfer chain, all precautions are taken by those responsible and that all relevant information is communicated to those involved in the transfer chain and to the final recipient. Attention should be paid to the conditions, which may differ for different forms of transfer.

The safe transfer of dangerous goods is based on the correct and precise application of the relevant regulations and depends on the acceptance of all persons involved in the risks involved in this context and their complete and detailed understanding of the regulations. This can be achieved by training and retraining the persons concerned in a correct and planned manner.

This Guide has been published for the first time in order to ensure the safe transfer of dangerous cargoes in the port area and to meet legal requirements and safety measures.

1.2. Facility data sheet

General information about the property is given in the Property Information Form below.

1	Facility operator name/title	ZEYPORT ZEYTİNBURNU LİMAN İŞLETMELERİ SAN. VE TİC. Inc.		
2	Contact details of the property operator (address, telephone, fax, e-mail and web page)	Address : Sahil Yolu Kennedy Caddesi Liman Sokak Zeytinburnu/İSTANBUL Phone:+90 212 679 90 01/02/03 Fax: +90 212 679 90 00 - Talk:operation@zeyport.net Web site: http://www.zeyport.net/		
3	Name of the property	ZEYPORT ZEYTİNBURNU LİMAN İŞLETMELERİ SAN. VE TİC. Inc.		
4	The province where the facility is located	ISTANBUL		
5	Contact details of the property (address, telephone, fax, email and web page)	Address : Sahil Yolu Kennedy Caddesi Liman Sokak Zeytinburnu/İSTANBUL Phone:+90 212 679 90 01/02/03 Fax: +90 212 679 90 00 - Talk:operation@zeyport.net Web site: http://www.zeyport.net/		
6	Geographical region where the property is located	MARMARA REGION		
7	Port Authority where the facility is located and contact details	ISTANBUL REGIONAL PORT PRESIDENCY No:33 Karakoy, Beyoglu /ISTANBUL Phone: +90 212 249 21 97-98 Fax: +90 212 292 99 19 e-mail : istanbulliman@udhb.gov.tr		
8	The Mayor's Office where the facility is located and contact details	ZEYTİNBURNU MUNICIPALITY PRESIDENCY Address: Kazlıçeşme Mah. Abay Cad. No: 156 Zeytinburnu/İSTANBUL Phone : (0212) 413 11 11 Fax : (0212) 413 12 12		
9	The name of the Free Zone or Organized Industrial Zone where the facility is located	-		
10	Effective date of Coastal Facility Operation Permit / Temporary Operation Permit	Document No: 2704-D3 / Expire Date : 29.03.2024		
11	Operational Status of the Facility (X)	Own Burden and additional 3rd Party (…)	own load (...)	3rd Person (X)
12	Name and surname of the property manager, contact details (phone, fax, e-mail)	Name and surname: Erdoğan BAYRAM Address : Sahil Yolu Kennedy Caddesi Liman Sokak Zeytinburnu/İSTANBUL Phone:+90 212 679 90 01(Pbx) Fax: +90 212 679 90 00 - Talk:operation@zeyport.net Web site: http://www.zeyport.net/		
13	Name and surname of the facility's hazardous cargo operations officer, contact details (telephone, fax, e-mail)	Name surname: Beycan ARSLAN Phone:+90 212 679 90 01(Pbx) / 125 Phone:+90 212 679 90 09		

		Mobile: +90 552 209 999 34 Fax: +90 212 679 90 00 e-post : operation@zeyport.net Vhf : Ch.16
14	Name and surname of the facility's Hazardous cargo Safety Advisor, contact details (telephone, fax, e-mail)	Name Surname: Feridun ÜLKER RID-IMDG ve ADR TMGD Telephone:+90(537)027-9306 email:feridunulker@anadolutmgd.com
15	Marine coordinates of the property	40 58'50" N, 028 53'45" E
16	Types of dangerous goods handled at the facility (MARPOL Annex-I, IMDG Code, IBC Code, IGC Code, IMSBC Code, Grain Code, loads covered by TDC Code and asphalt/bitumen and scrap loads)	Class 1, Class 2, Class 3, Class 4.1, 4.2, Class 4.3, Class 5.1, 5.2, Class 6.1, Class 8 and Class 9
17	Dangerous cargoes handled at the plant (IMDG Code from the cargo types in Article 16) Loads other than will be written separately. Port connected with Annex-1 form for additional cargo request will be forwarded to the presidency. It will be added to TYER when appropriate)	Liquid bulk cargo (mineral oils)
18	Classes for handled cargoes, subject to IMDG Code	Class 1, Class 2, Class 3, Class 4.1, 4.2, Class 4.3, Class 5.1, 5.2, Class 6.1, Class 8 and Class 9
19	Subject to IMSBC Code, for cargoes handled groups in the characteristic table	-
20	Types of ships that can dock at the facility	FERRY/PASSENGER SHIP, RO-RO SHIP, GENERAL CARGO SHIP, YACHT – MEGA YACHT
21	Distance to the main road of the property	THE PROPERTY IS ADJACENT TO THE HIGHWAY
22	Distance of the facility to the railway or distance to the railway (kilometers) connection (Yes/None)	DISTANCE 0.5 Km, NO CONNECTION
23	Name of the nearest airport and distance to the property	Ataturk Airport 11 Km
24	Load handling capacity of the plant (Tons/Year, Teu/Year, Vehicle Year)	-
25	Whether scrap handling is carried out at the plant	No
26	Is there a border gate? (Yes/No)	Yes

27	Is there a bonded area? (Yes/No)	Yes (Partial)
28	Load handling equipment and capacities	Mobile Crane: 15 MT, Forklift :5 MT, Cordless Stacker : 1,2 MT Compass Crane : 1 MT, Pallet Truck : 0,6 MT
29	Storage tank capacity (m3)	No Storage Tank
30	Outdoor storage area (m2)	15.000 M2 (Port Area Total:)46,018 m2 Including Pier No. 5 in the Land Deed Area : 18,707 m2
31	Semi-enclosed storage area (m2)	No
32	Closed storage area (m2)	500 m2
33	Designated fumigation and/or fumigationdecontamination area (m2)	Arefinement area is not available.
34	Name/title of the pilotage and tugboat services provider, contact details	GENERAL DIRECTORATE OF COASTAL SECURITYAdres: Kemankeş Karamustafa Paşa Mah. Kemankeş Cad. No:63 Beyoğlu/ İSTANBULTel: 0212 334 45 00 (10 hat) Fax: 0212 252 17 87 E-mail: info@kiyiemniyeti.gov.tr
35	Has a Security Plan been created?	Yes, 12.01.2015
36	Waste Reception Facility Capacity (This section will be arranged separately according to the wastes accepted by the facility)	WASTE RECEPTION FACILITY EXEMPTION AVAILABLE EXEMPT / DOCUMENT NO: 34-AKTMB-006
37	Features of the docks/piers etc.	

Dock/Pier No		Boy (metre)	In (meter)	Min. water depth (metre)	Max. Su derinliği (metre)	Largest ship tonnage to dock (DWT veya GRT)
1	Pier No. 1	118	15	6,70	7,0	
2	Pier 2	112	15	4,50	6,40	
3	Pier 3	112	15	4,50	6,40	
4	Pier 4	122	15	4,50	7,00	

5	Pier 5	180 61	15 3	5,00 4,00	7,00 5,00	Yacht berthing pier.
	Agency boat dock/pier	160	9	3,50	4,50	Agency Service Boat, Utility boats
	Wharf	90	----	2,00	3,0	Auxiliary boats

1.3. Procedures for dangerous cargoes transferred and/or held for short periods of time at the Port/Shore facility

1.3.1. IMDG

Loads defined in the IMDG Code as class 6.2 infectious substances and class 7 radioactive substances shall not be taken to the coastal facility. These cargoes are called dangerous cargoes, which are not strictly accepted, and are operated as transit cargo if they have the permission of the competent authority. They are unloaded and unloaded in a special area at the shore facility and shipped and removed without waiting at the shore facility. In the case of handling such cargoes, the safety rules set out in this guide shall apply.

a) In matters such as the handling of dangerous cargoes to the shore facility, temporarily holding them at the shore facility, stowage and sorting, storage, etc., the following points shall be fulfilled in terms of the safety of the coastal facility, employees and vessels in the coastal facility.

b) A coordination meeting will be held at least 1 day before the acceptance of dangerous cargoes to the shore facility and the participation of Operations, Site planning, Shift supervisor, TMGD and other interested parties will be ensured.

- In the coordination meeting; In relation to the dangerous cargo/s to be accepted into the port;
- Risk from dangerous cargo
- Interaction with dangerous cargoes present in the coastal facility,
- interaction with cargoes planned to be accepted into the coastal facility in the near future,
- Conditions of stacking
- Parsing conditions
- The need for materials and equipment for Emergency Response
- Competence of Emergency Response teams
- Issues of interaction from neighboring facilities are handled within the scope of current IMDG CODE documents and an acceptance/rejection or manager decision is taken.

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

The need to inform the Port Authority at the admission to the coastal facility shall be notified to the Port Authority in writing together with the reasons for the situation.

CLASS	2.1	2.2	2.3	3	4.1	4.2	4.3	5.1	5.2	6.1	8	9
Flammable gases (class 2.1)	X	X	X	2	1	2	X	2	2	X	1	X
Toxic and non-flammable gases (class 2.2)	X	X	X	1	X	1	X	X	1	X	X	X
Toxic gases (class 2.3)	X	X	X	2	X	2	X	X	2	X	X	X
Flammable liquids (class 3)	2	1	2	X	X	2	1	2	2	X	X	X
Flammable solids (including self-reactive substances, polymerizing agents and desensitized solid explosives) (class 4.1)	1	X	X	X	X	1	X	1	2	X	1	X
Substances prone to sudden explosion (class 4.2)	2	1	2	2	1	X	1	2	2	1	1	X
Substances which, in contact with water, emit flammable gases (class 4.3)	X	X	X	1	X	1	X	2	2	X	1	X
Substances that cause oxidation (class 5.1)	2	X	X	2	1	2	2	X	2	1	2	X
Organic peroxides (class 5.2)	2	1	2	2	2	2	2	2	X	1	2	X
Toxic substances (class 6.1)	X	X	X	X	X	1	X	1	1	X	X	X
Corrosive substances (class 8)	1	X	X	X	1	1	1	2	2	X	X	X
Miscellaneous dangerous goods and items (class 9)	X	X	X	X	X	X	X	X	X	X	X	X

Meaning of Symbols

Symbol	Packages / IBCs / trailers / platform freight transport units	Closed cargo transport units/ portable tanks	Open road vehicles / railway wagons / open top receptacles
X	No Need or IMDG DGL Column 16b	No Need	No Need
1	It should be separated at least 3 m.	No Need	It should be separated at least 3 m.
2	A minimum separation of 6m is required in open areas, hangars or warehouses, a minimum of 12m must be separated unless separated by an approved fire wall.	In open areas, longitudinally and laterally, a minimum separation of 3m longitudinally and laterally of hangars or warehouses is required, unless separated by an approved fire wall, a minimum separation of 6m is required.	In open areas, longitudinally and laterally, a minimum separation of 6m longitudinally and laterally of hangars or warehouses is required, unless separated by an approved fire wall, a minimum separation of 12m is required.

1.3.1.1.1. Stacking and Storage

a) A storage area shall be established for packed dangerous cargoes and cargo transport units carrying dangerous goods in accordance with the separation and stowage rules and the temporary storage of such packaged cargoes and cargo handling units shall be carried out in accordance with the separation and stowage rules. Necessary fire, environmental and other safety measures should be taken at these sites. If dangerous goods are being stacked or stored in the whole site,

access routes to the cargo transport units containing dangerous goods should be open and there should be equipment that can provide emergency facilities and capabilities that can be intervened in a short time on site.

b) The hardware, software and interfaces required to carry out electronic data transfers for handled or temporarily stored hazardous cargoes must be provided.

c) Cargo transport units carrying temperature-controlled dangerous goods may be temporarily stored at the port only in special areas where the necessary precautions have been taken. The temperature values of the aforementioned load-bearing units must be continuously monitored and, to the extent applicable, monitored by remote monitoring facilities.

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

1.3.1.1.2. Emergency

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

b) The necessary warning, warning signs and fire alarm buttons should be placed in visible and easily accessible places. In places and situations that pose a danger, the relevant personnel should be equipped with personal protective clothing and equipment in accordance with occupational safety and health criteria. Personnel who do not have personal protective clothing and equipment appropriate to their job descriptions and working areas should not be employed.

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

d) In accordance with the job descriptions and working areas of the personnel involved in the work and operations of the collection / unloading of packed dangerous cargoes, emergency situations (fire, explosion, leakage, etc.) In line with the relevant legislation on intervention, occupational health and safety, safety and similar issues, training is given gradually according to the duties and responsibilities from the first job entry.

e) Our port facility is connected with a sufficient volume of water, sufficient power and capacity electric and diesel motor water pump for cooling purposes, fire hydrant connected to the necessary number / diameter fire pipes in sufficient number/diameter, fire cabinet, sufficient power backup energy generation devices (generator), sufficient number of foam (for buildings and extinguishing works other than liquefied gas fire) and dry chemical/dusty fixed/mobile fire extinguishing devices including fire equipment including fire equipment It is equipped and has a port fire plan approved by a competent engineer.

2. RESPONSIBILITIES:

All parties engaged in the transport of dangerous cargo (Port / Shore Facility operator, cargo owners, ship captains); They are obliged to carry out the work and operations related to dangerous loads in a safe, secure and environmentally harmless manner, to prevent accidents and to take all necessary measures to minimize the damage when an accident occurs.

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

All parties engaged in the carriage of dangerous cargo; They are obliged to take all necessary measures to carry out transportation safely, securely and harmlessly to the environment, to prevent accidents and to minimize the damage as much as possible when an accident occurs: In order to carry out the operations related to dangerous cargoes safely, the trainings specified in Article 1.2 of this document are carried out and all the processes and documents prepared are applied in the field.

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

- It uses the roads allocated to them for all vehicles carrying freight transport units.
- When an emergency is required, the signs, labels and plates on the load carriers must remain visible.
- All vehicles must comply with the in-port speed limit.
- Speed control is carried out in the port. All vehicles are expected to comply with speed limits.
- Vehicle personnel carrying cargo transport units containing dangerous cargo must have equipment in the vehicle against spills and scattering.
- Personal protective equipment for personnel of each vehicle must have quick access, which can be used in accordance with the load.
- Vehicles carrying dangerous loads must have at least 2 x 6 kg fire extinguishers and 2 kg of fire extinguishers in the driver's cabin.
- Smoking is prohibited in the vehicles.
- Traffic signs and rules within the port must be obeyed.
- In the event of a vehicle breakdown, the shore facility should be informed immediately and assistance should be requested.
- Under no circumstances should a stranger be allowed into the driver's cabin except for the vehicle crew in the port.
- No waste should be thrown from the inside of the vehicle to the outside during the journey.
- Traffic instructions of coastal facility officers must be followed.
- In adverse weather conditions such as snow, rain, storms, the vehicle should be used with caution.
- It is forbidden to use recreational substances in the vehicle.

2.1.2. EmS – Emergency Response Methods and Emergency Schedule for Ships Carrying Dangerous Goods

In emergency situations such as fire, leakage, debris that occur during the transportation of dangerous cargoes, the EmS Guide, which includes Emergency Response Methods and Emergency Schedules for Ships Carrying Dangerous Goods, is used.

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

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

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

For fires, the EmS fire schedule should be consulted. The schedule indicates the appropriate fire extinguishing method for each hazardous cargo.

2.1.2.1. Specialnotes for classes of substances with licenary control in fires

2.1.2.1.1. Class 1

Everything must be done to prevent the spread of fire to freight transport units containing class 1 goods. If it is not possible to prevent the spread of the fire, all personnel must be immediately withdrawn from the site.

Many explosives will burn to the point of explosion. What needs to be considered is whether a mass explosion is likely. Such an explosion can cause damage to both the ship and the coastal facility. In the case of goods belonging to subgroup 1.1 or subgroup 1.5, this possibility will be present. The time between the fire reaching the explosives and the subsequent mass explosion will be from a few seconds to minutes. The ship must detect how large an amount of such explosives is involved. It is unlikely that a few kilograms will sink the ship, but on this a clear risk to the safety of the crew and the stability of the ship must be taken into account. Sudden or short-term events can endanger the safety of the ship.

Mass detonation of explosives in subdivisions 1.2, 1.3, 1.4 and 1.6 *is unlikely*. Regardless of the cleavage of explosives, any firefighting should be carried out from behind an important protection. If the risk to firefighters is too high, hoses can be connected to rails or other suitable fixtures and left unmanned.

Neither the removal of air nor the use of suffocating material will be effective against a fire containing explosives. Using the maximum amount of water possible in the shortest possible time is the only way to try to prevent a temperature rise that could affect the chemical stability of explosives.

Some dangerous goods of this class are soaked or immersed in water. As they dry, they become unstable.

2.1.2.1.2. Class 2

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

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

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

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

2.1.2.1.3. Class 3

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

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

2.1.2.1.4. Class 4.1

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

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

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

2.1.2.1.5. Class 4.2

Substances prone to spontaneous combustion include pyrophoric substances, which will instantly burn out when in contact with air, and self-heating substances that lead to spontaneous combustion.

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

I. Controlled combustion: stay in a well-protected position. Let the goods burn. Many products of this class react dangerously with water. Contact with water in such cases can aggravate the burn. Therefore, it is not recommended to apply water directly on the burning goods. When portable water monitors that provide a water shield function are available: create a water curtain to prevent the spread of fire. The fire involving the goods must be left to be completely extinguished. If the fire has already spread to adjacent cargo that does not react with water, fight this fire from a safe distance.

II. Fight the fire from a safe distance. If the location of the fire makes it possible, plenty of water should be used immediately. Although burning goods will react with water and create heat, a large amount of water will cool the reaction and prevent further heat dissipation. However, water

should not be used when the location of the fire makes it impossible to apply an abundance of water directly to the goods.

2.1.2.1.6. Class 4.3

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

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

I. Controlled combustion: stay in a well-protected position. Let the goods burn. All goods of this class react dangerously with water: contact with water will aggravate the burn. Therefore, it is not recommended to apply water directly on the burning goods. When portable water monitors that provide water shield function are available: create a water curtain to prevent the spread of fire. The fire involving the goods must be left to be completely extinguished. If the fire has already spread to adjacent cargo that does not react with water, fight this fire from a safe distance.

II. Fight the fire from a safe distance. This should be noted as extinguishing a fire with water intensifies the fire and can lead to the appearance of flammable gases that can explode in mixtures with air.

2.1.2.1.7. Class 5.1

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

Fires with these substances are difficult to extinguish because the ship's firefighting installation may not be effective. Everything possible must be done to prevent the spread of fire to load-bearing units containing these hazardous substances. However, if the fire reaches the cargo, the personnel must be immediately towed to a well-protected location.

2.1.2.1.8. Class 5.2

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

If temperature control cannot be restored, the manufacturer should be consulted as soon as possible, even if the smoke output stops. The cargo must then be kept under surveillance. The surrounding area should be kept isolated because fluid can gush out of the drain arrangements.

2.1.2.1.9. Class 6.1

Substances in this class are toxic by contact or inhalation, and therefore the use of independent respirators and firefighters' clothing is mandatory.

2.1.2.1.10. Class 8

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

2.1.2.1.11. Class 9

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

2.1.2.1.12. Marine pollutants

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

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

2.1.2.2. Special grades for dangerous goods in spills

2.1.2.2.1. Class 1

Properly packed explosives are unlikely to explode unless exposed to a fire or ignition source. Within the divisions of this class there are differences in explosive power. From a sailor's point of view, the volumes of explosives involved are of primary importance for the safety of the ship. However, even small volumes of spilled material can ignite and injure individual crew members. In general, spilled explosives are less dangerous when kept wet.

Some explosive mixtures are stabilized in such a way that the water separates the explosives from the stabilizer, thus posing a higher risk. The explosive component becomes very sensitive to shock and heat. The explosive should be mixed under water and stored and washed in the sea. Wetted items should be disposed of.

Some types of ammunition contain a toxic material or tear gas substance. In addition to the danger of explosion, the danger of toxicity must also be realized. The use of an independent respirator is mandatory.

2.1.2.2.2. Class 2

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

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

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

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

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

2.1.2.2.3. Class 3

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

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

Some flammable liquids are corrosive to human skin, ship hull, or normal personal protection equipment. Its vapors are toxic when inhaled. Therefore, washing the debris and throwing the vapors into the sea with water spray is the preferred method. It is important to close all ventilation to protect the living and machinery areas and the bridge from vapors. Crew members should stay away from any wastewater.

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

2.1.2.2.4. Class 4.1

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

Spilled flammable solids can create an explosive atmosphere that can easily ignite. Some solids (e.g. items) can be repackaged, while others will contaminate the surfaces of ships, which will need to be thoroughly cleaned when substances are launched into the sea.

Several combustible substances are transported in molten form. To clean contaminated areas, it is possible to use inert materials to allow the emergency team to shovel the debris and throw it into the sea.

Flammable solids, which have explosive properties when poured from a package, should be kept wet and thrown into the sea. Ignition of the drying material (e.g. by heat or friction) will lead to an explosion.

Temperature-controlled self-reactive substances are also classified as flammable solids under class 4.1. Spillage is often linked to the failure of temperature control, which leads to a chemical reaction and creates a fire hazard.

Many flammable solids, substances prone to self-combustion, and most substances that are hazardous when wet, are harmful to health through skin contact or inhalation of dust. It is therefore recommended to use an independent respirator and appropriate chemical protection (e.g. chemical clothing) in all cases.

2.1.2.2.5. Class 4.2

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

2.1.2.2.6. Class 4.3

Depending on their chemical properties, substances that are hazardous when wet (class 4.3) can be collected and thrown from the boat into the sea, even if they react with water, or they can be kept dry and thrown into the sea. It is recommended to use water spray in case of occurrence of flammable gases.

2.1.2.2.7. Class 5.1

Class 5.1 charges contain oxygen, and some ignite flammable materials on contact. In general, contact with substances of this class will be harmful to the skin, eyes and mucous membranes. It is therefore recommended to use an independent respirator and appropriate chemical protection (e.g. chemical clothing).

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

2.1.2.2.8. Class 5.2

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

2.1.2.2.9. Class 6.1

The effects of toxic substances (class 6.1) may occur immediately when exposed to them or may be delayed until after exposure. Inhalation is the main way for vapors, gases, mists and dusts. Skin and eye contact is a concern for the emergency team. In all cases, it is recommended to use an independent respirator and appropriate chemical protection (e.g. chemical clothing). Vapors of toxic liquids can fill a zone or an area of the ship with a toxic atmosphere. Therefore, in the event of steam generation, it is important to seal, seal and insulate all ventilation leading to the living and machinery quarters and the bridge.

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

2.1.2.2.10. Class 8

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

In all cases, it is recommended to use an independent respirator and appropriate chemical protection (e.g. chemical clothing). Washing the spills and throwing the vapors into the sea with water spray is the method applied in all cases. It is important that all ventilation leading to the preferred location, engine rooms and bridge is closed, sealed off and secured. All staff should stay away from wastewater.

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

2.1.2.2.11. Class 9

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

2.1.2.2.12. Marine pollutants

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

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

2.1.3. **MFAG - Medical First Aid Guide**

The Medical First Aid Manual (MFAG) included in the IMDG Code annex is used to provide appropriate medical first aid to persons affected by the damages of dangerous cargoes and to health problems caused by accidents involving these loads.

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

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

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

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

2.2. Responsibilities of the cargo subject

The responsibilities of the cargo subject are as follows:

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

2.3. Responsibilities of the carrier

The carrier's responsibilities are as follows:

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

2.4. Responsibilities of the shore facility operator

The responsibilities of the shore facility operator are as follows:

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

approved by the port authority.

u) It ensures the internal loading of load handling units in accordance with the loading safety rules in its facility.

2.5. Responsibilities of the ship controller

The responsibilities of the ship's owners are as follows:

a) It ensures that the cargo to be carried by the ship is certified as suitable for carriage and that the cargo holds, cargo tanks and cargo handling equipment are in a condition suitable for the carriage of cargo.
b) Requests all mandatory documents, information and documents related to dangerous cargoes from the cargo concerned and ensures that they are present with the cargo during the transportation activity.
c) It ensures that the documents, information and documents required to be present on board the ship regarding dangerous cargoes within the scope of legislation and international conventions are appropriate and up-to-date.
d) Checks the transport documents containing information that the cargo transport units loaded on the ship are properly marked, signposted and safely loaded.
e) It informs the relevant ship personnel about the risks of dangerous cargoes, safety procedures, safety and emergency measures, response methods and so on.
f) Maintains up-to-date lists of all dangerous cargoes on board and declares them to the relevant persons upon request.
g) Ensures that the loading program, if any, on board is approved and documented and kept operational.
h) It shall notify the port authority and the coastal facility of the immediate risk posed by the dangerous cargoes on board the ship docking at the shore facility and the measures taken for this purpose.
i) In the event of a leak in the dangerous cargo or in the presence of such a possibility, it does not accept to carry the dangerous cargo.
j) It notifies the port authority of dangerous cargo accidents that occur on board its ship during the cruise or while at the shore facility.
k) It provides the necessary support and cooperation in the controls and inspections carried out by the administration and the port authority.
l) It does not accept to carry dangerous cargoes that are not included in the ship certificates issued by the relevant institutions and organizations.
m) It ensures that the ship's people in charge of the handling of dangerous goods use personal protective equipment appropriate to the physical and chemical characteristics of the cargo during handling.
n) It meets the requirements for the loading safety of the cargoes loaded on its ships.

2.6. Education

1) The procedures and principles related to the trainings to be received by the personnel working in coastal facilitiesare determined by the Administration.
2) The necessary work for the implementation of IMO trainings, which are required by IMO or, if deemed appropriate by the Administration, are carried out by the Administration.
3) If inspections of coastal facilities show that the knowledge and skills of the personnel are insufficient, the Administration may request the repetition of the trainings.

2.7. LOADING SAFETY

4) The port authority stops the handling operation at the shore facility when it sees any risk and does not start it until the risk is eliminated.
5) In order to ensure the safe loading of cargoes on board, the BLU Code and BLU Manual, the Safety Code for Loading and Safety of Cargo (CSS Code), the Code of Practice for Packing Cargo Transport Units (CTU Code) and the Code of Safe Practices for Vessels Carrying Timber Cargo on Deck (TDC Code) are complied with according to the type of cargo.
6) The stowage of cargoes is carried out in accordance with the relevant legislation and international conventions to which we are a party.
7) The vessel may not be loaded more than the loading limit, taking into account the brand of loading limit. In the event of such a situation, the ship shall not be allowed to sail and administrative action shall be taken against the person concerned under Article 22.
8) The results of the loading-unloading plan before the handling operation and the draft survey or scale survey to determine the amount of cargo loaded before the ship departs shall be submitted to the port authority by the ship's concerned. The administration or port authority may request that the draft survey or scale survey report be obtained from an authorized inspection firm.
9) Measures are taken to prevent the stability of the ship from being adversely affected by ensuring that the cargo in bulk carriers, especially bulk carriers with single holds, is loaded in such a way that it spreads to the bottom of the warehouse (by happing).
10) It is ensured that the load and ballast water arrangement is monitored throughout the loading or unloading operation so that the structure of the vessel is not subjected to excessive stress.
11) Care is taken to ensure that the vessel is uninclined, but if a slope (tilting) is required during loading, it is ensured that it is as short as possible. In order to avoid structural damage to the vessel, it is ensured that it is loaded and unloaded properly with the approved stability bouquet.
12) In adverse meteorological and oceanographic conditions that may affect the cargo handling operation, the handling operation is stopped by the captain until the conditions improve.
13) Loads with properties that may damage other loads are loaded in accordance with the separation rules in order to prevent situations such as placing the heavy load on the light load, placing the liquid load on the dry load, and the smell of foul-smelling loads to other loads.
14) In order to ensure the full implementation and maintenance of the safety measures related to the loading, stowage, separation, handling, transportation and unloading of cargoes, all cargoes, cargo units and cargo transport units other than solid and liquid bulk cargoes in accordance with SOLAS Part VI Part A Rule 5.6 shall be loaded in accordance with the Cargo Securing Manual approved by the Administration or authorized classification societies on behalf of the Administration, it is stacked and secured.

2.8. Loads covered by the IMDG Code

1) Substances and articles prohibited by the IMDG Code cannot be transported by sea.
2) Parties involved in the carriage of dangerous goods carried in packaged form shall take measures in accordance with this Regulation and the provisions of the IMDG Code, taking into account the nature and extent of foreseeable risks, in order to prevent damage and injury and to minimise their impact.
3) For the carriage of dangerous goods by sea, it is mandatory to use packagings defined in Chapter

6 of the IMDG Code that have been tested and UN certified by the Ministry or by the competent authority of a country party to SOLAS.

4) The Container/Vehicle Packing Certificate in IMDG Code Regulation 5.4.2 shall be completed and signed by persons loading dangerous goods into the cargo transport unit (excluding tank containers). They receive the relevant training in IMDG Code Rule 1.3. The Container/Vehicle Packaging Certificate is presented to the port before the cargo arrives at the port or at the entrance with the cargo. A copy of this certificate is placed on the inner wall of the right door of the container.
5) Every ship carrying dangerous goods in a packed form shall be accompanied by the documents specified in IMDG Code Rules 5.4.3, 5.4.4 and 5.4.5.
6) In accordance with SOLAS Part II-2 Part G Rule 19.4, ships shall have a Certificate of Conformity issued by the competent authority to prove that ships are of a structure and equipped to carry dangerous cargo. Except for dangerous solid bulk cargoes, certification is not required for IMDG Code Class 6.2, Class 7 and limited transportable dangerous cargoes.

2.9. Weighing full containers

1) **The gross weight of the full containers to be loaded on ships for carriage by sea must be determined and verified by the shipper**: no cargo transport units to be checked for poyload are coming to the shore facility.
2) **The real and legal persons who will determine the gross weight of the filled containers are authorized by the Administration by issuing the Full Container Gross Weight Determination Authorization Certificate**: The cargo transportation units to be checked for poyload do not come to the coastal facility.

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

3.1. Coastal Facility Operators with a Dangerous Cargo Conformity Certificate shall take the following measures.

a) If it is not possible to ensure that dangerous cargoes are stored in the area where they are unloaded at the pier or dock, the operators of the shore facility shall ensure that these substances are transported out of the shore facility as soon as possible without waiting in the port area.
b) Dangerous goods are properly packed and contain information identifying dangerous cargoes and information on risk and safety measures.
c) Shore facility personnel, seafarers and other authorized persons related to the cargo in charge of the handling of dangerous cargo shall wear protective clothing appropriate to the physical and chemical characteristics of the cargo during loading, unloading and storage.
d) Firefighters at the hazardous cargo handling site are equipped with firefighters' equipment and fire extinguishers and first aid units and equipment are kept ready for use at all times.
e) Coastal facility operators prepare an emergency evacuation plan for the evacuation of ships and sea vessels from coastal facilities in case of emergencies and submit them to the approval of the port authority.
f) Shore facility operators are obliged to take fire, safety and security measures.
g) Coastal facility operators shall announce the matters mentioned in this article to the relevant persons by having them approved by the port authority.
h) The audit of the provisions of this article shall be carried out by the port authority and when any nonconformity is detected, the handling operation shall be stopped and the nonconformity shall be eliminated.
i) According to the Regulation on Training and Authorization under the International Code on Dangerous Cargo Transported by Sea published in the Official Gazette dated 11/2/2012 and numbered 28201, personnel who do not have the necessary training and certificates are not allowed to work in and to work in dangerous cargo handling operations and to enter the areas where these operations are carried out.

3.2. Rules Relating to Dangerous Loads and Loads

a) There is no unloading or filling of any dangerous cargo with IMDG code in the port area.
b) The discharge, loading and storage of Class 6.2 Infectious Substances and Class 7 Radioactive materials with IMDG code coming to the port area by sea and/or road are not carried out.
c) It is the responsibility of the shipper, loader and carrier to prepare all classification, plating, labeling, packaging, written instructions regarding the cargo, transportation documents and all other dispatch procedures, detailed information about dangerous cargoes at the port site, transport units.
d) Fixed tanks, tank-cargo transport unitsand portable tanks come to the port area to be transported by Ro-Ro ships.
e) Responsible Personnel for dangerous cargoes,

Working hours are applied in three shifts at the port. For this reason, an operations manager has been appointed by the port authority for each shift as the operations officer for dangerous cargoes.

a) Dangerous cargoes arriving at the port;

1-It is correctly installed, marked and labeled,
2-There is no damage and or leakage,
3- All transactions are properly carried out and secured for sea travel,
4-It is the responsibility of the shipper, loader and carrier to check that all aspects of the IMDG Code are complied with, and in this context, it is accepted that they correctly identify the dangerous cargoes arriving at the port.

b) It is forbidden to smoke, to light fires, to use open flame generating devices, to perform hot work that creates sparks such as welding, cutting, grinding, on the cargo deck and other dangerous areas of ships carrying dangerous cargo docked in the port and in areas where dangerous cargoes are temporarily kept in the port.

c) External damage, leakage or overflow of contents of the cargo transport units of dangerous cargoes arriving at or departing from the port shall be controlled by the operation officer.

d) Agency service providers are prohibited from performing service vehicle maintenance and repairs (rapsa, paint) at the port site.

1- When there are any findings such as leakage of damage to the transport units or overflow of the contents to the outside; the situation will be immediately reported by the port operator to the Emergency Contact Points and the Port Authority.

2-Every dangerous cargo transport unit that is found to be damaged and leaking will not be loaded until the damages are eliminated or the damaged transport units are eliminated.

3- In cases where dangerous loads leak or overflow due to a problem arising from the transport units, they will be taken into the security circle and dangerous cargoes will be kept in safe holding areas within the possibilities.

4- If it is determined that there is any damage by the port operator on the transport vehicles disembarking from the ship or to be loaded on the ship, the shipper and the carrier unit shall be notified and the operations shall be stopped.

3.3. Unloading, Loading, Holding of Dangerous Cargo from the Ship, Supervision and Control of the Port Area:

3.3.1. Dangerous Goods Transport Units (tankers)

Ro-ro ships arriving at the port dock at pier 1 within the scope of the "Operation Permit" for unloading and unloading land vehicles.

Fire, environmental and other safety measures are taken to ensure the safe docking of Ro-ro carrier ships bringing dangerous cargo to the port. The time elapsed during this period is called the ship safe berthing time.

Dangerous cargo transport units arriving at the port by ships come with fixed tanks (on vehicles) and are not subjected to any storage in the port.

3.3.1.1. Waiting Times of Tankers :

- The period during which tankers arriving by ships or on vehicles from land are kept at the port border for the duration of the **ship's safe berthing** for the ships to dock at the port,
- Due to force majeure (weather opposition, ship failure, sea traffic density, etc.), the delay of the ships arriving at the port, the inability to dock at the pier and the waiting time in between,
- The time expected due to the regulation of the transportation coordination center (UKOME) of the vehicles that will disembark from the ship and pass through the port to the traffic hours and routes of the vehicles carrying dangerous cargo,
- The time taken for the failure of the vehicles in the port and for the elimination of the malfunction is the waiting time of the tanker, which is the dangerous cargo, within the port boundaries.

3.3.1.2. Other packaged dangerous cargoes

Packed dangerous cargoes belonging to other classes except class 6 and class 7 come to our shore facility within the scope of the food needs of ships anchored in the open. For example; This includes refrigerant cylinders of Class 2.2, Class 2.1 gases for meeting energy needs, Class 3 and Class 8 substances for repair or cleaning, and Class 9 loads hazardous to the environment.

3.3.1.3. Waiting Times for other packaged dangerous cargoes :

Within the scope of supply services to ships transiting through the Bosphorus or waiting in the mooring areas of the port of Istanbul, mineral oil, paint, thinner, oxygen and acetylene cylinders are replenished. These cargoes are covered by IMDG 1.1.1.7, 1.1.2.1 – Chapter VII Part A Rule 2-2 and 1.1.2.2.1 Annex III – Part I Rule 2-4 and are covered by ship provisions and equipment.

In accordance with the customs legislation, these are the waits made until the replenishment service operations are completed and / or due to force majeure reasons such as weather opposition due to the inability of the service boats to provide serviceto the agency.

During all dangerous cargo replenishment and in short-term waits within the port, the necessary security measures are taken by other employees, especially the port operator and the operation officer.

4. CLASSES, TRANSPORTATION, ESTIMATION/DISCHARGE, HANDLING OF DANGEROUS GOODS,

Dangerous cargoes arriving at ZEYPORT ZEYTİNBURNU PORT by ship and land vehicles are not filled, packed, sent, transported, received and used in the port area. The dangerous cargoes transferred in the port are unloaded from the ship, loaded onto the ship and due to special circumstances, the dangerous cargoes are kept in the port for a short time.

4.1. CLASSES OF DANGEROUS GOODS

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

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

Table 4.1: Hazardous Cargo Classes

4.1.1. Classification codes

The dangerous goods classification codes are as follows.

Class 1 Subgroups	1.1	Substances and objects that are in danger of explosion by mass (Explosion by mass is an explosion that can affect almost the entire load at once).
	1.2	Substances and articles which are hazardous of ejection but which are not explosive in mass.
	1.3	Substances and articles that have a fire hazard or a slight explosion hazard or a slight ejection hazard, or both, but which are not a mass explosion hazard. These substances and objects are:
		(a) when they are burned, they cause a significant amount of radiant heat, or
		(b) Each other burns one after the other, producing a slight explosion or ejection effect.
	1.4	Substances and articles which have only a low risk of explosion if ignition or reaction starts during carriage. Their effects are, to a large extent, limited to packaging only, and particles large enough to be considered are not expected to be thrown to considerable distances. An external fire does not cause almost all the contents of the packaging to explode at once.
	1.5	Insensitive substances which present a mass explosion hazard, but which, under normal conditions of carriage, are very unlikely to be due to the initiation of the reaction or to the transition from a combustion state to an explosion state. As a minimum requirement, they should not explode in an external fire test.
	1.6	Objects with an extremely low level of precision that are not explosive in mass. These objects predominantly contain extremely insensitive substances, and the probability of accidental ignition or spread is negligible. The risk posed by its objects in Subgroup 1.6 is limited to the explosion of a single object.
Class 1 Compatibility Groups	A	Primary explosive material.
	B	An object containing a primary explosive substance and without two or more active protective properties. Although they do not contain primary explosives, blasting detonators, blasting fuze assemblies and ignition wicks and destruction capsules fall into this group.
	C	An article containing explosive material or other progressive combustion explosive material or similar explosive substance containing propulsion fuel.
	D	An article containing secondary explosive material, black powder or secondary explosive material which is not a detonation device and propellant in each case, or an article containing a primary explosive substance and having two or more effective protective properties.
	And	An article containing a secondary explosive substance (other than containing flammable liquid or gel or hypergolic liquid) which is a propellant substance without an ignition device.
	F	An object containing a secondary explosive substance with a self-ignition device, with or without a propellant (other than containing flammable liquid or gel or hypergolic liquid).
	G	Pyrotechnic substance or object containing pyrotechnic technical substance, or article containing both an explosive substance and an illuminator, incendiary, tear-generating or smoke-making substance (other than an object activated by water or an object containing white phosphorus, phosphides, pyrophoric substance, flammable liquid or gel or hypergolic liquid).
	H	Object containing both explosive material and white phosphorus.
	J	Object containing both explosive substance and flammable liquid or gel.
	K	An object that contains both an explosive substance and a toxic chemical.

	L	Explosive substance or object containing explosive substances and carrying a special risk (for example, due to activation with water or the presence of hypergolic liquids, phosphides or a pyrophoric substance) and therefore requires the insulation of each type.
	N	Objects that predominantly contain extremely insensitive substances.
	S	A substance or article packaged or designed in such a way that hazardous effects resulting from accidental functioning are limited to packaging; If the packaging deteriorates due to fire, all explosion or ejection effects are limited in such a way that they do not significantly impede firefighting or other emergency response efforts in the immediate vicinity of the packaging.
Class 2 Subgroups	1	Compressed gas: substances that are completely gaseous at -50 °C when packaged under pressure for carriage; All gases with critical temperatures equal to or lower than -50 °C are included in this category.
	2	Liquefied gas: Gas that is partially liquid at temperatures above -50 °C when packaged under pressure for carriage. Distinction is made between:
		High-pressure liquefied gas: Gas whose critical temperature is above -50 °C and less than or equal to +65 °C;
		Low-pressure liquefied gas: Gas with a critical temperature above +65 °C.
	3	Refrigerated liquefied gas: Gas that, when packaged for carriage, is partially liquefied due to its low temperature.
	4	Dissolved gas: Gas dissolved in a liquid-phase solvent when packaged under pressure for transportation.
	5	Small, gas-containing, aerosol sprayers and containers (gas cartridges).
	6	Other objects containing gas under pressure.
	7	Non-pressurized gases subject to special conditions (gas samples).
	8	Chemicals under pressure: liquids, pastes or powders and mixtures thereof pressurized with a propulsion fuel that meets the definition of a compressed or liquefied gas.
	9	Adsorbed gas: Gas that is adsorbed onto a solid porous material in such a way that, when packaged for carriage, it gives an inner receptacle pressure of less than 101.3 kPa at 20 °C and less than 300 kPa at 50 °C.
	A	Sultry
	Or	Yükseltgen
	F	Alevlenir
	T	Poisonous
	C	Corrosive (for UN 1950 and chemicals under pressure)
	CO	Abrasive, oxidizing (for UN 1950)
	FC	Flammable, corrosive (for UN 1950 and chemicals under pressure)
	TF	Toxic, flammable
	TC	Toxic, corrosive
	TO	Toxic, oxidizing
	TFC	Toxic, flammable, corrosive
	TOC	Toxic, oxidizing, corrosive
	2.1	Flammable gases (corresponding to the groups denoted by the capital letter F).
	2.2	Non-flammable, non-toxic gases (corresponding to the groups denoted by the letters Big A or O).
	2.3	Poisonous gases (correspond to the groups denoted by a capital T; Such as TT, TF, TC, TO, TFC, and TOC).
Class 3 Subgroups	F	Flammable liquids, objects that do not have secondary risk and contain such substances:
		F1 Flammable liquids with a flash point of 60 °C and below;
		F2 Flammable liquids, having a flash point of more than 60 °C, carried at a temperature at or above the flash point (substances at high temperature) or transferred for carriage;
		F3 Articles containing flammable liquids;
	FT	Flammable liquids, toxic:
		FT1 Flammable liquids, toxic;

		FT2 Pestisitler;
	FC	Flammable liquids, corrosive;
	FTC	FTC Flammable liquids, toxic, corrosive;
	D	Desensitized liquid explosives.
Class 4.1 Subgroups	F	Flammable solids, without secondary risk:
		F1 Organic;
		F2 Organic, molten;
		F3 Inorganic;
		F4 Objects;
	FO	flammable solids, oxidizing;
	FT	Flammable solids, toxic
		FT1 Organic, toxic;
		FT2 Inorganic, toxic;
	FC	flammable solids, corrosive;
		FC1 Organic, abrasive;
		FC2 Inorganic, corrosive;
	D	Desensitized solid explosives with no secondary risk;
	GERMAN	Solid explosives with reduced sensitivity, toxic;
	SR	Self-reactive substances:
		SR1 Those who do not require temperature control;
		SR2 Temperature control requirements.
	PM	Polymerizing agents
		PM1 Those who do not require temperature control;
		PM2 Temperature control requirements.
Class 4.2 Subgroups	S	Substances without secondary risk, prone to spontaneous combustion:
		S1 Organic, liquid;
		S2 Organic, solid;
		S3 Inorganic, liquid;
		S4 Inorganic, solid;
		S5 Organometalik;
	SW	Substances prone to spontaneous combustion, which, when in contact with water, release flammable gases;
	SO	Substances prone to spontaneous combustion, oxidizing;
	ST	Substances prone to spontaneous combustion, toxic:
		ST1 Organic, toxic, liquid;
		ST2 Organic, toxic, solid;
		ST3 Inorganic, toxic, liquid;
		ST4 Inorganic, toxic, solid;
	SC	Substances prone to spontaneous combustion, corrosive:
		SC1 Organic, corrosive, liquid;
		SC2 Organic, corrosive, solid;
		SC3 Inorganic, corrosive, liquid;
		SC4 Inorganic, corrosive, solid;
Class 4.3 Subgroups	In	Articles containing substances without secondary risk and similar substances which, in contact with water, emit flammable gases:
		W1 Liquid;
		W2 solid;
		W3 Objects;
	WF1	Substances that, when in contact with water, release flammable gases, liquid, flammable;
	WF2	Substances that, when in contact with water, release flammable gases, solid, flammable;
	WS	Substances that, when in contact with water, release flammable gases, solid, self-heating;
	WHERE	Substances which, when in contact with water, release flammable gases, oxidizing, solid;

	WT	Substances which, when in contact with water, release flammable gases, toxic:
		WT1 Liquid;
		WT2 solid;
	TOILET	Substances which, in contact with water, release flammable gases, corrosive:
		WC1 Liquid;
		WC2 solid;
	WFC	Substances that, when in contact with water, release flammable gases, flammable, corrosive.
Class 5.1 Subgroups	Or	Oxidizing substances, objects that are not of secondary risk and contain such substances:
		O1 Liquid;
		O2 solid;
		O3 Objects;
	OF	Oxidizing substances, solid, flammable;
	THE	Oxidizing substances, solid, self-heating;
	OW	Oxidizing agents are solids that, when in contact with water, release flammable gases;
	OT	Oxidizing agents, toxic:
		OT1 Liquid;
		OT2 solid;
	OC	Oxidizing agents, corrosive:
		OC1 Liquid;
		OC2 solid;
	OTC	Oxidizing agents, toxic, corrosive.
Class 5.2 Subgroups of organic peroxides	P1	Organic peroxides, no need for temperature control
	P2	Organic peroxides need temperature control.
Class 6.1 Subgroups	T	Toxic substances, without secondary risk:
		T1 Organic, liquid;
		T2 Organic, solid;
		T3 Organometallic substances;
		T4 Inorganic, liquid;
		T5 Inorganic, solid;
		T6 Liquid, used in pesticides;
		T7 Solid, used in pesticides;
		T8 Samples;
		T9 Other toxic substances;
	TF	Toxic substances, flammable:
		TF1 Liquid;
		TF2 Liquid, used in pesticides;
		TF3 solid;
	TS	Toxic substances, self-heating, solid;
	TW	Toxic substances, which, when in contact with water, release flammable gases:
		TW1 Liquid;
		TW2 solid;
	TO	Toxic substances, oxidizing:
		TO1 Liquid;
		TO2 solid;
	TC	Toxic substances, corrosive:
		TC1 Organic, liquid;
		TC2 Organic, solid;
		TC3 Inorganic, liquid;
		TC4 Inorganic, solid;
	TFC	Toxic substances, flammable, corrosive;

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

Table 4.2 Classification Codes

4.2. Packages and packaging of dangerous cargoes

✓ **Package & Packaging Coding**

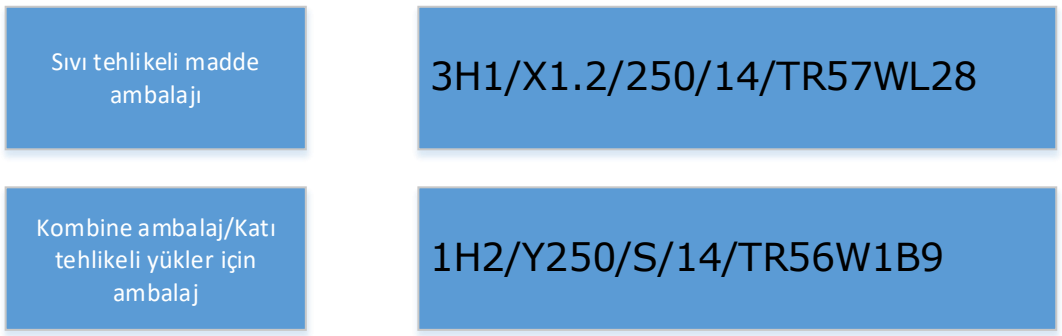


Figure 4.1 Packaging and Packaging Coding

3H1: Package identification code
3 : Package Type
H : Material
1 : Category
X: Packing Group
1.2: Specific Gravity
250: Hydrostatic test pressure
14: Package production date (years)
TR57WL28: Country code of the certifying body that tested the package
1H2: Package identification code
A: Packing Group
250: Maximum gross mass
Q: For solids
14: Package production date (years)
TR56W1B9: Country code of the certifying body that tested the package

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

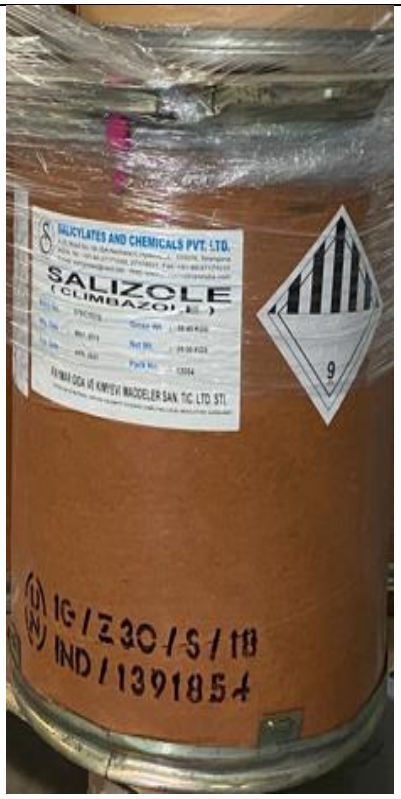
4.2.1. Package & Packaging Types

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

Packaging Types:

STEEL BARRELS (1A1)

PLASTIC DRUMS (1H2)



FIBER BARREL (1G)

BAG (5H4)

PLASTIC CANISTER (3H1)

CYLINDER

CARDBOARD BOX (4G)

IBC

IBC'LER

They are solid or flexible portable packages

- Capacity up to 3.0^{m3} (Packing groups II and III)
- Capacity up to 1.5 m^3 (Packing group I)
- They are made ready-made from wood, cardboard, plastic, metal and cloth.
- Their capacity varies between 450-3000 liters.

4.3. Plates, plates, brands and labels for dangerous cargoes

4.3.1. Dangerous goods plates

<table>
<tr><td rowspan="2">Class 1</td><td>  </td><td>  </td><td>  </td><td>  </td></tr>
<tr><td>1.1. Explosive</td><td>1.2 Explosive</td><td>1.3 Explosive</td><td>1.5 Explosive</td></tr>
<tr><td rowspan="2"> 
1.6 Explosive</td><td> 
1.4 Explosive</td><td colspan="2" rowspan="2">* Compatibility group location</td></tr>
<tr><td colspan="2"></td></tr>
<tr><td rowspan="2">Class 2</td><td>  </td><td>  </td><td>  </td><td>  </td></tr>
<tr><td colspan="2">2.1 Flammable Gas</td><td>2.2 Asphyxiating Gas</td><td>2.3 Toxic Gas</td></tr>
<tr><td rowspan="2">Class 3</td><td>  </td><td>  </td><td colspan="2" rowspan="2"></td></tr>
<tr><td colspan="2">Flammable Liquid</td></tr>
<tr><td rowspan="2">Class 4.1
Class 4.2
Class 4.3</td><td>  </td><td>  </td><td>  </td><td>  </td></tr>
<tr><td>4.1 Flammable solids
-Self-reactive substances
-Polymerizing agents
-Solid desensitized explosives</td><td>4.2 Substances prone to spontaneous combustion</td><td colspan="2">Substances that emit flammable gases due to contact with water</td></tr>
<tr><td rowspan="2">Class 5.1
Class 5.2</td><td>  </td><td>  </td><td>  </td><td></td></tr>
<tr><td>5.1 Oxidizing Substances</td><td colspan="2">5.2 Organic Peroxytler</td><td></td></tr>
<tr><td rowspan="2">Class 6.1
Class 6.2</td><td>  </td><td>  </td><td colspan="2" rowspan="2"></td></tr>
<tr><td>6.1 Toxic substances</td><td>6.2 Infectious substances</td></tr>
<tr><td rowspan="2">Class 7</td><td>  </td><td>  </td><td>  </td><td>  </td></tr>
<tr><td colspan="4">Radioactive Materials</td></tr>
<tr><td rowspan="2">Class 8</td><td>  </td><td></td><td></td><td></td></tr>
<tr><td>Corrosive Substances</td><td></td><td></td><td></td></tr>
</table>

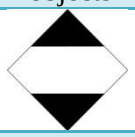
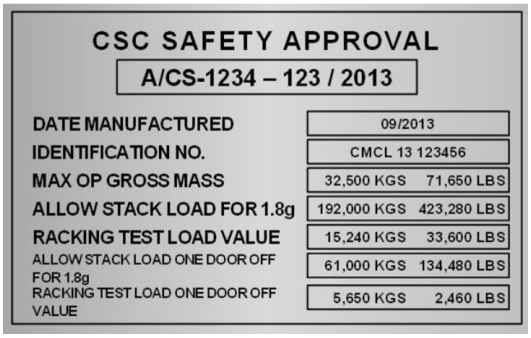
Class 9				
	Miscellaneous Dangerous loads and objects	Lithium Batteries (9A)		
				
	Limited Quantity	Excepted quantity		

Table 4.3 Dangerous goods plates, labels and markings

4.3.2. Hazardous load plates

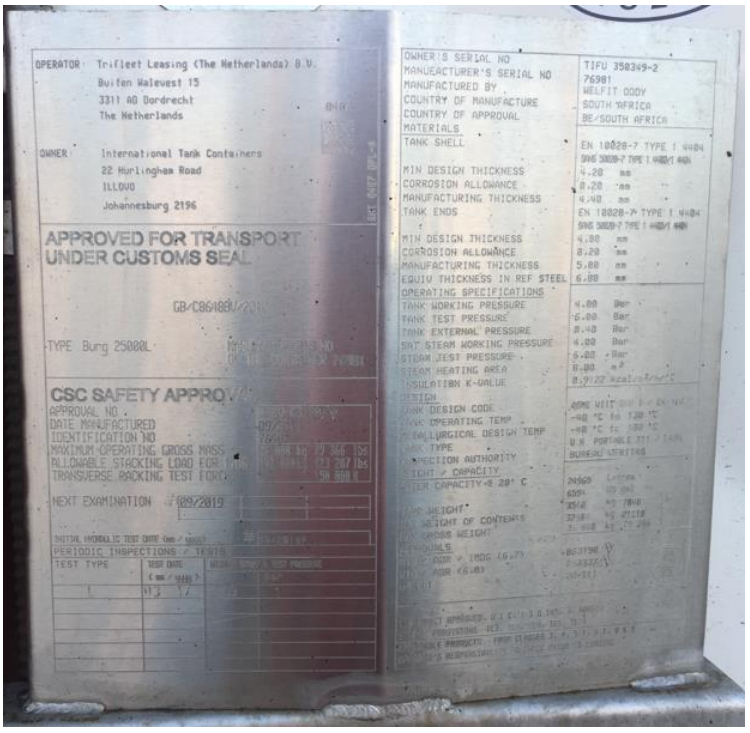
- Safety approval plate	- Road tankers license plate
- IBC plakası	▪ IMO 4 tip
- Portable tank plate	▪ IMO 6 tip
▪ T1-T23	▪ IMO 8 tip
▪ T50	▪ IMO 9 tip
▪ T75	
▪ MEGC	



Safety Approval Plate (1.1)

IBC Plaka (6.5)

Portable Tank Plate (6.7.3)



Portable Tank Plate (6.7.2)

Table 4.4 Hazardous load plates

4.3.3. Dangerous goods brands

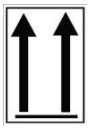
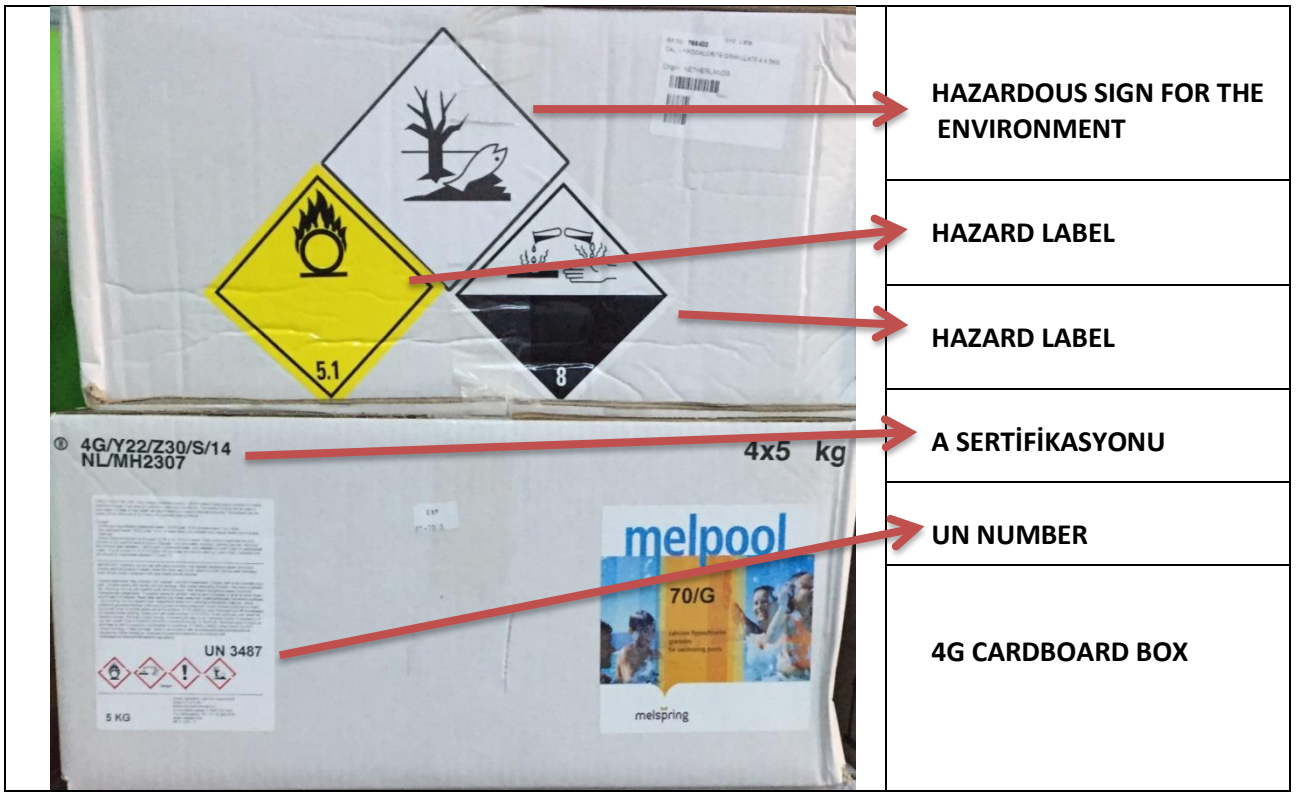
		
Suffocating danger	Marine pollutant and hazardous sign to the environment	
		
Direction arrow	Fumigation sign	High temperature hazard

Table 4.5 Dangerous goods brands

4.3.4. Dangerous goods labels

- ✓ **Packaging Labeling**



✓ **IBC Labeling – Marking**

31HA1 KOMPOZİT IBC
A SERTİFİKASYONU
HAZARD LABEL
HAZARDOUS SIGN FOR THE ENVIRONMENT
UN NUMBER
IBC AND LARGE PACKAGES WITH A CAPACITY OF OVER 450 LITERS ARE MARKED AND LABELED ON BOTH SIDES.

IBC (OHK) Etiketleme

4.4. Signs of dangerous goodsand groups of packages

4.4.1. Dangerous goods signs

Examples of marking hazardous cargo signs in 4.3.3 were given in 4.3.4.

4.4.2. Packing groups of dangerous cargoes

Hazard labels are divided into 9 in themselves. Although the signs are in the form of labels and sheets; labels are placed on the packages and the plates are kept on the cargo transport unit or vehicle.

Dangerous goods carried within the load carrying unit must be packed & packaged according to appropriate standards.

Dangerous cargoes are transported under three types of packing groups.

I Substances that are low hazardous
IIThe required loads
III It is in the form of substances of high danger.

Self-reactive substances of classes 1, 2, 5.2, 6.2, 7 and 4.1 do not have a packing group.

Note: The meanings of the X, Y and Z codes in the UN certification on the packaging;
Packages with an X code; packing groups I, II and III
To packages with Y code; packing groups II and III
Packages with Z code; packing is for group III items.

4.5. Separation tables of dangerous cargoes on board and in the shore facility according to their classes

4.5.1. Sorting of dangerous cargoes on board

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

Dangerous cargoes located at the port site in different cargo handling units or in packaged form shall be stacked on the basis of the distances in the separation table below:

Class	2.1	2.2.	2.3	3	4.1	4.2	4.3	5.1	5.2	6.1	6.2	7	8	9
Flammable gases	X	X	X	2	1	2	2	2	2	X	4	2	1	X
Flammable and non-toxic gases	X	X	X	1	X	1	X	X	1	X	2	X	1	X
Toxic gases	X	X	X	2	X	2	X	X	2	X	2	1	X	X
Flammable liquids	2	1	2	X	X	2	2	2	2	X	3	2	X	X
Flammable solids	1	X	X	X	X	1	X	1	2	X	3	2	1	X
Substances prone to spontaneous combustion	2	1	2	2	1	X	1	2	2	1	3	2	1	X
Substances which, in contact with water, emit flammable gases	2	X	X	2	X	1	X	2	2	X	2	2	1	X
Oxidizing agents	2	X	X	2	1	2	2	X	2	1	3	1	2	X
Organic peroxytler	2	1	2	2	2	2	2	2	X	1	3	2	2	X
Toxic substances	X	X	X	X	X	1	X	1	1	X	1	X	X	X
Infectious substances	4	2	2	3	3	3	2	3	3	1	X	3	3	X
Radioactive material	2	1	1	2	2	2	2	1	2	X	3	X	2	X
Corrosive substances	1	X	X	X	1	1	1	2	2	X	3	2	X	X
Miscellaneous dangerous goods and articles	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Table 4.8 Port Site Hazardous Cargo Sorting Table

- In the paired structure shown in this table, the distance between the load carrying units for IMDG codes is given in numbers from 1 to 4. Accordingly, the distance between the loads is:

  Digit Meaning

  - 1Must be kept away
  - 2 Must be separated
  - 3 The whole should be kept separate by means of a compartment or partition.
  - 4 The whole that passes between them must be separated longitudinally by means of a compartment or partition

    Exceptions should be checked in the X IMDG code list.

4.5.2. Separation of hazardous cargo at the onshore facility

CLASS	2,1	2,2	2,3	3	4,1	4,2	4,3	5,1	5,2	6,1	8	9
Flammable	X	X	X	2	1	2	X	2	2	X	1	X
Toxic and	X	X	X	1	X	1	X	X	1	X	X	X
Toxic gases	X	X	X	2	X	2	X	X	2	X	X	X
Flammable	2	1	2	X	X	2	1	2	2	X	X	X
Flammable solids (including	1	X	X	X	X	1	X	1	2	X	1	X
Substances	2	1	2	2	1	X	1	2	2	1	1	X
Substances	X	X	X	1	X	1	X	2	2	X	1	X
Oxidation-	2	X	X	2	1	2	2	X	2	1	2	X
Organic	2	1	2	2	2	2	2	2	X	1	2	X
Toxic	X	X	X	X	X	1	X	1	1	X	X	X
Corrosive	1	X	X	X	1	1	1	2	2	X	X	X
Miscellaneous	X	X	X	X	X	X	X	X	X	X	X	X

Figure 4.9 Sorting Distances of Hazardous Loads in Warehouse and Outdoor Storage

Separation table by class of dangerous goods

In the paired structure shown in this table, the distance between the load carrying units for IMDG codes is given in numbers from 1 to 4. Accordingly, the distance between the loads is:

RakamAnlamı

1 3m.

2 6m.

3 12m.

4 24m.

Exceptions should be checked in the XIMDG code list.

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

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

Meanings of the Symbols

Symbol	Packages / IBCs / trailers / platform freight transport units	Closed cargo transport units/ portable tanks	Open road vehicles / railway wagons / open top receptacles
X	No Need or IMDG DGL Column 16b	No Need	No Need
1	It should be separated at least 3 m.	No Need	It should be separated at least 3 m.
2	A minimum separation of 6m is required in open areas, hangars or warehouses, a minimum of 12m must be separated unless separated by an approved fire wall.	In open areas, longitudinally and laterally, a minimum separation of 3m longitudinally and laterally of hangars or warehouses is required, unless separated by an approved fire wall, a minimum separation of 6m is required.	In open areas, longitudinally and laterally, a minimum separation of 6m longitudinally and laterally of hangars or warehouses is required, unless separated by an approved fire wall, a minimum separation of 12m is required.

Figure 4.10 Separation Distances of Hazardous Loads in Warehouse and Outdoor Storage Meanings of Symbols

- The stowage area of IMDG coded cargoes in the port area is the IMDG field.

5. HANDBOOK ON HAZARDOUS CARGOES HANDLED IN COASTAL INSTALLATIONS

Although the port of Zeyport is the port where the operations such as filling, packing, shipping, transporting, receiving, using or storing dangerous cargoes are not carried out, but only replenishment services such as loading and / or unloading dangerous cargo from the ship, the "Dangerous Cargo Handguide" prepared within the scope of the port operations describing the dangerous cargoes coming to the port is ready to be given to the port users A copy is attached. (ANNEX-10 DANGEROUS GOODS HANDBOOK)

Common sections (definitions, classification and labelling, etc.) found in the guide and in the dangerous goods handbook are not included.

6. OPERATIONAL CONSIDERATIONS

6.1. Procedures for the safe berthing, mooring, loading/unloading, sheltering or mooring of ships carrying dangerous cargo day and night:

Pilotage service is taken for the safe mooring of ships carrying dangerous cargo at the pier. It has a protocol with Gemtac Ship Sub-Agency and Boat Services Trade Inc .

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

Weather conditions are reported from Zeyport Port Facilities before air-related emergencies, and salting activities are carried out on the floors where cargo transport units carrying dangerous cargo are transported when necessary, taking into account daily weather reports. As a port operation, meteorological conditions are constantly monitored. In the event of reports of severe storms, operations employees, operators and on-call personnel of vessels moored at the dock shall be informed. The priority is to increase the ropes of the ship under all conditions and to ensure that the ship's machinery is always ready for movement as quickly as possible according to the severity of the coming storm. When the wind reaches a severity that prevents the safe operation of the coastal cranes, the wind alarm of the crane is activated and the operation is stopped and the cranes are secured. In the event that the ship attached to the dock cuts the rope and begins to leave the dock while the operation is still stopped or in progress, the following processes are followed:

- If the loading or unloading of the vessel is in progress and there is a cargo handling unit connected to the spreader of the crane in the ship's hold, the crane operator is informed by radio/telephone as soon as possible that the ship has left the dock.
- The operator moves the cab of the crane in the direction of movement to correspond to the speed of movement of the vessel, while at the same time it begins to demolish the load-carrying unit in the hold in the fastest and safest way.
- After the cargo transport unit is removed from the ship, it is left at the dock at the nearest place and the safety of the crane is ensured.
- Although the ship pilotage and tugboat organization has notified through the VHF call channel, the port operator is also requested to reach the location of the ship leaving the dock by making an emergency call by radio or telephone.
- Based on the decision of the captain of the ship, a new rope can be given to the dock and the ship can be re-moored
  or existing ropes are also fora, allowing the ship to be separated from the dock.
- In the event that the ship under operation leaves the dock for compelling reasons before the operation is completed, both the Port Authority and the Customs Directorate shall be informed.
- Hazardous loads requiring temperature control are detailed in the Temperature Controlled Hazardous Cargo Operation Procedure.

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

In order to work safely with dangerous cargoes, first of all, on-the-job trainings of the personnel, IMDG Code Awareness and IMDG Task Oriented Trainings are sought for the employees from authorized organizations. In addition, in the area where IMDG coded loads are stored, it is monitored that flames, sparks or fire sources such as cigarettes should not be in the vicinity of the loads. These sites have the necessary safety and health signs.

7. DOCUMENTATION, CONTROL AND REGISTRATION

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

Zeyport port is a port where the dangerous cargoes on the vehicle are unloaded from the ship and then the transition to the highway and the vehicles carrying dangerous cargo coming by road are loaded on the ship. Although this is the main activity related to dangerous cargoes , it is a port where Bulk Mineral Oils, Paints, Thinners, Oxygen and Acetylene cylinders are also transferred from the port. Since the port of Zeyport, which provides supply services, is a transit point and the transferred dangerous cargoes are filled, packed, labeled of the packages, the signage of the vehicles, the shipping, transportation, receiving, use or storage of the transferred dangerous cargoes. Since the operations are not carried out, a special documentation record is kept about dangerous cargoes. However, port management, operations officers and other port employees must have the necessary information about the dangerous cargoes transferred.

The documents related to dangerous cargoes are registered by the sender, carrier, receiver, agent or suppliers and it is the responsibility of the shipper, carrier, buyer, agent or suppliers and not the responsibility of the port to request any documentation, control and registration of dangerous cargoes transferred. The procedures for checking that dangerous goods arriving at the facility are properly identified, that the correct shipping names of dangerous cargoes are used, certified, packed/packed, labelled and declared, that they are safely loaded and transported to the approved and compliant packaging, container or cargo handling unit (CTU) and reporting the results of the control it is the responsibility of the one who fills, packs, ships, transports, receives, unloads and stores dangerous cargo. The port management is obliged to control these transactions and is obliged to notify the Port Authority and emergency response officers if records and information are requested .

A daily record of all dangerous cargoes entering, exiting or holding for a short time will be kept by the personnel appointed as operations officers by the port management. Such records and information shall be provided to the Port Authority and emergency response officers upon request.

In the daily records of the Zeyport port management, the type, class, entry and exit times and amount and location of the dangerous cargoes in the port area should be indicated.

DOCS

- Transport Document,
- Cargo handling unit Vehicle Packaging Certificate
- Documents that must be present on board
    - Plan for the stowage of dangerous cargo and marine pollutants on board
    - Emergency response information
- Other necessary information and documents
    - Air wear certificate (where relevant)
    - IMDG Code Exemption certificate with special provisions
    - 4.1 Declaration for Self-Reactive Substances, polymerization agents and 5.2 Organic Peroxides
- Multi-Mode Transport Form

It is covered under Chapter 5 of the IMDG Code. Within the scope of 5.4.1.1.1, this information may be transferred electronically via EDP or EDI. Information of dangerous cargoes arriving at the port by road will be communicated to the port in advance.

In addition, Safety Data Sheets and Emergency Information will be requested for each dangerous cargo. Safety Data Sheets should be up-to-date in accordance with the latest regulations and should be prepared in Turkish. For dangerous cargoes arriving at the port using different modes of transport, the Multimodal Dangerous Goods Form must be submitted to the port authorities.

In addition, a Container/vehicle packing certificate will be requested by the port for each cargo carrying dangerous goods (CTU). Ships that will call at the port and have dangerous cargo on them must submit the Stowage Plan as well as the Dangerous Cargo Manifest. Cargo transport units containing dangerous cargo, which will be picked up from the port and delivered to the customer by road, must have transport documents in accordance with ADR legislation.

7.2. Procedure for keeping an orderly and complete list of all Dangerous goods and other relevant information on the shore facility site

The Site Management Program, which is included in the Zeyport software program, includes information about the IMO numbers, tonnage information, and location of all dangerous cargoes designated as IMO sites. This information is available on the system in the form of a record.

7.3. Procedure for checking that dangerous goods arriving at the facility have been properly identified, that the correct shipping names of dangerous goods have been used, certified, packed/packaged, labelled and declared, that they have been safely loaded and transported to an approved and compliant packaging, container or cargo handling unit and that the results of the control have been reported:

The mandatory rules for dangerous goods transported in packaged form are regulated in the IMDG Code. In correspondence with other relevant institutions/organizations and in cargo documents and notifications by port operation personnel involved in the carriage and handling of cargoes covered by this Code, the appropriate Shipping Name and United Nations Number (UN Number) in the "Dangerous Goods List" in Chapter 3 of the IMDG Code must be used to identify the cargoes referred to in the notifications. For this reason, it is the responsibility of the shipper, loader and carrier to prepare the classification, plating, labeling, ppacking, written instructions regarding the cargo, the appropriate UN numbering, the transportation documents and all other shipment procedures, detailed information about the dangerous cargoes.

Accurate identification and classification of dangerous cargoes, determination of packaging groups, determination of second risks will be as a result of safety data sheet examination.

In addition, as a result of the inspections to be made on both the load carrying unit and the packaging, the suitability of both the load transport unit and the packaging for the load will be confirmed by the tank instructions and packaging instructions.

As a result of the examination of the cargo in the multi-modal transport form, transport document or other presentations documents, the necessity of the hazardous sign for the environment, the high temperature sign and the direction arrows sign will be examined and the service will not be provided until the missing signs are completed by the cargo concerned.

7.4. Procedures for the Supply and Possession of Dangerous Goods Safety Data Sheets (GBFs)

Dangerous Cargo Safety Data Sheet (GBF): The SDS form, which is the document containing detailed information about the characteristics of the dangerous cargoes and preparations transferred from the port, the safety measures to be taken according to the dangerous properties of the substance and the preparation in the workplaces where it is located, and the necessary information for the protection of human health and the environment from the negative effects of dangerous cargoes and preparations will be kept at the port. If a dangerous goods that have not been previously transferred from the port are to be transferred, the companies that have a relationship with dangerous cargoes will submit their SDS forms before entering the port area and will be delivered to the operation officers determined by the port management at the port entrance.

7.5. Procedures for the supply and possession of a dangerous goods safety data sheet (GBF)

All information and documents received by the port management from the shippers, carriers and recipients of dangerous cargoes will be kept for at least three months and submitted to the port authority upon request.

7.6. Quality Management System Information

The onshore facility has an ISO 9001:2015 quality management system.
The document confirming that it has established and implemented a management system that complies with the requirements of the Quality Management System standard has been obtained from FQC GLOBAL CERTIFICATION INC.
Field of Activity : Port Management
Certificate Number : 01.18.7517.113040D
Document issued on : 06/08/2022
Document period : 3 years
Date of Completion: 06.08.2023

8. EMERGENCIES, EMERGENCY PREPAREDNESS AND RESPONSE

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

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

Information about bulk dangerous cargoes that are not covered by the operating permit of Zeyport Port Authority was not included in the procedure.

8.1.1. Information about IMGD Code

General information about the code is as follows.

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

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

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

8.1.2. Load characteristics

Loads included in the IMDG Dangerous Goods List are packed and packed into solid, liquid and gaseous cargo transport units.

It should be considered that if the temperature of the **load itself** and the pressure to which it is exposed change, there may be significant changes in relation to the load. For example, self-reacting substances and organk peroxides tend to undergo strong exothermic decay without the participation of oxygen (air) and not constant temperature. The same applies to the critical temperature, at which the substance cannot remain in a liquid state when it is exceeded.
In addition to temperature and pressure changes, dilution of the main substance of the load or its transformation into a solution to obtain another product with its main substance can also cause changes in the load. The example of ammonia would be quite illustrative for the rule.

1005 AMMONIA is classified as non-toxic and non-flammable class 2.2 as dissolved gases of AMMONIA obtained by using ammonia and amnoucating solution while its side hazard has corrosive properties of class 2.3 toxic gases and side hazard class 8. Again, ammonia solutions not exceeding 50% are assigned to Un 2073 and are subject to non-flammable and non-toxic classification as dissolved gases. The example of ammonia is very important for the understanding of this paragraph. When Flour 1005 AMMONIA is diluted with water and is in more than 10% and less than 35% solution, it ceases to be class 2 and is considered to be Un 2672 class 8 corrosive substances.

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

- The concentration of the chemical at a given moment
- Temperature/preassurance exposure
- Exposure time
- Quantity (kilogram or liter)

The consequences of a chemical reaction due to improper handling of dangerous goods can cause:

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

8.1.3. Risks of hazardous goods classes

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

- **Petroleum by-products –** fire and explosion are the main risks. Such as diesel fuel, benzene, liquefied petroleum gas and other fuels.
- **Chemical products –** Manufactured and loaded as final products for (industrial, pharmaceutical and agricultural) consumption or as by-products for industrial use. The latter is most of the dangerous goods being transported and if not handled properly, it can cause great harm to people, transport units and the environment.
- **Minerals –** such as coal, sulfur, mineral concentrates and other metals or asbestos that can cause different diseases, injuries, poisoning or fires.
- **Products of animal or vegetable origin -** as pressed cakes from fish meal, oilseeds and cotton, can cause spontaneous combustion, fire or explosions
- **Radioactive materials –** used for a variety of industrial and medical processes, as well as military applications that can cause immediate harm in high doses or cause cancer and other diseases if exposed to humans for a long time, even in small doses.
- Most substances of Class 1 to Class 9 are considered marine pollutants. A marine pollutant is defined as "any substance that will disrupt aquatic organisms living in water."

8.1.4. Working with load-carrying unitsand tanks

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

- Box load carrying unitsmust have CSC safety approval on them.
- Periodic inspections of load carrying units and tanks should be checked.

The use of load bearing unit lifting equipment and accessories, twist lock operations, high-height fastening operations should be kept in good repair. It must be ensured that the defects of the repaired load carrying units are eliminated.

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

8.1.5.1. Class 1 - Explosive charges

THINGS TO BE AWARE OF

- It has the ability to enter into an exothermic reaction without the need for oxygen.
- Additional permits are required for loads of class 1 other than group 1.4S.
- The carriage of cargoes with Compliance Group K is prohibited.
- Class 1.2 and 1.5 loads should be treated as class 1.1 as they are transported together in the same load-carrying unit.

WHAT TO DO

- In large-scale spill and leakage incidents such as storage tanks or tanker trucks, the isolation distance is 800 meters and 1.4S compliance groups (00 meters) should be insulated.
- It should prohibit entry into the area by applying evacuation in the area within the border.
- When the risk of spillage, scattering, leakage or fire in the SOC load carrying unit is assessed, the necessity of ventilation before the intervention should be checked and the appropriate time for ventilation should be waited without intervention if necessary.
- Where it is safe to stop the leak, this option should be implemented quickly. If the packaging covers, valves are sufficient for this, the lids, valves should be closed immediately.
- Sources ofinteger should be shut down before the intervention.

8.1.5.2. Class 2 – Gases

THINGS TO BE AWARE OF

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

WHAT TO DO

- In large-scale spillage and leakage events such as storage tanks or tanker trucks, the isolation distance (2.1 800 meters for flammable gases, 100 meters for other classes) must be isolated.
- It should prohibit entry into the area by applying evacuation in the area within the border.
- The Closed Circuit Fresh Air Inhaler and personal protective equipment should be fullybird-commemorated.

- Indoor areasshould be ventilated before entering the area.
- When the risk of spillage, scattering, leakage or fire in the box load carrying unit is assessed, the necessity of ventilation before the intervention should be checked and if necessary, the appropriate time for ventilation should be waited without intervention. For example, when it is detected that there is leakage in 6.1 toxic substance packages, the cargo transport unit covers should be opened first and the load should be ventilated for the appropriate time according to the hazard group and then intervened.
- Where it is safe to stop the leak, this option should be implemented quickly. If the packaging covers, valves are sufficient for this, the lids, valves should be closed immediately.
- Sources ofinteger should be shut down before the intervention.
- Whengases come out of their container into the atmospheric environment, they can increase 250-300 times as they pass from liquid to gaseous form. The isolated area must be kept safe until the gases disperse.

8.1.5.3. Class 3 – Flammable liquids

THINGS TO BE AWARE OF

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

WHAT TO DO

- Loads with a hazard statement of H226 When some loads meet a flame source, immediate combustion does not occur. For example, diesel fuel. When such a load is mixed with loads with a hazard designation H 224 or H225, the flash points and initial boiling points may change and combustion may occur.
- Static electricity should be combated for all charges with flammable harmful expressions.
- Interventions to load carrying units such as box load carrying units or IBC tanks should be considered as minor spills, leaks and the area should be isolated. Personnel trained in the use of portable fire extinguishers can intervene before the fire grows .
- Cargo transport units with an average of 20-30 tons of actual load, such as portable tanks, should be considered as spills and leaks of large diameters and should be prohibited from

entering the zone by unloading in areas within the limits of the isolation distance. In the case of such fires, the behemehal fire brigade should be notified and any other combustible objects in the vicinity should be removed from the area.

- The personnel who will intervene must discharge the static electricity on them.
- Closed Circuit Fresh Air Inhalation Device and personal protective equipment should be used for intervention.
- Before intervening in the load transport units , the covers should be opened and ventilated.
- Where it is safe to stop the leak, this option should be implemented quickly. If the packaging covers, valves are sufficient for this, the lids, valves should be closed immediately.
- Sources ofinteger should be shut down before the intervention.

8.1.5.4. Class 4 Loads

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

- 4.1 loads; It consists of flammable solids, self-reactive substances, polymerizing agents and solid desensitized explosives.
- 4.2 loads; consists of substances prone to spontaneous combustion, and
- 4.3 loads; are substances that emit flammable gases because they are cleaned with water. When there is a side danger of substances 4.3 (e.g. 4.3 + 6.1) or when it is itself a side danger of another class (8 + 4.3), it should be approached with caution as it is generally considered to be quite dangerous substances. The precautions of the side hazard or, if the collateral danger is located, the main hazard must be taken into account. For example, while Un 2011 MAGNESIUM PSPHIDE is a class 4.3 substance, at the same time its side hazard is 6.1 toxic substance and the hazards that may occur by inhalation should be taken into consideration.

THINGS TO BE AWARE OF

- The charge can be burned by heat and sparks or by air.
- It can react violently with water. The clauses of Class 4.3 shall not be interfered with in any way.
- Attention should be paid to side hazards. It should be considered that toxic gases may occur. The group measurements in Table 1.10 should be taken into account.
- The discharge can cause contamination.

WHAT TO DO

- Closed Circuit Fresh Air Inhalation Device and personal protective equipment should be used for intervention.
- The danger zone should be isolated and entry should be prohibited.
- Position should be taken against the wind and low areasshould be avoided.
- The ingress of water into the containers should be prevented.
- Water or foam shall not be used for class 4.3 loads as intervention equipment.
- For magnesium, dry sandshould be used.
- In enclosed spaces or if the fire cannot be extinguished, it should be moved away from the area and left to burn.

8.1.5.5. Class 5 Loads

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

THINGS TO BE AWARE OF

- Liquid thatxyogenic can explode in contact with hydrocarbons such as asphalt, oils, fuels.
- Although they themselves are not flammable, theyincrease the number of explosions andexplosions.
- It has toxic and harmful effects if oral, dermal and mist are inhaled.
- Contact with the eyes and skin can cause burning.
- The discharge can cause water pollution.
- These substances can ignite other flammable materials.
- Their reaction with fuels is severe.
- It can produce toxic fumes. The group measurements in Table 1.10 should be taken into account.

WHAT TO DO

- The danger zone should be isolated and entry should be prohibited.
- Position should be taken against the wind and low areas should be avoided for heavier-than-air substances.
- Before intervening in the load transport units , the covers should be opened and ventilated.
- Closed Circuit Fresh Air Inhalation Device and personal protective equipment should be used for intervention.
- Flammable substances should be kept away from spilled, leaking or scattered materials.
- Loads in the danger zone should not be touched and walked on.
- For subsequent disposal, a pit should be created for the collection of the scattered liquid.
- The ingress of water into the containers should be prevented.

8.1.5.6. Class 6.1 Toxic substances

THINGS TO BE AWARE OF

- Poisons can be in the form of liquids, gases or solids. (Extensive information on gases was given under the heading class 2).
- This class of substances can have a lethal, toxic or harmful effect if swallowed or in contact with the skin.
- Their containers can be very diverse, from paper bags to large tanks.
- Section 13 of the safety data sheet should be examined and attention should be paid to LD 50 oral and dermal toxicity data and LC_{50} toxicity data by dust and mist inhalation.
- The table below is the grouping measures by oral, dermal and mist inhalation with powders.

Oral zehirlilik LD50 (mg/kg)	Hazard Statement	Dermal zehirlilik LD50 (mg/kg)	Hazard Statement	Toxicity through dust and mist inhalation LC50 (mg/l)	Hazard Statement

≤ 5.0	H300	Fatal if swallowed	≤ 50	H310	Fatal in contact with skin	≤ 0.2	H330	Fatal if inhaled
>5.0 ve ≤ 50	H301	Toxic if swallowed	>50 ve ≤ 200	H311	Toxic in contact with skin	>0.2 and ≤ 2	H331	Toxic if inhaled
>50 ve ≤ 300	H302	Harmful if swallowed	>200 ve ≤ 1000	H312	Harmful in contact with skin	>2.0 ve ≤ 4.0	H332	Harmful if inhaled

Table 1.10. Group dimensions of toxic substances, gases

WHAT TO DO

- The danger zone should be isolated and entry should be prohibited.
- Stand in the opposite direction of the wind.
- Stay away from low-lying areas.
- Closed Circuit Fresh Air Inhalation Device and personal protective equipment should be used for intervention. Loads with H330 and H331 hazard statements should not be interfered with without a half-face mask and google type glasses or a full-face mask.
- Boots, gloves, overalls, face masks and glasses must be used to intervene in loads with H310, H311 and H312 hazard expressions.
- Try to extinguish the fire from a safe distance.
- Water used in firefighting should be collected for disposal.
- If the fire cannot be intervened in the first 3 minutes or if it cannot be extinguished even though it is done, it should be considered as a large fire and the fire brigade should be notified and withdrawn and the load carrying unit or loads should be left to burn.
- Intervention in the danger zone Wind direction changes should be constantly observed and immediately positioned in the direction of the wind.

8.1.5.7. Class 8 Corrosive Substances

THINGS TO BE AWARE OF

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

WHAT TO DO

- The danger zone should be isolated and entry should be prohibited.

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

8.1.5.8. Class 9 Miscellaneous Dangerous Goods and Articles

THINGS TO BE AWARE OF

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

WHAT TO DO

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

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

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

Risk assessments should be updated at specified regulation intervals and immediately after any event or when there are significant changes in operations. Many accidents and losses can be prevented by an appropriate and adequate assessment of the risks arising from the business and the adoption of appropriate control methods.

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

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

8.2.1. Coastal facility emergencies

Accordingly, coastal facility emergencies are as follows;

- Fire
- Explosion
- Hazardous chemical emissions
- Natural disasters
- Incidents and accidents requiring first aid and evacuation
- Food poisoning and
- It is in the form of sabotage.

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

8.2.2. Contingency plan

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

- Always be ready for emergencies related to dangerous cargo,
- Rapid and effective isolation of emergencies caused by hazardous cargo,
- Managing the hazardous situation until the fire, fire brigade, AFAD, health and law enforcement agencies have access to the coastal facility to control the emergency,
- Assisting the incoming emergency services by providing information and equipment support,
- Protection of all employees and bystanders from the effects of the emergency

8.2.3. Emergency management

The emergency management system for hazardous cargo is a tool used to address the coastal facility in a systematic manner in accordance with the overall strategies and to solve it within the framework of a continuous improvement approach and should follow the following processes. These;

- Prevention: Taking regulatory physical and operationalmeasures to prevent emergencies caused by dangerous cargoes and to minimize their impact,
- Preparation: Mobilization of regulations and resources to prevent emergencies caused by dangerous loads,
- Intervention: Physical and operational activities carried out to minimize the effects of an emergency situation caused by dangerous loads after it occurs,
- Refurbishment: Refurbishing the section(s) of the coastal facility affected by hazardous cargo as soon as possible and making arrangements for those exposed to recover from this situation as quickly as possible.

8.2.4. Coastal facility actual emergencies

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

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

8.2.5. Preventive measures

8.2.5.1. Fire precautions

Preventive measures

- Periodic inspections of electrical installations are carried out. There are competent personnel to intervene in case of possible malfunctions.
- Controlled restricted smoking areas are available.
- Periodic inspections of the gas cylinders used in the workshop are checked.
- There is a lightning rod and periodic inspections are complete.
- When not in use, the screenisunplugged and not left unchecked.
- Periodic inspections of boilers are carried out.
- Access to the boiler room is limited and unauthorized personnel are not allowed.

- The signs and labels of the chemicals taken into the port by the coastal facility for their own use are checked. Information about the contents of any chemical package can be easily obtained from the signs and labels on the package.
- Chemical wastes are also a storage area and landfill.

Restrictive measures

- There is a firefighting team.
- The training of the firefighting team members is complete and is being renewed.
- Fire drills are carried out periodically.
- There are emergency exit doors and exit/exit warning signs for quick evacuation in case of fire.
- Firefighting equipment is within immediate reach of the coastal facility.
- Fire extinguishing equipment is regularly checked.
- Emergency valves to cut off the flow of natural gas are such that they are closed quickly.
- The coastal facility has 21 hydrants, 12 fire cabinets, 30 units of 6 kg, 12 units of 12 kg and 4 units of 50 kg ABC dry chemical powder, 6 units of 10 kg CO_2 fire extinguishers.
- Fresh water is used for fire hydrants. It has the ability to use sea water against water interruption. It also has the ability to store two units of 10 tons of water.

8.2.5.2. Precautions for explosion

Preventive measures

- The coastal facility has an explosion protection certificate.
- Zones in accordance with the provisions of the "REGULATION ON THE PROTECTION OF EMPLOYEES FROM THE HAZARDS OF EXPLOSIVE ATMOSPHERES" were identified and hung in the areas related to the sign.
- Electrical equipment used in areas within the safety distance of the explosive atmosphere is of the appropriate category.
- Safety data sheets of the chemicals used are easily accessible.
- Mechanical and natural ventilation.

Restrictive measures

- Evacuation plans, including emergency exits and portable fire extinguishers, are posted in visible locations of the shore facility.
- Firefighting equipment is within immediate reach of the coastal facility.
- Fire extinguishing equipment is regularly checked.
- Emergency valves to cut off the flow of natural gas are such that they are closed quickly.

8.2.5.3. Measures for natural disaster

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

Preventive measures

- Maintenance and controls of rainwater channels around dangerous cargo stacking areas are carried out regularly.
- The coastal facility A gate entrance is set against heavy rains and flooding is prevented.
- Snow fighting equipment is used to keep roads open against excessive snowfall.
- In storms, access to empty load transport unit sites is restricted.

Restrictive measures

- Ground reinforcement is carried out in case of deterioration of the landforms that may occur on the ground during an earthquake due to dangerous loads.
- Dangerous cargo handling equipment is securely placed against tipping over.
- The stacking of loads containing dangerous cargo near the building is prevented.
- A search, rescue and evacuation team has been formed.
- Teams are trained.
- Drills are carried out at regular intervals.

8.2.5.4. Measures for sabotage

Preventive measures

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

Restrictive measures

- The first thing to be done in the detection of sabotage in dangerous cargo areas is to inform the law enforcement authorities about behemehal.
- Emergency sirens should sound.
- Evacuation plans showing emergency exits should be in visible places in workplaces.

8.2.5.5. Precautions for dangerous loads

Preventive measures

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

Restrictive measures

- Personnel providing services such as detection, inspection, sampling and cargo interests use personal protective equipment appropriate to their work.
- Personnel are trained in the use of appropriate personal protective equipment according to the hazard class.
- Against the possibility of fire caused by dangerous loads, those working in the field arecapable of using portable fire extinguishers.
- An evacuation plan is available to ensure rapid evacuation against possible chemical spillage and leakage.
- Evacuation plans hang in visible places at the shore facility.

8.3. Arrangements for the first response to accidents involving dangerous cargoes

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

Emergency response methods that should be applied such as warning, search, rescue, evacuation, communication, first aid, fire fighting in case of emergency situations arising from dangerous loads in the coastal facility were evaluated separately under the headings of fire, explosion, natural disasters and sabotage.

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

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

8.3.1. Emergency response for fire

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

8.3.2. Emergency response to the explosion

- To the superior who quickly detects the explosion caused by dangerous loads; give the area where the explosion occurred and, if applicable, the marking, label and orange plate information on the load carrying unit caused by the explosion.
- Upon notification of an explosion, the nearest emergency button must be pressed.
- The fire brigade and other emergency services should be called and informed about the explosion and any injuries.
- In accordance with the instructions of the emergency teams, exit the emergency exit and go to the emergency assembly area. It should be included in the census to be made here.
- Personnel designated from the emergency teams should cut off the natural gas and electricity of the workplace. It must act by checking whether explosive chemicals pose a danger.
- The firefighting team must begin extinguishing operations with emergency equipment to prevent a fire from starting or growing after the explosion.
- The search and rescue and evacuation team must ensure that workers are evacuated from the area of the explosion and the entire workplace and reach safety. After assisting the uninjured with a safe place, the search and rescue of the injured should begin within the framework of the training they receive.
- The first aid team should perform the first aid to the wounded.
- Officials should be informed about the explosion. Contributions should be made to the reports prepared afterwards.

8.3.3. Emergency response for natural disasters

AFAD resources can be utilized when hazardous cargoes, natural disasters such as earthquakes, excessive rainfall, storms (over approximately 60 km/h), heavy snowfall in the coastal facility. Accordingly;

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

8.3.4. Emergency response requiring first aid and evacuation

- First aid teams should be informed quickly for situations requiring first aid and evacuation caused by dangerous cargo.
- First aid team members should treat the injured and relay information to the superior superiors.
- An ambulanceshould be used if necessary and support should even be requested from 112.
- The directions of the workplace physician and occupational safety specialistshould be followed.

8.3.5. Emergency response in cases of sabotage

As soon as sabotage appears in dangerous cargo storage areas, the superior supervisor should be informed immediately.

- Suspicious package discovery
- Suspicious person identification
- Action or demonstration in areas of dangerous cargo (transportand vehicle drivers or employees should also be considered).
- Security guards should be notified.
- Emergency services should be informed.
- A safe area must be selected and the position maintained.
- One should not participate in the suspicious situation as a bystander.
- Relevant emergency response procedures such as fire, explosion should be acted upon.

8.4. Notifications that need to be made on-site and off-site in case of emergency.

EMERGENCY PHONES:

EMERGENCY PHONE	112
STRUCK	**185**
NATURAL GAS	**187**
BEDAŞ	**186**
HOSPITAL (Haseki Training and Research Hospital)	**0(212)529-4400**
Provincial Disaster and Emergency Directorate (AFAD)	**0(212)600-0600**
Fuzz	**153**
Electrical fault	**186**
Coastal facility manager: Osman KITAY	**0(532)362-3126**
Poison Advisory	**114**
Regional Port Authority	**+90(212)249-2197**
On-site information shift supervisor	**+90(212)679-9001 Ext:125**
On-site information mooring team	**+90(212)679-9001 Ext:124**

The coastal facility "EMERGENCY PLAN" is being implemented.

8.5. Procedures for reporting accidents

Regulation on the carriage of dangerous cargoes by sea and the safety of loading According to Article 11-(1) l of the *heading Responsibilities of the coastal facility operator*; Accidents related to dangerous cargo, including accidents at the entrance to confined spaces, must be reported to the port authority. During the transport of dangerous goods by sea or during their handling and/or storage in coastal facilities; An incident or chain of events or occurrences caused by or involving hazardous substances that have harmful consequences such as death, injury, property damage and environmental pollution is defined as an accident. Accordingly, when there is an undesirable accident at the coastal facility, the following accident notification form will be filled out and submitted to the port authority.
In the directive, the incident is not included in the accident notification form as it is considered as an event or series of events other than the accident that occurs in connection with operations and activities and endangers the safety of people or other persons and the environment, which may be dangerous if not corrected, but the form can be used in both accident and incident notification.

ACCIDENT NOTIFICATION FORM		
S.No	Notification subject	Explanation
1	At the time the accident occurred,	
2	If known, how the accident occurred and its cause,	
3	the place where the accident occurred (shore facility and/or ship), its position and area of impact,	
4	Information if there is a ship involved in the accident (name, flag, IMO number, equipment, operator, cargo and quantity, captain's name and similar information),	
5	Meteorological conditions,	
6	The UN number of the dangerous goods, the appropriate transport name (on the basis of the legislation specified in the definition of dangerous goods) and the quantity,	
7	The hazard class of the dangerous goods or the sub-hazard section, if any,	
8	Packing group, if any, of the dangerous goods,	
9	Additional risks of the hazardous substance, if any, such as marine pollutants,	
10	Signs and labels of the dangerous goods	
11	The characteristics and number, if any, of the packaging, the cargo transport unit and the load handling unitin which the dangerous goods are carried,	
12	The manufacturer, sender, carrier and receiver of the dangerous goods,	
13	The extent of the damage/pollution caused,	
14	The number of wounded, dead and missing, if any,	
15	Emergency response practices by the coastal facility for the accident.	

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

All accidents related to Dangerous Goods will first be coordinated with the Port Authority. With the information of the Port Authority, support and cooperation will be provided with the relief units of the Hospital, Fire Department, AFAD, and neighboring facilities.
In the event of a possible explosion, fire or emergency signs in the adjacent facility;

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

Given the urgency of the situation and the extent of the danger, when it is assessed that there is no means or time to ask for help, assistance and support teams will be assigned to respond to the incident. Preparations will be made for measures such as unloading and diluting of cargoes, if there is a ship at the interface, lifting the ship to the anchor place by evaluating the class, amount and hazard risk of the dangerous cargo area and the loads in the field.
Providing support to measures outside the coastal facility
In order to provide support for the measures taken outside the coastal facility in case of emergency, the facility communication coordinator will be contacted for support from the Hospital, Fire Department, AFAD and neighboring facilities.
Emergency phones

Fire Brigade (Fire alert)	110
Ambulance	112
Police	155
Gendarmerie	156
Natural gas	187
STRUCK	185
BEDAŞ	186
HOSPITAL (Istanbul Educate. Research. Hast. Zeytinburnu Pol.)	0(212)415-2053
Provincial Disaster and Emergency Directorate (AFAD)	0(212)600-0600
Fuzz	153
Electrical fault	186
Coastal facility manager: Beycan ARSLAN	0(552)209-9934
Poison Advisory	114

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

Emergencies that may occur for ships and vessels to leave the coastal facility and notifications and operation plans to be made before, during and after the evacuation:

In the event of a fire on board the ship or on the shore cranes under operation:

The port employee who is the first to see or hear about the fire (ship operations employees, crane operators, dock security personnel, CCTV personnel, technical personnel or any port employee who is on the dock due to his duty) shall declare an emergency by calling the Emergency Number (4444) from the emergency contact numbers as soon as possible. If the ship is required to leave the port with the notification, the following processes are completed:

- If the operation is in progress, it is stopped and the employees related to the operation are transferred to a safe place.
- If the fire is on the ship, the coastal cranes on or near the ship are transported to a location far from the area of impact of the fire and the crane booms are destroyed.
- If the fire is on the shore crane and there is an operator in it, first the operator is safely lowered to the dock and the cranes near the burning crane are transported to a remote location.
- Fire brigade and firefighting teams are informed about fire extinguishing operations at the quay, gate operation employees and customs enforcement officers are informed about the location of the fire and the entry of fire extinguishing vehicles into the port area.
- The authorized pilotage and tug organization and moorings are informed and the tugboats are requested to come to the scene as soon as possible so that the ship can idle. In order to be able to intervene in the fire from the sea, tugboats with fire extinguishing equipment are also requested to come to the scene.
- The Port Authority is called and informed that the ship will leave the port due to an emergency.
- If the ship's machinery is operational and can idle from the dock by its own means, the dock ropes are left as soon as possible and it is ensured that it leaves the port, and if the ship's machinery is not operational, it is ensured that it leaves the port with the help of a tugboat.

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

As a port operation, meteorological conditions are constantly monitored. In the event of reports of severe storms, operations employees, operators and on-call personnel of vessels moored at the dock shall be informed. The priority is to increase the ropes of the ship under all conditions and to ensure that the ship's machinery is always ready for movement as quickly as possible according to the severity of the coming storm. When the wind reaches a severity that prevents the safe operation of the coastal cranes, the wind alarm of the crane is activated and the operation is stopped and the cranes are

secured. In the event that the ship attached to the dock cuts the rope and begins to leave the dock while the operation is still stopped or in progress, the following processes are followed:

- If the loading or unloading of the vessel is in progress and there is a container in the ship hold connected to the spreader of the crane, the crane operator is informed by radio/telephone that the ship has left the dock as quickly as possible.
- If the loading or unloading of the vessel is in progress and there is a container in the ship hold connected to the spreader of the crane, the crane operator is informed by radio/telephone that the ship has left the dock as quickly as possible.
- After the container is removed from the ship, it is left at the dock at the nearest place and the safety of the crane is ensured.
- Although the ship pilotage and tugboat organization has notified through the VHF call channel, the port operator is also requested to reach the location of the ship leaving the dock by making an emergency call by radio or telephone.
- Although the ship pilotage and tugboat organization has notified through the VHF call channel, the port operator is also requested to reach the location of the ship leaving the dock by making an emergency call by radio or telephone.
- In the event that the ship under operation leaves the dock for compelling reasons before the operation is completed, both the Port Authority and the Customs Directorate shall be informed.

In case of emergencies such as possible ship accidents, the Ship Emergency Evacuation Control Form is used at the facility.

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

There is a specially designated area for operations for damaged cargo transport units and packages containing dangerous cargo. There are 2 pieces of IBC leakage packaging in the facility . There is a suitable evacuation system for the evacuation of cargo residues spilled from the leakage packaging.

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

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

In addition, the cargo transport unitalso has a portable leakage package with a capacity of 2 tons for damaged packages that do not cause any damage, but are caused by damage to the packaging itself and there is a risk of contamination of cargo residue on other packagings. It is used for packaging load damages that may occur during detection, inspection or sampling processes and after the leakage is finished and the package is cleaned, the service is provided after the preparation of the necessary minutes.

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

8.9. Emergency drills and their records.

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

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

Exercises;

Name of Training	Recurrence Frequency
- In-port ISPS exercises	Once a year
- Exercises to improve the ability to use portable fire extinguishers -	Once a year
- Dangerous loads are in the form of spills, scattering drills. -	Once a year

8.10. Information on fire protection systems.

WHAT TO DO IN CASE OF FIRE

- Immediately alert the workers working around you in case of fire,
- Notify the workplace management and the Fire Department on 110,
- Press or have the emergency warning system pressed,
- Perform the first response with fire extinguishers closest to the fire, without endangering your own life safety,
- Never use water in electrical fires,
- Workplace fire extinguishing team arriving at the fire point about the incident (cause, type of fire, etc.) provide information and if you are not a team member, move away from the scene,
- In case of an evacuation order, go to the "**EMERGENCY ASSEMBLY ZONE**" immediately if you are not in charge of the firefighting team,
- Remove flammable, explosive materials with valuable files, documents without endangering your own safety,
- When going to the "emergency assembly zone", do not panic, do not be alarmed, use the roads reserved for evacuation,
- Do not work until ordered by the workplace or emergency management to return to work.

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

Within the scope of the relevant legislation on the fire protection systems in our facility, pumps, hoses, fire lines, hydrants, fire tubes, etc. are checked for 6 months and cylinder changes are provided, and water extinguishing systems are controlled annually by the accredited company. The deficiencies identified within the scope of regular controls carried out in our facility are reported to the relevant departments and quickly eliminated.

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

Fire protection systems are routinely checked and recorded in our facility. For the parts or equipment that are found to be defective in the system, a fault record is urgently created and work is started to eliminate the malfunction. The relevant Department initiates work to find an urgent solution for the parts or equipment for which a fault record is created.

In cases where the fire protection system is not activated, defective, broken; Mobile fire extinguishing devices, 2 mobile foam vehicles, water withdrawal pump from the sea are used in our facility. On the sea side, the toams of the Gemtac company are used to intervene in the fires at the piers, and interventions are carried out by requesting help from the Zeytinburnu Fire Department, the municipal fire brigade and AFAD for the fires that occur in other areas of the facility.

8.13. Other risk control equipment.

Fire detection systems in our facility, gas measuring device for environment measurement, lightning rod for prevention of events such as lightning strikes, wind alarm of cranes that are activated when the wind reaches a severity that prevents safe operation on the cranes at the pier (the cranes stop automatically when the risk limit is reached by measuring the level of storm or wind), automatic fire extinguishing systems in electrical panels and transformers, emergency alarm buttons throughout the facility, emergency siren, announcement system, camera warning systems in some of the construction machines, video analysis system used for port border security warning system, X-Ray devices at port pedestrian entry points and X-Ray device control equipment under the control of the customs directorate used in container inspection.

Annual controls are carried out for those who are under the control of our facility from the other risk control equipment mentioned above and the efficient and correct operation of the equipment is ensured.

9. OCCUPATIONAL HEALTH AND SAFETY

9.1. Occupational Health and Safety Measures

In accordance with the Occupational Health and Safety rules and practices at Zeyport port, all personnel are trained for the periods and periods specified in the legislation. Zeyport port also receives services from workplace physicians and occupational safety experts on occupational health and safety. In this way, health surveillance of port employees is carried out and it is aimed to prevent occupational accidents by developing an occupational safety culture. The findings and recommendations of the workplace physician and occupational safety specialist serving in occupational health and safety issues at the port are taken into consideration. Risk assessment reports are prepared within the periods specified in the legislation and all port personnel are informed. In this direction, all necessary precautions are taken and the use of personal protective equipment is provided by receiving support from the workplace physician and occupational safety specialist in the use of personal protective equipment when necessary. It is aimed to address the occupational health and safety activities regularly and to solve them within the framework of the continuous improvement target. In occupational health and safety applications, the target of the port operator is "0" accident. In line with this goal, OHS activities are carried out, continuous training is provided to employees and awareness is raised by having safe working instructions in the port area.

Training Modules Prepared for Zeyport Port Personnel;

- Occupational Health, Safety and Environmental Training,
- ISPS Code Trainings
- ISO trainings
- Emergency Plans Information Training and implementation activities,
- Working with Hazardous Chemicals and Leak Response Training,
- IMDG Code General Awareness and Task-Oriented Training,
- Environmental Awareness and Waste Management Training,

In addition, various places in the port for various purposes;
-Security
-Health
-Forbidden
-Information
- Commanding
-Stimulant
- First Aid
-Sign
-Lighted
-Voice
- The safety and health signs hung for the symbol, etc., shall be read one by one and the Semis on these signs shall be strictly observed. The location of the Safety and Health signs shall not be altered without the knowledge and permission of the responsible persons concerned.

In the **Zeyport Risk Assessment and Emergency Response Plan**, which is prepared to be applied in emergency situations, the sections related to occupational health and safety are prepared to be applied in emergency situations.

9.2. Information on personal protective clothing and procedures for using it

The use of personal protective equipment is explained to all employees and guests before starting work. The control and use of PPE is carried out by shift supervisors and OHS personnel. It is ensured that those who do not use it use it. They are not allowed to continue their work without using PPE.

Workwear

- Workwear should be clean and neat in appearance.
- In addition to the employees who use Zeyport work clothes, third parties doing business in the port area are also obliged to wear work clothes. It is not mandatory for guests or those who follow documents to wear work clothes.

Protective Helmet

- All employees and guests entering the coastal facility are required to wear protective helmets. This obligation does not apply to those who come to the port authority and follow the paperwork.
- All handlers must wear helmets.

Glasses and Eye Protection

- Where specified in the field safety rules, those entering the areas should use protective safety glasses if the warning signs indicate the use of glasses due to the danger.
- When the glasses are not used, they are not left in dusty and dirty places with the lenses in touch.

Gloves and Hand Protection

- Employees must wear appropriate work gloves according to the work done.
- Work gloves will be according to the characteristics of the materials used, according to the site needs.

Protection of Shoes and Feet

- At the piers and warehouses, all personnel will wear steel toe safety shoes.
- Shoes should be well-groomed. It should not be broken, torn, torn at seams, split at the bottom, punctured.
- When using work shoes, dirt and other contaminated substances (oil, chemicals, etc.) that get on both the sole and the upper skin are wiped with a damp cloth and kept clean regularly.
- No sharp tools or materials are used to clean shoes.
- Shoes made of dyable leather should be dyed with appropriate shoe paint and polish when dry and/or at regular intervals.
- Shoes are not used as shoes by stepping on the heel, they are not worn without socks.
- Work shoes are not used with distortion of their original shape (with the steel finger protector removed).

Ear Protectors and Ear Protection

- It is mandatory for people working in shore installations with sound and noise above 85dB to wear ear protectors.
- Shift supervisors and Occupational Safety Specialists will carry out the utilization and supervision.
- Earplugs should fit well in the ear hole, not pass sound and noise through the contacts.
- When the earplugs harden, distort, shrink, become too dirty to clean, they should be replaced with a new one.
- Ear protectors should be stored in their containers when not in use.
- When the earplugs are removed from the external ear canal, they should be removed by bending them with slow movements. Rapid removal can cause damage to the eardrum.
- Dirty ear protectors should never be used and should be cleaned.
- Disinfectants, chemicals, solvents should not be used in the cleaning of the ear protector.

Dust Masks

- The use of a dust mask is used for the prevention of respiratory diseases.
- A dust mask should be used in the places indicated within the port and in the places indicated by the signboard.
- Before use, the elastic bands of the dust mask should be checked. It should not squeeze the face too much. Masks with foamed elastic band should not be used.
- Masks that have undergone deformation from dust or the environment should be replaced with a new one.
- The dust mask is unique to each person. A dust mask used by someone else cannot be used.
- If the dust masks have not lost their properties after use, they should be stored in a nylon bag for the next use.
- In the bulk storage of dust masks, the rules of sanitary information should be observed.
- The dust mask, except for washable type dust masks, is not washed, air is not retained.

Gas Mask

- It should be used in places with exposure to hazardous air, bacteria, viruses, chemicals and evaporated poisons.

Seat Belts

- Seat belts should be used when working at a height of 120 cm from the ground.

10. OTHER CONSIDERATIONS

10.1. Validity of the Dangerous Goods Conformity Certificate

Within the scope of the Regulation on the Procedures and Principles for the Issuance of Operation Permits to Coastal Facilities published in the Official Gazette dated 18.2.2007 and numbered 26438, the Zeyport Port Authority coastal facility operation permit has been renewed until **29.03.2024.**
Dangerous Goods Certificate of Conformity Document No : BKN.1023988. TMUB.218
Date of Issue: 09 /04/2019
Effective Date : 03/29/2024

10.2. Tasks defined for the Dangerous Cargo Safety Advisor

a) Compliance with the requirements for the carriage of dangerous cargo;
b) To provide recommendations to the shore facility regarding the transport of dangerous cargo.
c) To check the applications and methods mentioned below;
   - Procedures for checking that dangerous goods arriving at the facility have been properly identified, that the correct shipping names of dangerous goods have been used, certified, packed/packed, labelled and declared, that they have been safely loaded and transported to an approved and compliant packaging, container or cargo handling unit and that the results of the control have been reported.
   - Collection/discharge procedure for handled and temporarily stored dangerous cargoes,
   - Whether the coastal facility takes into account the special requirements for dangerous cargoes carried, when purchasing means of transport for dangerous goods handled,
   - Control methods of equipment used in the transport, loading and unloading of dangerous cargoes,
   - Whether shore facility employees, including amendments to legislation, have received appropriate training and whether such training records are kept;
   - The appropriateness of the emergency methods to be applied in the event of an accident or an event affecting safety during the transportation, loading or unloading of dangerous cargoes, the appropriateness of the reports prepared on serious accidents, incidents or serious violations that have occurred,
   - Determining the necessary measures against accidents, incidents, or serious violations and evaluating the application,
   - Subcontractors or 3. The extent to which the rules relating to the selection of parties and the carriage of dangerous goods are taken into account,
   - Determining whether employees working in the handling, handling, storage and collection/discharge of dangerous cargoes have detailed knowledge of operational procedures and instructions
   - Appropriateness of measures taken to prepare for risks during the transport, handling, storage and collection/unloading of dangerous cargoes
   - Procedures for what are all mandatory documents, information and documents related to dangerous cargoes.
   - Procedures for the safe berthing, mooring, loading/unloading, sheltering or mooring of ships carrying dangerous cargo to shore facilities day and night.
   - Procedures for the additional measures required to be taken according to seasonal conditions for the collection, unloading and limbo of dangerous cargoes.
   - Procedures formigrating, gas measurement and degassing work and operations.

- Procedures for keeping records and statistics of dangerous cargoes,
- the accuracy of considerations relating to the capability, capability and capacity of the coastal facility to respond to emergencies,
- The appropriateness of the regulations for the first responders to be made for accidents involving dangerous cargoes,
- Procedures for the handling and disposal of damaged hazardous cargoes, wastes contaminated with hazardous cargoes,
- Information on personal protective clothing and procedures for using it.

10.3. Considerations for those carrying dangerous cargo to arrive/depart from the shore facility by road

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

10.3.1. Issues including occupational health and safety measures

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

1. Dangerous Goods Declaration
2. Dangerous Goods Transport Slip
3. Multimodal Dangerous Cargo Form
4. Dangerous Goods Manifest
5. Packing and Cargo Transport Unit/Vehicle Loading Certificate
6. Safety Data Sheet
7. Transport documents showing exemption for carriage under ADR/RID/IMDG Code 3.4 and 3.5
8. Transport document showing exemption for carriage under ADR 1.1.3.6
9. Carriage covered by ADR
    a) Suitable for carriage and valid SRC 5 certificate
    b) Written instruction ADR
    c) Vehicle Conformity Certificate suitable for carriage and valid
    d) Transport documents
10. Equipment required to be present in the vehicle (according to the relevant class in accordance with ADR 8.1.5)
    a) Wedge (all classes)
    b) 2 plantable warning signs (all grades)
    c) Reflective vest (all grades)
    d) Portable lighting tool (all classes)
    e) Protective gloves (all classes)
    f) Eye protection equipment (all classes)
    g) Eye rinse fluid (all classes except class 1 and class 2)
    h) Rowing (solid and liquid class 3, class 4.1, class 4.3, class 8 and class 9 only)
    i) Sewage cover (solid and liquid class 3, class 4.1, class 4.3, class 8 and class 9 only)
    j) Collection receptacle (solid and liquid class 3, class 4.1, class 4.3, class 8 and class 9 only)
    k) Emergency mask (class 2.3 and class 6.1)
11. CSC Certificate for transportation with cargo transport unit

12. Certificate showing that the tree is suitable in the load carrying unit (CTU) and in the case of heat treated wood for loading safety or for transport
13. Loading safety certificate showing that the loads in the cargo handling unit or vehicle have been properly secured under the IMDG Code (except for ungaped, non-movable piecemeal loads and solid/liquid bulk cargoes)
14. As a result of the risk assessment of those who contain harmful gases or fumigation in the cargo transportation units coming to the port facility and in the cargo transportation units leaving the port facility, or if the gas measurement has been made, the certificate of conformity for transportation
15. Certificate of professional competence in accordance with the class of dangerous cargo carried by vehicle drivers (SRC 5)
16. Freight transport units carrying carriage by road departing from the K Good Facility shall wear an orange plate and a hazard warning sign in accordance with the provisions of ADR 5.3. It is sufficient to have an orange plate on the front and back of vehicles carrying packaged dangerous cargo. In addition, no hazard warning signs are required (this provision applies when there is no class 7 handling at the port. In any case, these classes do not have an activity permit. If there was an Sclass 7 operating permit, it would be mandatory to install this hazard warning sign).
17. Dangerous cargoes arriving at Zeyport Port Facility cannot be transported without the mandatory documents related to the transportation listed above, orange plate and hazard warning signs. Loads that are not properly secured under the IMDG Code are also treated as dangerous goods.
18. The speed limit in the port area is set at 20 km/h.

10.3.2. Transport legislation requirements

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

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

The equipment and personal protective equipment that road vehicles carrying dangerous cargo must have at the entrance/exit of the port or coastal facility site are as follows.

Equipment required to be in the transport unit (ADR 8.1.5)		
Label number	**8.1.5.2 (equipment)**	**I reclilikler**
1, 1.4, 1.5, 1.6 through 2.1, 2.2	Wedge	
	2 erectable warning signs	
	Reflective vest	**(for each vehicle member)**
	Portable lighting tool	**(for each vehicle member)**
	Protective gloves	**(for each vehicle member)**
	Eye protection equipment	**(for each vehicle member)**
4.2, 5.1, 5.2, 6.2 and 7	Wedge	
	2 erectable warning signs	
	Eye rinse fluid	
	Reflective vest	**(for each vehicle member)**
	Portable lighting tool	**(for each vehicle member)**
	Protective gloves	**(for each vehicle member)**

	Eye protection equipment	**(for each vehicle member)**
3, 4.1, 4.3, 8, and 9	Wedge	Note: Shovels, sewer cover and collection container are only required for solids and liquids.
	2 erectable warning signs	
	Eye rinse fluid	
	Reflective vest	**(for each vehicle member)**
	Portable lighting tool	**(for each vehicle member)**
	Protective gloves	**(for each vehicle member)**
	Eye protection equipment	**(for each vehicle member)**
	Oar	**(additional protective equipment)**
	Sewage cover	**(additional protective equipment)**
	Collection container	**(additional protective equipment)**
2.3	Wedge	
	2 erectable warning signs	
	Reflective vest	**(for each vehicle member)**
	Portable lighting tool	**(for each vehicle member)**
	Protective gloves	**(for each vehicle member)**
	Eye protection equipment	**(for each vehicle member)**
	Emergency mask	**(additional protective equipment)**
6.1	Wedge	
	2 erectable warning signs	
	Eye rinse fluid	
	Reflective vest	**(for each vehicle member)**
	Portable lighting tool	**(for each vehicle member)**
	Protective gloves	**(for each vehicle member)**
	Eye protection equipment	**(for each vehicle member)**
	Emergency mask	

10.4. Considerations for those carrying dangerous cargoes to or from the shore facility by sea

Day/night signs to be displayed by ships and vessels carrying dangerous cargo at the port or coastal facility, cold and hot working procedures on ships, etc.

RULES TO BE FOLLOWED WITHIN THE BORDERS OF ZEYPORT PORT:

1) Borda pier should always be equipped with a net and adequately illuminated in the dark. Heshould avoid placing the pier on land. If it is unavoidable for the ship to place the berth pier on land, the protection of the borda pier will be the responsibility of the ship. The port authority will not be held responsible for any damages. Any repair costs required for the ship's berth or port equipment shall be at the vessel's expense.

2) Oil/oily water or any leakage that may cause environmental pollution should not be allowed.

3) It is strictly forbidden to discharge any garbage, ship water and ballast water into the sea.

4) It is strictly forbidden for the ship to carry out scraping, scraping and painting operations during the time it is in port.

5) The mooring ropes tied up at the dock must be equipped with mouse holders.

6) The captain must dock the ship in port in a suitable balance**.** The ratio of the total length of the apparent trim / vessel should not be more than 0.0125 so that operations can begin, and it should also be monitored during operation so that this ratio is lower. In the event that the ship arrives above the specified rate, the port has the right to hold the ship to change this rate so that it can begin its operations more safely. The same exists as the ship's right to stop operation in cases where it occurs due to the cargo made by the port while the ship is under operation. The ratio will be at the values indicated above.

7) The entrance and interior of the hatch manholes should be kept bright and this illumination should be provided by the ship's crew throughout the transport operations.

8) It is forbidden to carry out any risky work that may cause a fire on the deck. In case of need, a written permission should be obtained by the "**ZEYPORT Operations Department**" and protective measures should be taken against the risk of fire.

9) In the event of a fire, it must be activated immediately and the pilot station "**VHF ch.12"** must be immediately informed, or the dock workers or the "**ZEYPORT Security Department**" or the radios.

10) The ship must always be ready to leave the pier in case of emergency. The main engine should never be maintained and repaired during the ship's presence in port. In case of need, "**ZEYPORT Operations Department**" should inform the ship before the arrival and written permission should be obtained.

11) Adequate equipment must be readily available on board for emergencies.

12) Ship berthing planning should be in line with all local tide effects, weather and traffic next to the vessel.

13) For the purchase of provisions and supplies of the ship, the "**ZEYPORT Operations Department**" should be notified in advance at a convenient time. If procurement is required while the ship is in operation, this must not affect the ship's handling operation and departure time and must be made with the knowledge of the "**Port Operations Department**".

14) When making fuel purchases, the port should be informed about the start and end times and all necessary measures should be taken to prevent oil pollution.

15) In case of problems with refrigerated load carrying units, **our "Electrical Unit**" should be contacted. Repair service is provided to the load handling units installed by ZEYPORT. For other freight handling units, an agency technician should be requested.

16) Rules and safety measures to be followed by crane ships docking at our port:

a) Before starting the operation, the ship cranes should be turned to the sea side at a 90 degree angle.

b) No changes should be made to the positions of ship cranes (including food cranes) without informing ZEYPORT officials.

17) The opening/closing of the pins of the ship hatch cover is under the control of the vessel. During this process, the ship's personnel; be present in the area, ensure that the work is carried out safely and inform the Operations authorities (Chief Scorer, Sergeant, Ship/Field Operations Chief).

18) Walking around the port sites on foot is dangerous and forbidden. Transportation is provided by shuttles departing every ten minutes from the stops at the entrances of the pier.

10.5. Additional considerations to be added by the coastal facility

Within the scope of Zeyport Coastal Facility Operation Permit;

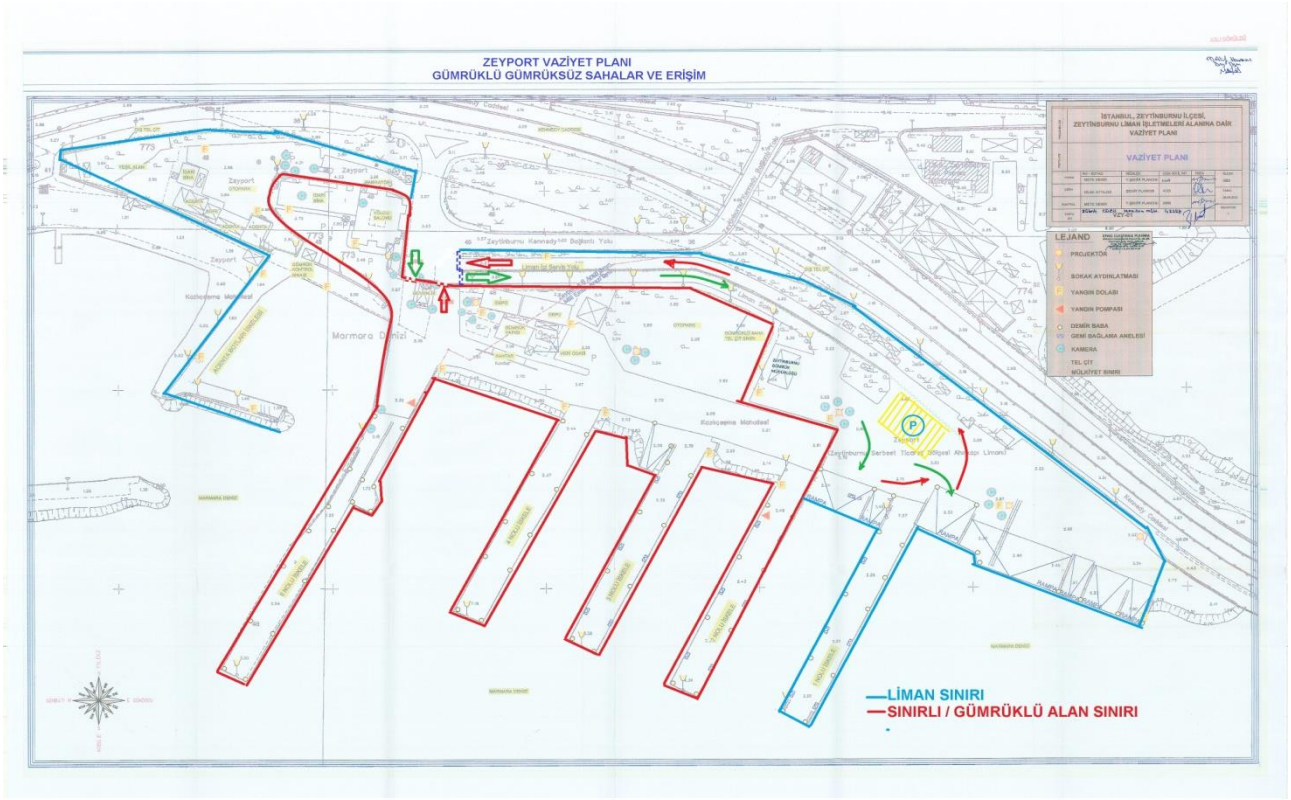
1- Provided that the tankers do not carry out passenger transportation with the same ship during the hours when the land tankers are transported and that the relevant provisions of the Ports Regulation are complied with during the berthing / departure / discharge of the ships, the Car Ferries carrying the land tankers of the tankers will be docked only at the 1no.lu pier of the facility and discharged.
2- Yachts including mega yachts will only be berthed at 5 no.lu pier of the facility during the paperwork of the yachts.

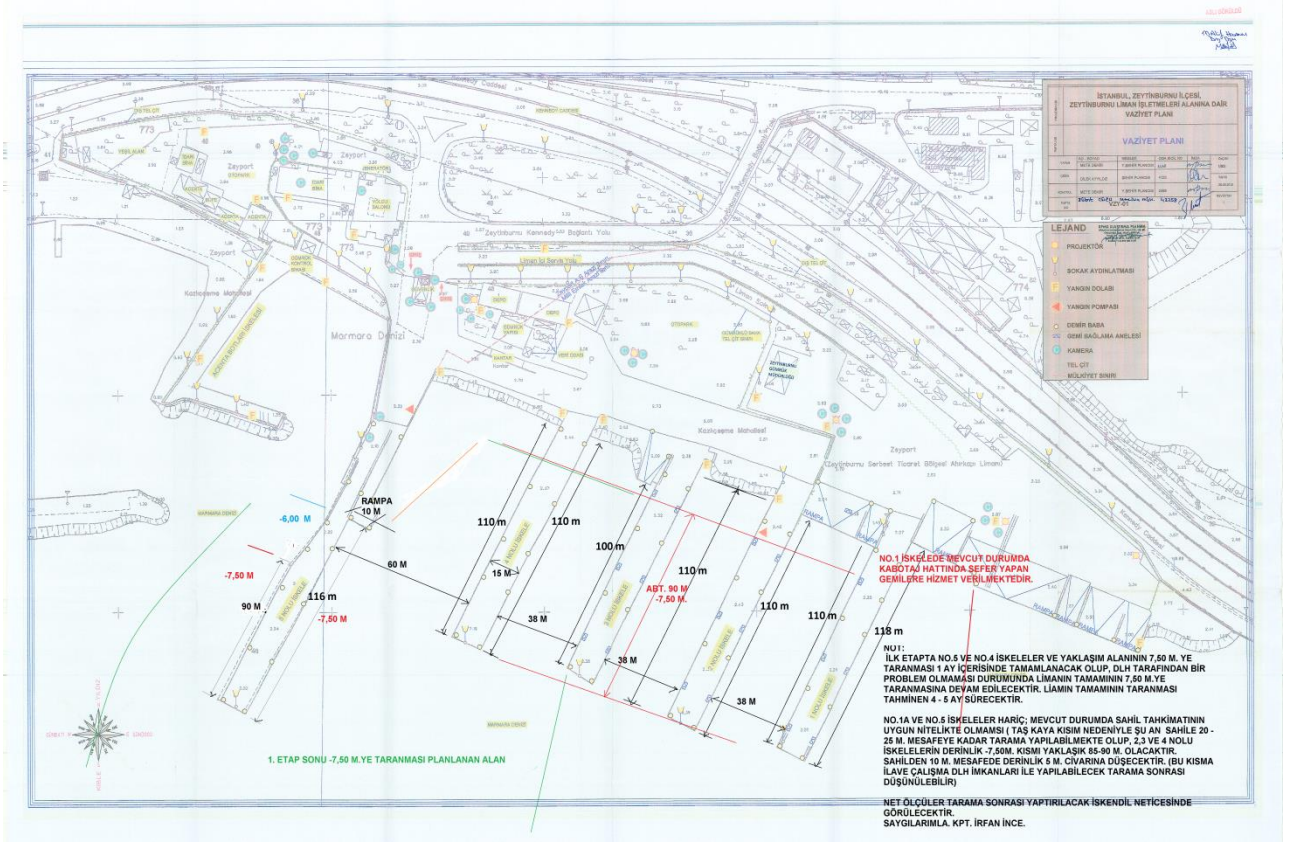
In addition, as stated in the Coastal Facility Operation Permit**, it is** necessary to fulfill the provisions of the relevant legislation in order to carry out international activities by the coastal facilities covered by the International Ship and Port Facility Security Code (ISPS Code).

11. ECLAIR

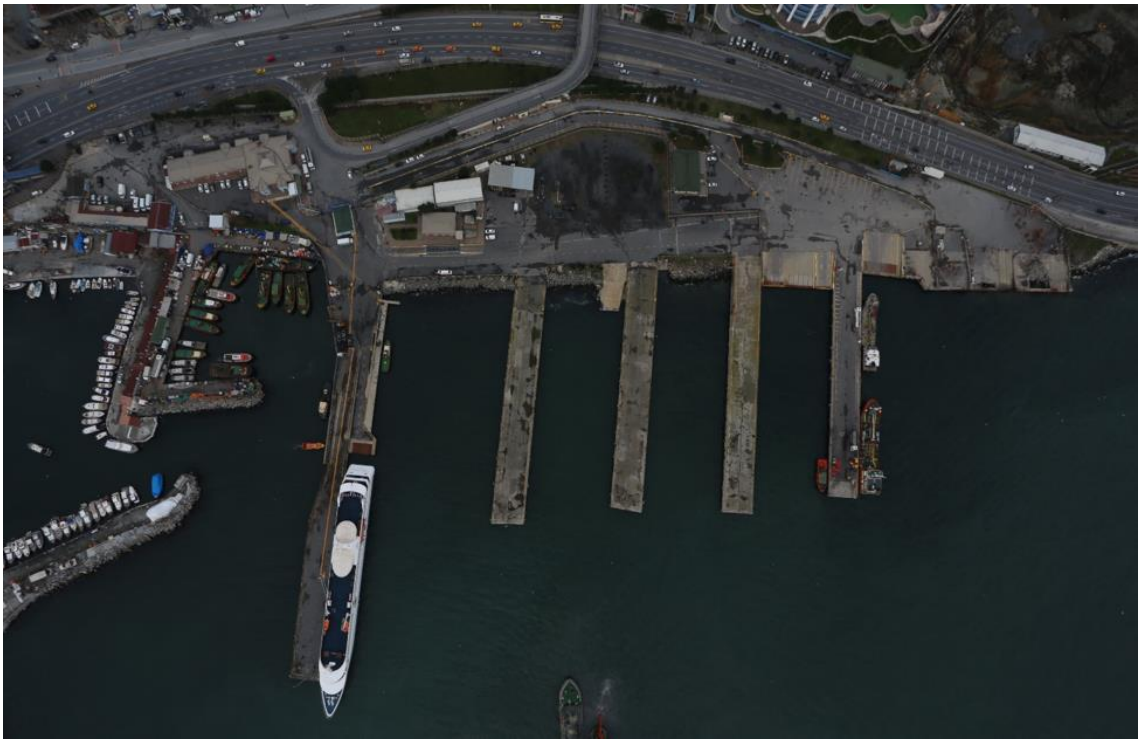
1- General site plan of the coastal facility
2- General photos of the coastal resort
3- Emergency Contact Points and Contact Information
4- General Layout Plan of Areas Handling Dangerous Goods
5- Fire plan of areas handling hazardous cargoes
6- General Fire Plan of the Facility
7- Contingency Plan
8- Plan of Emergency Meeting Places
9- Emergency Management Scheme
10- Dangerous Goods Handbook
11- Leakage areas and equipment for CTU and Packages, entry/exit drawings
12- Inventory of Port Service Vessels
13- Port Authority administrative boundaries, anchorage locations and sea of pilot embarkation/embarkation points
14- Coordinates
15- Emergency response equipment against marine pollution in the coastal facility
16- Personal protective equipment (PPE) usage map
17- Dangerous goods incidents notification form
18- Control results notification form for dangerous goods transport units (CTUs)
19- Other attachments needed
20- Dangerous Goods Handling Guide Additional Cargo Notification (where required)

ANNEX-1: COASTAL FACILITY GENERAL SITE PLAN





ANNEX-2: GENERAL **APPEARANCE PLAN OF** THE **COASTAL FACILITY**



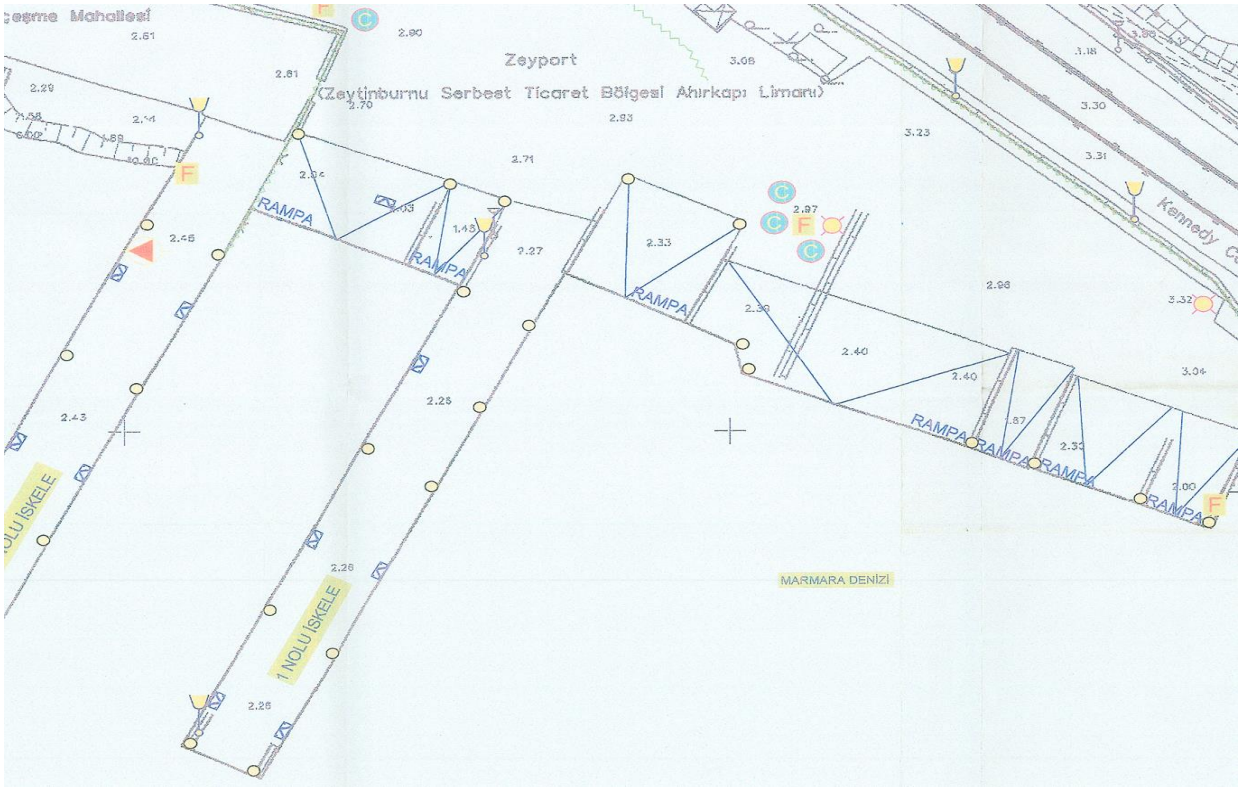
ANNEX-3: EMERGENCY CONTACT POINTS AND CONTACT INFORMATION

NO	INSTITUTION / TITLE	TELEPHONE
1	ZEYPORT PORT FACILITY SECURITY OFFICER	**0212 679 90 01 (3 hat)**
2	GOVERNORSHIP OF ISTANBUL	**0 212 455 59 00**
3	ISTANBUL PROVINCIAL DIRECTORATE OF SECURITY	**0212 635 00 00**
4	ISTANBUL COURTHOUSE	**0212 375 75 75**
5	ISTANBUL CUSTOMS DIRECTORATE	**(0212) 463 7002**
6	ISTANBUL PORT PRESIDENCY	**0 212 249 21 97-98**
7	GENERAL DIRECTORATE OF COASTAL SECURITY ISTANBUL BRANCH OFFICE	**0 212 323 48 05**
8	CIVIL DEFENSE DIRECTORATE	**122**
9	HEALTH DIRECTORATE	**638 30 00**
10	OLIVE BURNU EĞ. AND RESEARCH HOSPITAL	**0212 582 68 68**
11	PROVINCIAL DIRECTORATE OF SOCIAL SECURITY	**0212 372 10 00**
12	ISTANBUL MUNICIPALITY	**0212 449 40 00**
13	ZEYTİNBURNU MUNICIPALITY	**0212 413 11 11**
14	ZEYTİNBURNU POLICE DEPARTMENT	**0212 413 11 11**
15	POLICE EMERGENCY	**155**
16	GENDARMERIE	**156**
17	BEACH SECURITY	**158**
18	EMERGENCY ROOM	**112**
19	FIRE BRIGADE	**110**
20	AFAD	**122**
21	KILLED	**153**
22	PROVINCIAL DIRECTORATE OF ENVIRONMENT AND URBANIZATION	**0212 318 41 00**
23	PROVINCIAL DIRECTORATE OF CULTURE AND TOURISM	**0212 514 11 04**

ANNEX-4: GENERAL SITUATION PLAN OF THE AREAS WHERE DANGEROUS CARGOES ARE HANDLED

SITE PLAN NO. 1 - LOADING AND EMBARKATION OF TANKERS

PIER PLAN NO. 1 SHOWS THE PARKING AREA OF VEHICLES CARRYING DANGEROUS LOADS.


Zeyport
(Zeytinburnu Serbest Ticaret Bölgesi Ahırkapı Limanı)
RAMPA
RAMPA
RAMPA
RAMPA
RAMPA
RAMPA
RAMPA
1 NOLU İSKELE
1 NOLU İSKELE
MARMARA DENİZİ
Kennedy C

Annex-5: Fire Plan of Areas Handling Hazardous Loads

Annex-6: General Fire Plan of the Facility

ANNEX-7: EMERGENCY PLAN

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

Emergency procedures,

Organizational chart of emergency response

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

Coordinating emergency response activities that may occur at the shore facility

the name, title and contact information of the authorized person appointed to be the person appointed to the office and the duties and responsibilities,

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

The names and duties of the teams designated for the response to emergency situations and these teams

the names, duties and responsibilities of the assigned personnel,

the nature and capacities of the resources, equipment and equipment that the coastal facility will use to respondto emergencies,

The measures to be taken and the actions to be taken in order to control the serious conditions that are foreseeable to cause emergency situations and to minimize the negative effects that they may cause and the existing facilities, capabilities and capacity of the facility in this regard,

The nature and methods of the measures and warnings to be taken in order to prevent or minimize the possible risks to the persons in the coastal facility in the event of any emergency and the arrangements regarding what the persons should do in the face of a warning,

In case of emergency, the procedures for the initial notification to be made to the Port Authority and the content of the information required to be included in this notification and the procedures for transmitting this information to the Port Authority as new information becomes available,

Trainings to be taken by the personnel to be employed in emergency situations,

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

The nature and duration of the drills to be carried out for emergency situations,

To provide support for measures taken outside the coastal facility in case of emergency;

Tweaks.

Contingency plans must cover each of the following contingency situations:

a) Plant, equipment and field fires,

b) Cargo fires belonging to each hazard cargo class and sub-hazard classes permitted to be handled at the port,
c) Ship fires,
d) Explosion
e) Accidental death and serious injury,
f) Natural disasters such as earthquakes, floods, landslides, tsunami waves,
g) adverse weather conditions such as very strong winds, thunderstorms, excessive snow or icing,
h) Leakage, leakage or spillage of hazardous substances belonging to each hazard class or sub-hazard classes permitted to be handled at the port,
i) Marine pollution (for example: oil/fuel leakage or spilling/falling into the sea of dangerous cargo or substances harmful to the environment),
i) Gas leakage,
i) Power cut.

ANNEX-8: EMERGENCY MEETING PLACE

It has been designated by the port management and port occupational security unit as the back of the security building in the port entrance area as seen in the figure above, as seen in the figure above.

Annex-9- Emergency Management Scheme

PORT MANAGER
MEHMET NUH GÜL

Shift supervisors in charge of Operations

1. **Beycan Arslan**
2. **Ismail Simsek**
3. **Abidin Murat Batur**
4. **Alper Ortakuyu**

Responsible for dangerous goods operation

Beycan Arslan
GSM :+90(552)209-9934

EMERGENCY TEAMS			
DUTY IN EMERGENCIES	**Name Surname**	**Job at Work**	**Telephone**
Emergency Direction.	**Beycan Arslan**	LIman Hazardous Materials Operations Manager	0(212)679-9001
Fire Extinguished. Team			
Crew Chief	ISMAIL SIMSEK	SHIFT SUPERVISOR	0(212)679-9001
MEMBER	DOLPHIN ZAMUR	WAREHOUSE MANAGER	0(212)679-9001
Search team			
TEAM CHIEF	ABİDİN MURAT BATUR	SHIFT SUPERVISOR	0(212)679-9001
MEMBER	ALAATTIN ERDEM LIMAN	WAREHOUSE STAFF	0(212)679-9001
Rescue team			
TEAM CHIEF	ALPER ORTAKUYU	SHIFT SUPERVISOR	0(212)679-9001
MEMBER	BILAL CLOUD	WAREHOUSE STAFF	0(212)679-9001
Evacuation team			
TEAM CHIEF	Tanju Kalemci	ACCOUNTING and FINANCE AUTHORITY	0(212)679-9001
MEMBER	Gulay Turan	ACCOUNTING STAFF	0(212)679-9001
First Aid Team			
TEAM CHIEF	MURAT ISCAN	IT STAFF	0(212)679-9001

MEMBER	KADRİYE GUNES	HALL	0(212)679-9001
MEMBER	SULEYMAN OZTURK	ACCRUE	0(212)679-9001
MEMBER	ERCAN KUVANCI	CRANE/FORKLIFT OPERATOR	0(212)679-9001
MEMBER	ARZU EROL	CUSTOMS DIRECTORATE SERVICED	0(212)679-9001
Technical Support-Communication Team			
	METEHAN USLU	ACCRUE	0(212)679-9001

ANNEX-10 DANGEROUS GOODS HANDBOOK

Coastal facilities engaged in the collection/discharge of dangerous cargo, handling and temporary storage activities in order to contribute to the safe performance of these activities; Dangerous cargo classes, packages, packaging, labels, signs and packaging groups of dangerous cargoes, sorting tables on the ship and in port according to the classes of dangerous cargoes, separation distances of dangerous cargoes in warehouse storages, separation terms, dangerous cargo documents, dangerous cargo emergency response action flow diagram in pocketable dimensions, TMEK.01 coded Dangerous Cargo Handbook has been prepared and submitted to the relevant persons.

ANNEX-12 INVENTORY OF PORT SERVICE VESSELS

The number of Ro-Ro ships arriving at the port within the scope of regular voyage permit varies.

At ZEYPORT Port; There are no "Port Service vessels" such as port tugboats, mooring boats, firefighting vessels, pollution response etc. sea vessels.

ANNEX-13 ISTANBUL REGIONAL PORT PRESIDENCY ADMINISTRATIVE BOUNDARIES, ANCHORAGE SITES AND SEA COORDINATION OF GUIDE CAPTAIN LANDING/BOARDING POINTS

1) ISTANBUL REGIONAL PORT PRESIDENCY

A) Port Administrative Area Boundary

The port administrative area of the Istanbul Port Authority; is the coastal and coastal area bordered by Turkish territorial waters between the lines drawn from the following coordinates (a) and (b) in the direction of true north (360º) in the north and the sea and coastal area north of the line formed by the following coordinates (c), (ç), (d) and (e) in the south.

a) 41º 21′ 00" K – 028º 41′ 00" D

b) 41º 14′ 00" K – 029º 15′ 30" D (Kelagra Burnu)

c) 40º 54′ 05" N – 029º 08′ 56" E (Cape Maltepe)

d) 40º 43′ 30" K – 029º 09′ 24" D

e) 40º 43′ 30" K – 028º 43′ 24" D

f) 40º 58′ 18" K – 028º 43′ 24" D (Kefaldalyan Burnu)

B) Mooring Sites

The anchorage areas in the administrative area of the Istanbul Port Authority are the sea areas formed by the following coordinates. In these areas, anchorage cannot be made within a distance of 2.5 gominos from the shore.

(a) "area of mooring" means the mooring area for ships to dock at coastal facilities; is the sea area formed by the following coordinates.

1) 41°, 40 K – 028°, 15 D 00'59'
2) 40°, 39 K – 028°, 60 D 59'58'
3) 40°, 15 K – 028°, 50 D 58'56'
4) 41°, 15 K – 028°, 50 D00'56'

b) Area B anchorage area: The mooring area for ships departing from coastal facilities and remaining at anchor for a long time; is the sea area formed by the following coordinates.

1) 41°, 15 K – 028°, 50 D 00'56'
2) 40°, 15 K – 028°, 50 D58'56'
3) 40°, 82 K – 028°, 50 D56'53'
4) 40°, 92 K – 028°, 50 D58'53'

c) Area C mooring area: Ships carrying dangerous cargo, nuclear-powered military vessels and gas free anchorage area; is the sea area formed by the following coordinates.

1) 40°, 92 K 58'– 028°, 50 D 53'
2) 40°, 82 K 56'– 028°, 50 D53'
3) 40°, 12 K 56'– 028°, 95 D51'
4) 40°, 83 K 55'– 028°, 00 D50'
5) 40°, 48 K 57'– 028°, 00 D50'

ç) Küçükçekmece anchorage area; It is the sea area formed by the following coordinates and is also used as a quarantine anchorage area when necessary.

1) 40º 18" K – 028º 30" D 58'43'
2) 40º 57" K – 028º 30" D56'43'
3) 40º 24" K – 028º 24" D56'47'
4) 40º 15" K – 028º 24" D58'47'

d) Zone D mooring area: Vessels carrying dangerous cargo, nuclear-powered military vessels and gas free anchorage area at the northern entrance of the Bosphorus Strait; is the sea area formed by the following coordinates.

1) 41°, 40 K 15'– 028°, 45 D 57'
2) 41°, 50 K 17'– 028°, 45 D 57'
3) 41°, 50 K 17'– 029°, 00 D 00'
4) 41°, 90 K 14'– 029°, 00 D 00'

e) E zone anchorage area: The mooring area of ships not carrying dangerous cargo at the northern entrance of the Bosphorus is the sea area formed by the following coordinates. In case of emergency, the Port Authority may allow the refueling of fuel and food in this region with the permission of the Turkish Straits Ship Traffic Services Center and other institutions / organizations.

1) 41°, 90 K 14'– 029°, 00 D 00'
2) 41°, 50 K 17'– 029°, 00 D00'
3) 41° ,50 K 17'– 029° ,37 D 02'
4) 41°, 90 K 15'– 029°, 00 D05'
5) 41°, 00 K 15'– 029°, 00 D05'

f) (**Added: OG-6/8/2013-28730) (Change: OG-20/10/2015-29508)** Waiting/mooring area no. 7 for fuel and water barges : Within the anchorage areas of zones A and B and formed by the following coordinates, the sea area no. 7 is the waiting and anchoring area allocated for fuel and water barges.

1) 40º 59' 13" K – 028º 55' 27" D
2) 40º 59' 02" K – 028º 55' 27" D
3) 40º 59' 25" K – 028º 57' 29" D
4) 40º 59' 43" K – 028º 57' 29" D
5) 40º 59' 33" K – 028º 57' 12" D

Guide Captain Pick-up andDrop-off Officers

(1) Ships that will pass through the Bosphorus

a) On the Black Sea side;

The coordinate of the pick-up location from the guide container; 41 º ,15'15 N – 029º ,07'94 E. Depending on the weather and sea conditions, between this position and the line connecting the Hamsi Port Lighthouse to the Elephant Cape Lighthouse, it is made on the starboard side of the southbound traffic lane as much as possible.

Coordinate of the drop-off location of the guide container; 41 º ,4814' N – 029º ,5209' E is the position. Depending on the weather and sea conditions, it is made between this position and the line connecting the Hamsi Port Lighthouse to the Elephant Cape Lighthouse, on the starboard side of the northbound traffic lane as much as possible.

b) on the side of the Sea of Marmara;

Place of pick-up from the guide container; 40 º ,55'28 N – 028º ,58'75 E position. Depending on the weather and sea conditions, this is done between the location and the latitude passing through the Fenerbahçe Lighthouse and on the starboard side of the northbound traffic lane as much as possible.

Place of drop-off from the guide container; 40 º ,52 N– 02856'º ,54'70 E. Depending on the weather and sea conditions, it is made on the starboard side of the southbound traffic strip as much as possible between this location and the latitude passing through Fenerbahçe Lighthouse.

(2) Ships arriving and departing from Haydarpaşa Port;

a) If they are coming to the port from the Black Sea side, at a distance sufficient to allow the berthing maneuver while sailing, they shall remove the Bosphorus guide captains and take the port guide captains, and the ships coming from the Marmara Sea shall take the port guide captains from the same coordinate as the ships transiting the Bosphorus from the Marmara Sea. Ships coming from outside the port boundaries to a berthing place of Haydarpaşa Port outside the Bosphorus Strait take the port guide captains at a distance sufficient to allow the docking maneuver while they are cruising.

b) If the ships arriving at Haydarpaşa Port are anchored, they shall take the port guide captains at the anchorage areas.

ZEYPORT Port Boundary Coordinates

THE	ROOF	SAN		THE	ROOF	SAN	
40	58	41,5	NORTH	028	53	44,2	EAST
40	58	47,8	NORTH	028	53	48,8	EAST
40	58	40	NORTH	028	53	51	EAST

40	**58**	**46,7**	**NORTH**	**028**	**53**	**52**	**EAST**

ANNEX-1 EMERGENCY RESPONSE EQUIPMENT AGAINST MARINE POLLUTION IN 4 PORT FACILITY

Emergency response equipment against marine pollution in the coastal facility					
Equipment List Specified in Zeyport Port Risk Assessment and Emergency Response Plan (LEVEL-1)	Equipment List Specified in Zeyport Port Risk Assessment and Emergency Response Plan (LEVEL-2)	Equipment List Specified in Zeyport Port Risk Assessment and Emergency Response Plan (LEVEL- 3)	Equipment belonging to the facility (Zeyport)	List of Equipment in the Warehouse	SUM
700 meters barrier (fence type/solid/inflatable)	1400 meters barrier (fence type/solid/inflatable)			2175 meters (fence type/solid/inflatable)	2175 meters (fence type/solid/inflatable)
7 sets of barrier support equipment	14 sets of barrier support equipment			7 set	7 set
2 pcs scraper set	3 sets of scrapers	4 pcs scraper set		5 pcs	5 pcs
2 x Gas measuring instruments	3 x Gas measuring devices	4 x Gas measuring instruments		2 pcs	2 pcs
2 pcs barrier winding drum	4 pcs barrier winding drum			9 pcs	9 pcs
1 water jet	2 water jets			5 pcs	5 pcs
360 meters absorbent boom	900 meters absorbent boom		30 metre	4002 metre	4032 metre
400pcs absorbent pad	850 pcs absorbent pad		200 pcs	9000 pcs	9200 pcs
20 kg sorbent partikül	50 kg sorbent partikül			20 kg sorbent partikül	20 kg sorbent partikül
20 sorbent pillows	35 pcs sorbent pillow			20 sorbent pillows	20 sorbent pillows
1 pcs centrifugal pump	3 pcs centrifugal pump			2 pcs	2pcs
3 radios	7 radios			15 pcs	15 pcs
20 life jackets	30 life jackets	40 life jackets		20 pcs	20 pcs
20 Adet Baret	30 Adet Baret	40 adet baret		26 pcs	26 pcs
20pcs helmet light exproof	30 adet baret şığı exproof	40 adet baret şığı exproof		20 pcs	20 pcs
20 raincoats	30 pcs raincoat	40 pcs raincoat		20 pcs	39 pcs
20 pairs of intervention shoes	30 pairs of intervention shoes	40 pairs of intervention shoes		20 pcs	20 pcs
50 pairs of gloves	70 pairs of gloves	100 pairs of gloves		20 pairs	21 pairs
20 pcs filter half face gas mask	30 pcs filter half face gas mask	40 pcs filter half face gas mask		20 pcs	20 pcs
20 pieces of protective work glasses	30 pieces of protective work glasses	40 pieces of protective work glasses		20 pcs	20 pcs

20 overalls	30 overalls	40 pieces of overalls	5 pcs	15 pcs	20 pcs
150 Tywek Suites	250 Tywek Suites	400 Tywek Suites		150 pcs	150 pcs
5pcs exproof flashlight	7pcs exproof flashlight	10pcs exproof flashlight		10 pcs	10 pcs
2 pcs Watercraft	4 pcs Watercraft	6 pcs Watercraft		4 pcs	4 pcs
25 pcs cardboard boxes	40 pcs cardboard boxes	50 pcs cardboard boxes		25 pcs	25 pcs
1 pcs load carrying unit and stretcher	3 pcs load carrying unit and stretcher			1 pcs load carrying unit, 2 pcs stretcher	1 pcs load carrying unit, 2 pcs stretcher
2 networks	3 networks			2 pcs	2 pcs
50 pcs nylon bags	70 pcs nylon bags			50 pcs	50 pcs
10 lt detarjan	20 lt detarjan			10 GB	10 GB
30 labels	50 labels			30 pcs	30 pcs
2 pcs floating storage tanks	4 pcs floating storage tanks	7 pcs floating storage tanks		13 pcs	13 pcs
2 land storage tanks	4 land storage tanks	7 land storage tanks		10 pcs	10 pcs
2 pieces of impermeable material	4 pieces of impermeable material	6 pieces of impermeable material		2 pcs	2 pcs
10 plastic drums	25 plastic drums	40 plastic drums		10 pcs	10 pcs
200 pcs plastic bags	500 pcs plastic bags	1000 pcs plastic bags		250 pcs	250 pcs
2 top will be naylonu	5 top will be naylonu	7 top will be naylonu		2 top	2 top
3 rolls of warning strips	5 rolls of warning strips	10 rolls of warning strips		3 rolls	3 rolls
5 wheelbrows	7 wheelbrows	10 wheelbrows		10 pcs	10 pcs
5 buckets	10 buckets	30 buckets		20 pcs	20 pcs
5 rakes	7 rakes	10 rakes		25 pcs	25 pcs
5 digging	7 pickaxes	10 pickaxes		23 pcs	23 pcs
15 oars	25 oars	40 paddles		20 pcs	20 pcs
1 generator	2 generators	3 generators		2 pcs	2 pcs
5 pcs spotlights and legs	10 spotlights and feet	15 spotlights and feet		5 pcs	5 pcs
10 pcs sampling containers	15 pcs sampling containers	25 pcs sampling containers		15 pcs	15 pcs

ANNEX-15 PERSONAL PROTECTIVE EQUIPMENT (PPE) AND USAGE MAP

	Amir	Facilities manager	Manual cleaner	Chemical spray	Chemical brush	High pressure washing	Low pressure washing	Visitor purification	Visitor warm/warm region	Cold zone	Removal	Boat crew	His	Cold	Hot	Noise	Gas sampling	H_2S	Benzene
Fluorescent Vest	■																		
Tulum	■	■								■		■		■					
Thin Linoleum Dress			■		■	■	■	■	■										
Safety Boat	■	■		■						■	■	■							
Rubber Boot			■		■	■	■	■	■										
Long Waterproof Boot													■						
Binding Glove	■	■																	
PVC Gloves			■		■	■	■	■	■										
Ribbon Seal			■		■			■											
Ear protector																■			
Safety Goggles	■						■		■										
Glasses			■	■		■		■											
Pulse Head			■	■	■	■	■	■	■								■		
Emniye helmet											■								
Life jacket												■	■						
Apparatus																			
Tyvek tulum															■				
Thermal garment														■					
Wetsuit													■						
Air monitoring dashboard			■	■	■													■	■
Gas mask					■												■	■	■
TECPS				■													■		

All personal protective equipment is used at the designated pier I for the handling of dangerous cargo.

ANNEX-16 DANGEROUS GOODS INCIDENT NOTIFICATION FORM:

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

PORT FACILITY
"DANGEROUS GOODS INCIDENT NOTIFICATION" DATE:

1. At the time when the accident occurred,

2. If known, how the accident occurred and its cause,

3. The place where the accident occurred (shore facility and/or ship), its position and area of impact, ç) If there is a ship involved in the accident, information (name, flag, IMO number, equipment, operator, cargo and the amount, the name of the captain and similar information),

4. Meteorological conditions,

5. UN number of the dangerous goods, the appropriate transport name (legislation specified in the definition of dangerous goods to be taken as basis) and the amount,
The hazard class of the dangerous goods or the sub-hazard section, if any,
Packing group, if any, of the dangerous goods,
Additional risks of the hazardous substance, if any, such as marine pollutants,
Signs and labels of the dangerous goods
The characteristics and number, if any, of the packaging, the cargo transport unit and the cargo transport unitin which the dangerous goods are carried, **the manufacturer, sender, carrier and receiver of the dangerous goods**

6. The extent of the damage/pollution caused,

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

8. How the accident was dealt with ,

9. From which organizations assistance is requested,

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

FORM OF HAZIRLAYAN :

Name Surname : Position:
Signature:

ANNEX-17: NOTIFICATION FORM OF CONTROL RESULTS FOR DANGEROUS GOODS CARRYING UNITS (CTU)

Year/Term	**……/……**
Relevant Port Authority	
Name of the coastal resort	

CONTROL AGENTS	**Controlled (Quantity)**	**Inaccurate (Quantity)**	**Checked (%)**	**Inaccurate (%)**
CTU Sheets and Brands Conformity				
Improper or Damaged Packagings				
Labels and Brands of Packaging				
Documentation (Dangerous Goods Declaration)				
Improper or Damaged Portable Tank or Land Tankers				
CTU/Vehicle/Load Carrying Unit In-Stacking and Mooring				
Compliance of Cargo with Separation Rules				
Safe Load Transport UnitsConvention (CSC) Approval Plate				
Land Tanker Mooring Apparatus and Attachments				

CHECKED CTU FILLING COUNTRY INFORMATION	**Load carrying unit Custom**	**Other CTU (Quantity)**	**Tool (Quantity)**
Domestically stuffed			
Filled Abroad Country:.....			
Filled Abroad Country:.....			
Filled Abroad Country:.....			

Filled Abroad Country:.....			
Filled Abroad Country:.....			

EK-18 SHIP NOTIFICATION FORM

SHIP NOTIFICATION FORM	
NAME OF THE SHIP	
TYPE OF SHIP	
PORT OF ORIGIN	
DESTINATION PORT	
FLIGHT NUMBER	
FLAG	
GROSS TONE	
D.W.T.	
CALL SIGN	
IMO NUMBER	
DONATANI	
FULL LENGTH(LOA)	
ENİ	
DATE AND TIME OF DEPARTURE FROM THE PORT	
LMANA ARRIVAL DATE AND TIME	
BHARF	
GELİŞ DRAFTI FWD-AFT	
GİDİŞ DRAFTI FWD-AFT	
CARGO SENDER	
RECEIVER OF THE CARGO	
TYPE AND QUANTITY OF CARGO	
IMDG CLASS QUANTITY	
NUMBER OF PASSENGERS	
SHIP CRANE EQUIPMENT	
ADDITIONAL INFORMATION	

NOTE: The information contained in the form must be filled in completely by the ship agent/shipowner. Forms with incomplete and/or incorrect information will not be considered by the port authority.
The second arrival of ships carrying the same cargo under the same conditions must be notified to the port management (e-mail : operation@zeyport.net) by e-mail at least 24 hours in advance.
The Ship Name, Flag, Gross Tone, Call Sign, Imo Number, Ship's Full Length and Width information on the Ship Notification form must match the information written on the ship's International Tonnage Certificate.
I accept the accuracy of all information contained in the Ship Notification Form. In the event that the information I have provided is incorrect or incomplete, we declare and undertake that all kinds of damages and work accidents that may occur with all kinds of administrative / fine belong to us.

The Name, Surname, Title, Duty, Signature and stamp of the person sending the Ship Notification Form will be sent to us in PDF format.

In the "Risk Assessment and Emergency **Response Plan"** prepared within the scope of the Law No. 5312 on the Principles of **Intervention** in **Emergency Situations and Compensation of Damages in** the Pollution **of the Marine Environment with Oil and Other Harmful Substances** and the Implementation Regulation to be applied in emergency situations, the measures to be taken against fire, flash, explosion situations, marine pollution and the measures to be taken for other emergency situations are explained in detail. Emergency plans that should be included in the annexes, general fire plans of the facility, fire plans of the areas where dangerous cargoes are handled, leakage areas and equipment for CTU and packages, entry/exit drawings and emergency response equipment against marine pollution are included in detail in the **"Zeyport Risk Assessment and Emergency Response Plan**". The Risk Assessment and Emergency Response Plan is complementary to this work. ''**Zeyport Risk Assessment and Emergency Response Plan** is made available at the port to be requested by the authorized institutions. In the plans, detailed information about occupational health and safety is explained and it is aimed to protect all port employees and everyone who may come to the port from outside. **ZEYPORT ZEYTİNBURNU LİMAN İŞLETMELERİ SAN. VE TİC. A.Ş**. is a port that serves as a transit point in the port facility where replenishment services such as loading and/or unloading dangerous cargoes coming to the port are carried out on the ship. For this reason, in case of any emergencies that may occur in the port and in cases such as marine pollution, it will immediately notify the competent authorities and the Istanbul Port Authority.