ARGAZ LPG STORAGE FACILITY
DANGEROUS CARGO HANDLING GUIDE

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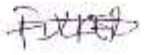
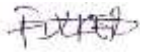
Port Manager
(signature/seal)

REVISION PAGE

Sequence No	Revision No	Content of the Revision	Revision Date	Revision Maker	
				Name Surname	Signature
1	-	First publication within the scope of the Implementation Instruction on Dangerous Cargo Handling Guide dated 20.04.2022 and numbered 281879	Initial Release 06/09/2022	Feridun Ulker IMDG TMGD	
2	001	Adding activity (Annex-4 handling of petroleum and petroleum products and chemical and similar dangerous liquid bulk cargoes)	10/04/2026	Feridun Ulker IMDG TMGD	
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ABBREVIATIONS

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

DEFINITIONS

a) Buyer: Real and legal persons who will receive the dangerous cargo according to the contract of carriage,
b) Packaging: The transport container in which the dangerous cargo is placed, as defined in Section 6 of the IMDG Code,
c) Packager: Real and legal persons who place dangerous goods in large packaging containers and make the packages ready for transportation when necessary, pack dangerous cargoes or change the packages and labels of these goods, label them for transportation, carry out these operations with the sender or his instructions, and the land and coastal facility personnel who actually perform this operation,
d) Ministry: The Ministry of Transport, Maritime Affairs and Communications,
e) Unloader: Removing a fixed tank loaded with dangerous goods, a multi-element gas fixed tank, a tank-fixed tank, a portable tank from a vehicle; unloading packaged dangerous goods, small fixed tanks and portable tanks from a vehicle or fixed tank; the enterprise that discharges hazardous substances from a tank (tanker, demountable tank, portable tank or tank fixed tank) from a battery-vehicle gas tanker, MEMU or multi-element gas fixed tank, a vehicle or a fixed tank carrying bulk cargo,"
f) Bulk cargo: Solid, liquid and gaseous substances that are the structural part of the ship or are in a tank or hold permanently fixed inside or on the ship, and that are planned to be transported without direct containment,
g) Handling: Similar operations for the transportation of the dangerous cargo, such as changing its location, transferring it from large containers to small containers, ventilating, separating, sieving, mixing, renewing, changing or repairing the cargo transport units and packaging, without changing its essential characteristics,
h) Fumigation: The process of applying gaseous chemicals in solid, liquid or gaseous form to a closed cargo transport unit (CTU) or ship hold in order to destroy harmful organisms,
i) Ship concern: Shipowner, operator, charterer, captain or agents and real or legal persons authorized to represent the ship,
j) Sender: Real and legal persons who send dangerous cargoes on their own behalf or on behalf of a third party or who are specified as senders in the contract of carriage,
k) Safety Data Sheet: Detailed information on the properties of dangerous substances,
the document containing the necessary information for the safety measures to be taken according to the hazard characteristics in the facilities where it is located, and the protection of human health and the environment from the negative effects of hazardous substances,
l) Gas measurement: Determination of the gases and the required amounts determined by the Administration within the scope of the relevant regulation in the load transport units and/or closed areas by authorized organizations and persons using special devices and apparatus,
m) Degassing: Works and operations carried out with active or passive ventilation in case it is determined that the load transport units that are within the scope of fumigation and are not within the scope of fumigation but contain gases that may be harmful to life, property and the environment are above the values in the relevant directive as a result of the risk assessment,
n) IBC Code: International Code on the Construction and Equipment of Ships Carrying Bulk Dangerous Chemical Cargo,
o) IGC Code: International Code on the Construction and Equipment of Ships Carrying Liquefied Gas in Bulk,
p) IMDG Code: International Code on Dangerous Goods Transported by Sea,
q) IMO: United Nations International Maritime Organization,
r) IMSBC Code: International Maritime Solid Bulk Cargoes Code,
s) ISPS Code: International Ship and Port Facility Security Code,
t) Administration: General Directorate of Transportation Services Regulation,
u) Captain: The person who directs and manages the ship,
v) Coastal facility: Docks, piers, buoys, platforms and related anchorages, approach areas, closed and open storage areas, buildings and structures used for administrative and service purposes, the boundaries of which are determined by the Administration, where ships can safely receive and deliver cargo or passengers or shelter,

w) Fixed tank: A load-carrying equipment certified in accordance with the standards applicable under the CSC Convention,
x) MARPOL 73/78: International Convention for the Prevention of Pollution of the Sea by Ships,
y) Hot work: Made by people certified by the relevant authority; open fires and the use of flames, electrical appliances or hot rivets, grinding, soldering, burning, cutting, welding or all work that involves heat or sparks,
z) SOLAS: The 1974 International Convention for the Safety of Life at Sea,
aa) Carrier: Real and legal persons who receive offers, bids, accept offers for the transportation of all kinds of dangerous cargo on their own behalf or on behalf of third parties, and real and legal persons who carry out the transportation of dangerous cargo by road or rail with or without a contract within the scope of combined transportation,
bb) Carrier: Real and legal persons who receive offers, bids, accept offers for the transportation of all kinds of dangerous cargo on their own behalf or on behalf of third parties, and real and legal persons who carry out the transportation of dangerous cargo by road or rail with or without a contract within the scope of combined transportation,
cc) Hazardous waste: Parts, solutions, mixtures and used packaging and cargo transport units for re-processing, disposal, incineration or other disposal of cargo or dangerous cargo or packaging and cargo transport units carrying dangerous cargo, classified as specified in the Basel Convention and whose transportation class and conditions are determined within the scope of SOLAS, which are not intended for direct use,
dd) Dangerous cargo conformity certificate (TYUB): The document issued by the Administration, which coastal facilities engaged in hazardous material handling and temporary storage activities are obliged to obtain within the scope of the regulation.
ee) Dangerous cargo (dangerous goods): Petroleum and petroleum products falling within the scope of Annex-I of the International Convention for the Prevention of Pollution of the Sea by Ships (MARPOL 73/78), packaged substances listed in the International Code for Dangerous Goods Transported by Sea (IMDG Code), Bulk substances with the UN Number given in Annex-1 of the International Maritime Solid Bulk Cargo Code (IMSBC Code), International Code on the Construction and Equipment of Ships Carrying Hazardous Chemicals in Bulk (IBC Code) The substances given in Chapter 17 and the substances given in Chapter 19 of the International Code on the Construction and Equipment of Ships Carrying Liquefied Gas in Bulk (IGC Code), and substances that are not yet included in these lists but have the potential to harm life, property, the environment or other substances during transportation due to their physical, chemical properties or the way they are transported, the packages and cargo transport units in which these substances are transported and that have not been properly cleaned.
ff) UN number: Four-digit identification number of dangerous goods or parts taken from the United Nations sample regulations,
gg) 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 where they are/can be open to data sharing with the relevant public institutions and organizations when necessary,"
hh) New coastal facility: Coastal facility that has not obtained a coastal facility operation permit/coastal facility temporary operation permit within the scope of the "Regulation on the Procedures and Principles Regarding the Issuance of Operation Permit to Coastal Facilities" published in the Official Gazette No. 26438 dated 18/2/2017
ii) Regulation: The Regulation on the Transport of Dangerous Goods by Sea published in the Official Gazette dated 14.11.2021 and numbered 31659,
jj) Shipper: Real or legal persons who load dangerous cargoes and cargoes that pose a danger to loading safety on the ship and sea vehicle, vehicle or cargo transport unit in accordance with the instructions of the shipper, label, plate, handle, stack and unload the cargo, including dangerous cargoes in the ship or cargo transport unit,
kk) Cargo Concern: The sender, receiver, representative and transport broker of the dangerous cargo,
ll) Load handling unit (CTU): Designed and manufactured for the transportation of dangerous cargo in packed or bulk form; refers to road trailer, semi-trailer and tanker, transportable tank and multi-element gas fixed tank, railway wagon and tank wagon, fixed tank and tank fixed tank.

INTRODUCTION
1. INTRODUCTION

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

- Life safety at sea is also related to the safety and protection of a ship, its cargo and crew in the port area, and the measures taken regarding dangerous cargoes before direct loading/unloading and during handling.

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

- An important prerequisite for the safe transportation and loading of dangerous cargoes is for the proper identification, protection, packaging, packaging, securing, marking, labeling, plate attaching and documentation of these cargoes. This will apply regardless of whether the transactions are carried out in the port area or at facilities far from the port area.

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

- The safe handling and loading of dangerous goods is based on the correct and precise application of the regulations for the transport and loading of said cargoes, and depends on the judgment of all those who are fully and thoroughly aware of the regulations and the risks that exist in relation to these issues. This can only be achieved through properly planned and carried out training and retraining of the persons concerned.

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

General Information About the Facility

Within the scope of IGC Code, Un 1965, HYDROCARBON GAS MIXTURE, LIQUEFIED, N.O.S. (LPG) are handled within the port facility. The buoy is approximately 1350 meters from the shore, and the loading facility is loaded with a land line of 1841 meters by means of SCH-40 steel drawn 6-inch pipes from the LPG ship.

The filling facility has a total storage capacity of 13639 m3, including 4 LPG tanks of 3000 m3 and 3 LPG tanks of 180 m3, 3 LPG tanks of 115 m3, 4 LPG tanks of 120 m3, 3 LGP tanks of 103 m3, and 2 LPG tanks of 10 m3.

There is a fixed tank (including +semi-trailer) filling unit with 1 LPG Compressor and 2 pumps, and 3 vehicles with ADR/VEHICLE Conformity Certificate can be filled at the same time. The process of filling approximately 22 tons of a vehicle is completed in around 30 minutes. The equipment in the filling area is ex-proof equipment.

There is 1 cylinder filling unit. It feeds 2 10 m3 tanks to the cylinder filling unit. There are 6 12 kg scales. Weighing of 24 kg and 45 kg cylinders is done on the same scales and in 2 pieces. 8 pieces of 2 kg cylinders are weighed.

1.1.Facility Information Table

Table 1.2 Facility Information Form

1	Facility operator name/title	ARGAZ LPG FILLING TEVZİİ İNŞAAT SANAYİVE TİCARET A.Ş.
2	Contact information of the facility operator (address, telephone, fax, e-mail and web page)	Sultanköy Mah Ekşielma Cad No.33 Marmaraereğilisi – Tekirdağ Phone: +90 282 633-6565 Fax: +90 282 633-7575 info@argaz.com
3	Name of the facility	ARGAZ LPG FUEL TERMINAL
4	The province where the facility is located	Tekirdag
5	Contact information of the facility (address, telephone, fax, e-mail and web page)	Sultanköy Mah Ekşielma Cad No.33 Marmaraereğilisi – Tekirdağ Phone: +90 282 633-6565 Fax: +90 282 633-7575 info@argaz.com
6	Geographical area where the facility is located	Marmara Region
7	The Port Authority to which the facility is affiliated and contact details	Tekirdağ Regional Port Authority Phone: +90 282 261-2025 tekirdag.liman@uab.gov.tr
8	The Municipality to which the facility is affiliated and contact details	Marmaraereğlisi Municipality Phone: 0 282 613-1255 Fax: 440 09 99
9	The name of the Free Zone or Organized Industrial Zone where the facility is located	-
10	Validity date of the Coastal Facility Operation Permit/Temporary Operation Permit Certificate	26.12.2023
11	Operating status of the facility (x)	Own load and additional 3rd party (X) Own load (...) 3rd person (...)
12	Name and surname of the facility manager, contact details (telephone, fax, e-mail)	Mehmet DUMLU Phone: +90 282 633-6565 Fax: +90 282 633-7575 info@argaz.com
13	Name and surname of the hazardous material operations officer of the facility, contact details (phone, fax, e-mail)	Mehmet Dumlu Phone: +90 535 623-6722 Fax: +90 282 633-7575 info@argaz.com
14	Hazardous Goods of the Facility Name and surname of the Security Consultant, contact details (phone, fax, e-mail)	Feridun Ülker, feridunulker@anadolutmgd.com, 0537 027-9306
15	Marine coordinates of the facility	Buoy No. 1 41o 00' 811" N- 27o 59' 943" E Buoy No. 2 41o 00' 902" N- 27o 59' 972" E Buoy No. 3 41o 00' 909" N- 27o 00' 170" E

16	Types of dangerous goods handled at the facility (cargoes within the scope of MARPOL Annex-I, IMDG Code, IBC Code, IGC Code, IMSBC Code, Grain Code, TDC Code, asphalt/bitumen and scrap cargoes)	Dangerous Liquid Bulk Cargoes (Liquefied Gas – IGC Code)
17	Dangerous cargoes handled at the facility (cargoes other than IMDG Code from the cargo types in Article 16 will be written separately. Additional cargo request will be forwarded to the affiliated port authority with the Annex-1 form. It will be added to TYER when it is found appropriate)	-
18	Classes for cargoes handled, subject to IMDG Code	-
19	Groups in the table of characteristics for cargoes handled, subject to the IMSBC Code	
20	Types of ships that can dock at the facility	Gas Tanker
21	Distance from the facility to the main road (km)	To the Highway: 21 km, to the E5: 1.7 km
22	Distance from the facility to the railway (km)	Çorlu – 23 km no railway connection.
23	The name of the nearest airport, and Distance to Property (km)	Corlu Airport – 16 km
24	Cargo handling capacity of the facility (Tons/Year; TEU/Year; Vehicle/Year)	72.000 Tons/Year
25	Whether scrap is handled at the facility	Nope
26	Is there a border gate? (Yes/No)	Nope
27	Is there a Bonded Area? (Yes/No)	Yes
28	Cargo handling equipment and capacities	It has a total storage capacity of 13639 m3, including 4 LPG tanks of 3000 m3 and 3 LPG tanks of 180 m3, 3 LPG tanks of 115 m3, 4 LPG tanks of 120 m3, 3 LGP tanks of 103 m3, 2 LPG tanks of 10 m3.
29	Number of storage tanks (m3)	19 units of 13639 m3
30	Open storage area (m2)	34.000 m2
31	Semi-closed storage area (m2)	-
32	Closed storage area (m2)	1215 m2
33	Determined fumigation and/or Fumigation Purification Area (m^3)	-
34	Name/title of the pilotage and towage services provider contact details	Safiport Safi Derince Ul. Port Operation. INC. 0 262 281-2700
35	Security Plan created Is it? (Yes/No)	Yes (under the ISPS Code)
36	Waste Reception Facility capacity (This section is divided separately according to the wastes accepted by the facility). will be held.)	Article 7 of the regulation published in the Official Gazette dated 26.12.2004 and numbered 25682 from the Ministry of Environment and Forestry. There is a Waste Reception Facility Exemption Certificate obtained in accordance with the article.

				Exemption Document No: 09/07/2014 – 84973951/140.07/9058		
37	Docks/Piers, etc. features of areas					
	Dock/Pier No	Length (Meters)	Width (Meter)	Maximum water depth (meters)	Minimum water depth (meters)	Largest ship tonnage and length to berth (DWT or GRT) (meters)
	Buoy 16.5 m – 14.5 m 15.000 DWT	-	-	16,5	14,5	15.000 DWT
	1 LPG pipeline Diameter: 6 inches Length: 3450 m					

1.2.Loading, discharge, handling and storage procedures for dangerous cargoes handled and/or temporarily stored at the shore facility

1.2.1. IMDG

a) IMDG Code packaged cargoes are handled at the facility with Un 1965 cylinders. There are areas for filling cylinders, stacking empty packaging, containment, testing and reuse. Handling of cargoes is carried out by applying the safety rules specified in the guide. Their products are handled within the scope of MARPOL Annex-I, IMDG Code.
b) The following issues will be fulfilled in terms of the safety of the coastal facility, employees and ships in the coastal facility, such as handling, temporary keeping in the coastal facility, stacking and separation, and storage of dangerous cargoes coming to the coastal facility.
c) The acceptance of dangerous cargoes to the shore facility is made after the control made at the entrance of the facility. The physical and visual conditions of the cargoes are examined and unsuitable packaging is not accepted to the facility. In addition, in the cargo;

- Risk from dangerous cargo
- Interaction with dangerous cargoes present in the coastal facility,
- Interaction with the cargoes planned to be accepted to the coastal facility in the near future,
- Terms of resignation
- Separation conditions
- Need for materials and equipment in terms of Emergency Response
- Competence of Emergency Response teams
- Interaction issues with/from neighboring facilities are handled within the scope of up-to-date IMDG CODE documents and an acceptance/rejection or managerial decision is taken.

d) If a decision has been taken to accept the dangerous cargo, the facility management, operation, storage, security, emergency response units are informed and the preparation and acceptance process is initiated.
In case of the need to inform the Port Authority at the admission to the coastal facility, the situation is notified to the Port Authority in writing together with the reasons.

SEPARATION REQUIREMENTS OF DANGEROUS CARGOES FOR WAREHOUSE, WAREHOUSE and OUTDOOR STACKING

(Given in Section 4.5.2).

1.2.1.1.1. Stacking and Storage

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

hazardous substances can be stacked in open facility areas if they are not affected by rain, sea water and similar factors.

1.2.1.1.2. Emergency

a) In case of emergencies or accidents, first aid materials to be used for intervention should be kept in places that are known and easily accessible by the personnel.
b) Necessary warnings, warning signs and fire alarm buttons should be placed in visible and easily accessible places. In dangerous places and situations, the relevant personnel should be equipped with personal protective clothing and equipment in accordance with occupational safety and occupational health criteria. Personnel who do not have personal protective clothing and equipment suitable for their job descriptions and working areas should not be employed.
c) Communication equipment is used in the operations of loading/unloading and handling of dangerous cargoes; It should be of a type that can be used safely and in number and sufficient 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 loading/unloading of packaged dangerous cargoes, in accordance with the job descriptions and working areas, the training is given gradually according to their duties, powers and responsibilities from the first employment in line with the relevant legislation on emergency situations (fire, explosion, leak, etc.), occupational health and safety, safety and similar issues
e) Our port facility is equipped with fire equipment consisting of electric and diesel engine water pumps for cooling purposes with sufficient power and capacity, fire hydrants connected with fire pipes in sufficient number/diameter where necessary, fire cabinet, backup energy generation devices (generator) of sufficient power, equipment consisting of a sufficient number of foamed (for buildings and extinguishing works other than liquefied gas fires) and dry chemical/powdered fixed/portable fire extinguishers. equipped and there is a port fire plan approved by a competent engineer.

1.2.2. MARPOL Annex-I

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

1.2.2.1.Definitions

a. *Petroleum:* means petroleum in any form, including crude oil, fuel oil, sludge, oil wastes and refined products (except petrochemicals subject to the provisions of Annex II of this Convention) and those that do not limit the generality of the foregoing.
b. *Crude oil:* means a mixture of liquid hydrocarbons, whether or not they occur naturally on earth and have been treated to make them suitable for transport, and includes
- crude oil, from which certain distillate fractions are extracted; and
- Crude oil can be added, to which certain distillate fractions are added.

c. Oily mixture: means a mixture *with any fat content* .
d. Oil fuel: means any oil used as fuel in connection with the propulsion and auxiliary machinery of the ship in which such oil is transported.
e. Oil tanker: means a vessel built or adapted mainly for transporting oil in bulk in cargo areas.
f. Crude oil tanker: means an oil *tanker* engaged in the trade of transporting crude oil.
g. Product carrier: means an oil tanker engaged in the trade of transporting oil other than crude oil.
h. Combination carrier: means a vessel designed to transport oil or solid cargo in bulk.

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

j. *Instantaneous oil content* discharge rate: means the rate at which the ship can discharge liters of oil per hour at any given time, divided by nautical miles at the same time.

k. *Tank:* means an enclosed space created by the permanent structure of a ship and designed for the transport of liquid in bulk.

l. *Finned tank: means any* tank *adjacent to the side shell liner* .

m. *Central tank*: means any tank contained in a longitudinal chamber .

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

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

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

1.2.2.2. Marpol Annex-1 Petroleum and Petroleum Derivatives

Type	List of Oils
Asphalt Solutions	Blended materials
	Asphalt Flow (Pavement operations, etc.)
Fats	Purified
	Crude oil
	Mixtures containing crude oil
	Diesel-Diesel-Diesel
	No:4 Fuel-Oil
	No:5 Fuel-Oil
	No:6 Fuel-Oil
	Fuel Oil Residues
	Bitumen Asphalt
	Transformer oil
	Aromatic oil (except vegetable oil)
	Lubricating Oils and Blended Materials
	Mineral oil
	Engine oil
	High potency oil
	Joint-Axle oil
	Turbine oil
Distillates	Distillates with low octane content
	Flash evaporated raw materials
Kerosene	Cracking process done

Type	List of Oils
Gasoline mixture materials	Alkylates-fuel
	Reformat (High octane petroleum product produced by hydrogen cracking react)
	Polymer - Fuel
Gasolines	Oilwell (natural)
	Automotive
	Aviation
	Gasoline with low octane content
	No:1 Fuel-Oil (Kerosene)
	No:1-D Fuel-Oil
	No:2 Fuel-Oil
	No:2-D Fuel-Oil
Jet fuels	JP-1 (Kerosene)
	JP-3
	JP-4
	JP-5 (Kerosene, Heavy)
	Turbo fuel
	Kerosene (Kerosene)
	Mineral Spirit
Naftha	Solvent
	Oil
	Hearttcutting process has been done

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

1.2.2.3.1. General operations

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

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

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

1.2.2.3.3. State of preparedness for the state of emergency

→ The main motor and steering gear are kept ready for immediate use.
→ The cargo pump and all equipment related to transfers are tested in advance.
→ The crew is kept ready and the systems are set up ready to unload, remove hoses in no time.
→ Oil spill prevention equipment is kept ready for use.
→ Fire extinguishing equipment should be ready for use.

1.2.2.3.4. Suspend the operation;

→ When it reaches the maximum permissible value and risks overloading the moorings,
→ In adverse weather and/or sea conditions,
→ When there is a power failure on the ship,
→ When there is a fault in the main communication system with the ship,
→ When any leakage of oil into the sea is detected,
→ When there is an unexplained pressure drop in the cargo system,
→ When the fire hazard is determined,
→ When any oil leakage from hoses, couplings, or ship deck pipes is detected,
→ When there is oil overflow on the deck caused by overfilling of the ship,
→ When any fault or damage threatening the escape of cargo is identified,
→ When there is a significant, unexplained difference between the quantities of cargo delivered and received.

1.2.2.4. Hazards covered by the code

Hazards of the loads covered by the code

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

- Marine pollution hazard identified by:
    - bioaccumulation;
    - lack of readily available biodegradability;
    - acute toxicity to aquatic organisms;
    - chronic toxicity to aquatic organisms;
    - long-term human health effects; and
    - physical properties that cause the product to float or sink, thereby adversely affecting marine life.

1.2.2.5. Fire protection and fire suppression

- The ship's cargo pump room should be equipped with a fixed carbon dioxide fire suppression system.
- If cargo is to be transported that is not suitable for extinguishing with carbon dioxide or equivalent medium, the cargo pump room should be a fire suppression system consisting of a constant pressure water spray or a high expansion foam system.
- Portable fire extinguishers suitable for the loads to be transported will be ready in working condition.

1.2.2.6. Protective Equipment

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

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

Work clothes and protective equipment;

- It will be kept in easily accessible places and in special cabinets.
- Such equipment shall not be kept in living quarters, except for new, unused equipment and equipment that is not used after a thorough cleaning process.
- If cabins, passageways, dining rooms, bathrooms, etc. are adequately separated from the living quarters, they may be kept in storage rooms for such equipment in accommodation premises with permission from the Administration.

Protective equipment will be used in any process that may pose a danger.

1.2.2.7. Safety Equipment

On ships carrying toxic cargo in column "o" of the table in Section 17 of the Code, the ship must be equipped with an adequate but not least three complete sets of safety equipment, each allowing personnel to enter a ship.

A complete set of safety equipment will consist of:
- → a self-contained air breathing apparatus (which does not use stored oxygen);
- → protective clothing, boots, gloves and google type glasses;
- → belted fireproof lifeline resistant to the loads carried; and
- → Ex-proof lighting apparatus.

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

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

1.3. Procedure for Handling Dangerous Liquid Bulk Cargoes

1.3.1. Purpose

To ensure that activities for hazardous liquid bulk cargoes are carried out safely.

a) Information on the appropriate transportation name, UN number, if any, and physical and chemical properties of dangerous liquid bulk cargoes (Vegetable Oils) are shared with the personnel participating in the operation; In case of possible fire, spill, etc. emergencies related to the loads, the necessary trainings regarding the duties of the persons and the procedures to be followed are given to the relevant personnel before starting the operation.
b) Loading/unloading of dangerous packaged cargoes at the port are carried out at pier 3, 4, 6, 7.
c) The Shift Supervisor is responsible for the additional safety and security measures to be taken at the coastal facility
d) Handling of dangerous liquid bulk cargoes and chemicals that are likely to react dangerously is not carried out until the end of the operation and such dangerous cargoes are not kept in the area.
e) In the discharge of Dangerous Liquid Bulk Cargoes (Vegetable Oils), communication equipment used in the Coastal facility, radios that can be used safely in flammable or explosive environments are used.
f) Before the discharge of Dangerous Liquid Bulk Cargoes (Vegetable Oil) begins, the syphilis holes in the operation area are closed with plugs and in case of a possible leak, dangerous liquids are prevented from mixing with sea water. In addition, the resulting spill is limited with the help of sausage pads, impregnated with absorbent material (sawdust, sand, etc.), removed from the environment and sent to the licensed disposal company.
g) The pipes are kept under constant surveillance during the operation for immediate response to an emergency that may occur during the discharge of Dangerous Liquid Bulk Cargoes (Vegetable Oil).
h) The platform used for the discharge of Dangerous Liquid Bulk Cargoes (Vegetable Oil) is tested and checked to be in working condition before starting the discharge process.
i) Not exceeding the reverse pressure and discharge capacities is ensured by intermittent controls.
j) The safety checklist is kept ready for inspection during the operation. The relevant list is given as an appendix.
k) During the evacuation operation between the ship and our shore facility, the shift supervisor and the ship's official responsible for the operation are present.
l) After the loading/unloading of hazardous liquid bulk cargoes (Vegetable Oils) is completed, the residual pressure in the pipeline, loading arms and flexible pipes used in the cargo operation is relieved.
m) All safety measures are taken, including ship manifold connection and blanking of the shore facility pipeline.

2. RESPONSIBILITIES

All parties engaged in dangerous cargo transportation activities; They have to take all necessary measures to carry out transportation in a safe, secure and environmentally friendly manner, to prevent accidents and to minimize the damage as much as possible in case of an accident.

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

All parties engaged in dangerous cargo transportation activities; They have to take all necessary measures to carry out transportation in a safe, secure and environmentally friendly manner, to prevent accidents and to minimize the damage as much as possible in case of an accident: 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 prepared processes and documents are applied in the field.

2.1.1. Obligations related to taking all necessary measures to carry out transportation in a safe, secure and environmentally safe manner, to prevent accidents and to minimize the damage as much as possible in the event of an accident.

- It uses the roads reserved for all vehicles carrying freight transport units.
- When an emergency is required, the signs, labels and plates on the cargo transport units should remain visible.
- All vehicles must comply with the speed limit within the port.
- Speed control is carried out in the port. All vehicles are expected to obey the speed limits.
- Vehicle personnel carrying cargo transport units containing dangerous cargo should have equipment in the vehicle against spills and scattering.
- Personal protective equipment for each vehicle personnel should be available in accordance with the load and should be in quick access.
- Vehicles carrying dangerous goods must have at least 2 6 kg fire extinguishers and a 2 kg fire extinguisher in the driver's cabin.
- Smoking is prohibited in vehicles.
- Traffic signs and rules in the port must be followed.
- In case of a vehicle breakdown, the shore facility should be informed immediately and asked for help.
- No stranger should be allowed in the driver's cabin under any circumstances, except for the vehicle crew, in the port.
- No waste should be thrown out of the vehicle during the journey.
- The traffic instructions of the coastal facility officers must be followed.
- The vehicle should be used carefully in adverse weather conditions such as snow, rain and storms.
- The use of recreational substances is prohibited in the vehicle.

2.1.2. Provisions regarding the use of the EmS Guide, which includes Emergency Response Methods and Emergency Schedules for Ships Carrying Dangerous Cargo, in case of emergencies such as fire, leakage and spill that occur during the transportation of dangerous cargoes

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

In the event of a fire or spill incident, initial actions must be taken in accordance with the emergency plan on board. Individual intervention methods are given in the guideline for certain dangerous goods, taking into account the type of vessel, the quantity and type of packaging of the dangerous goods, and whether the goods are stowed. Intervention differs on or under deck.

The guide is for the use of packed dangerous cargo and vessels where the captain and crew must intervene in the event of fire and spills without outside assistance.

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

2.1.2.1. Special notes for hazardous cargo classes in fires

2.1.2.1.1. Class 2

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

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

Non-combustible leaks from flammable gas containers can lead to the formation of explosive mixtures in the air. Gas accumulation occurs if a fire caused by the ignition of the leaking gas is extinguished in the cargo area without stopping the leak. 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 teams should avoid contact with such leaks and the immediate environment.

2.1.2.1.2. Class 3

It is dangerous to spray water on a fire containing 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 rupture will occur.

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

1.1.2.1.7. Class 8

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

1.1.2.1.8. Class 9

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

1.1.2.1.9. Marine pollutants

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

In the event of a leak from burning cargo, it is important to be aware that the spill of any marine pollutants washed into the sea will contaminate the sea. However, instead of preventing the pollution of the sea, it is more important to respond to a fire on a ship.

2.1.2.2. Special classes for dangerous goods in spills

2.1.2.2.1. Class 2

The release of a flammable gas (class 2.1) is the first step leading to a potential vapor cloud explosion. For an explosion to occur, the mixture of matter with air must mix in such an amount that it forms a cloud. As soon as friction (electrostatic potential) enters explosive range and an ignition source, an explosion can occur with flash fire, flash, 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 displace oxygen, creating a choking hazard. It is important that all relevant areas are ventilated.

Toxic gases (class 2.3) can fill an area of the ship or a compartment with a toxic atmosphere when released. It is therefore important to close, shut down and secure all ventilation supplying the living area, machine spaces and bridge to protect against such gases. An independent breathing apparatus is required for the emergency team.

Liquefied gases can cause the additional danger of very low temperatures around the leak point. Such a leak would be dangerous, especially when there is leakage 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 number of organic materials. These reactions can generate heat, produce flammable gases, and ignite flammable materials.

2.1.2.2.2. Class 3

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

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

Some flammable liquids are corrosive to human skin, ship hull, or normal personal protection equipment. Its vapors are toxic when inhaled. Therefore, washing away debris and expelling vapors into the sea with a water spray is the preferred method. It is important to seal all ventilation to protect the living and machine quarters and the bridge from vapours. 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 exert a narcotic effect. The crew should be aware of this and steer clear of highly concentrated vapors. Mineral oil is considered a marine pollutant, although it is not classified or labeled. Depending on the quantities, oil spilled into the sea can cause problems and is often given a high profile by the media. In the event of spillage on board, the predominant hazard is flammability. Keep all sources of ignition away.

2.1.2.2.3. Class 8

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

In all cases, the use of self-contained breathing apparatus and appropriate chemical protection (e.g. chemical suit) is recommended. Washing the spills and throwing the vapors into the sea with a water spray is the method used in all cases. It is important to seal, shut off, and secure all ventilation to the preferred location, machine rooms, and bridge. All personnel should stay away from wastewater.

Some corrosive substances are also flammable. In these cases, safety recommendations for both flammable and corrosive substances should 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 (see e.g.

2.1.2.2.4. Class 9

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

2.1.2.2.5. Marine pollutants

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

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

2.1.3. They benefit from the Medical First Aid Guide (MFAG) in the annex of the IMDG Code in order to provide the necessary medical first aid appropriately for people affected by the damages of dangerous loads and health problems that occur as a result of 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 the IMO.*

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

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

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

2.2.Responsibilities of the cargo officer

The responsibilities of the cargo owner are stated below:

a) It prepares and has prepared 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 signaged in accordance with their type.
c) It ensures that dangerous cargoes are loaded, stacked and safely tied to approved packaging and cargo transport units in

accordance with the rules.

2.3.Responsibilities of the carrier

The responsibilities of the carrier are stated below:

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

2.4.Responsibilities of the coastal facility operator

The responsibilities of the coastal facility operator are stated below:

a) It does not dock ships carrying dangerous cargoes to its facility without the permission of the port authority.
b) It gives written information to the ship that will dock at its facility within the scope of facility rules, cargo handling rules and relevant legislation.
c) It does not handle dangerous cargoes for which it has not obtained handling permission from the administration, and does not victimize the ships that will dock by planning in this context.
d) It requests mandatory documents, information and documents related to dangerous cargoes from the cargo officer and ensures that they are present with the cargo. If the relevant documents, information and documents cannot be provided by the cargo owner, the cargo 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 owner and carries out the loading or unloading operation according to the agreement to be reached. The ship does not make changes in the operation without the knowledge of the person concerned.
f) It determines the operating limits by taking into account the safe operating capacity of its facility and weather forecasts, and takes the necessary measures to ensure that the ship is safely moored and handled at the dock.
g) It checks the transportation documents containing information that the dangerous cargoes coming to the facility are properly classified, packaged, marked, labeled, signaged and loaded safely into the cargo transport unit.
h) It ensures that the personnel involved in the handling of dangerous cargoes and the planning of this handling are certified by receiving the necessary training and does not assign personnel without certificates to these operations.
i) It ensures that the dangerous cargo handling equipment in its facility is in working order and that the relevant personnel are trained and certified in the use of these equipment.
j) It takes occupational safety measures at the coastal facility and ensures that the personnel use personal protective equipment suitable for the physical and chemical properties of the dangerous cargo.
k) It carries out activities related to dangerous cargoes in docks, piers and warehouses established in accordance with these works.
l) It equips the docks and piers reserved for ships that will load or unload dangerous liquid bulk cargoes with appropriate installations and equipment for this purpose.
m) It keeps an up-to-date list of all dangerous cargoes on the ships berthed at its facility and in the closed and open areas of its facility and gives 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 in its facility and the measures it takes for this purpose.
o) It notifies the port authority of accidents related to dangerous cargoes, 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 ensures that Class 1 (except Class 1 Compliance Group 1.4 S), Class 6.2 and Class 7 dangerous cargoes, which are not allowed to be temporarily stored, are transported out of the shore facility as soon as possible without waiting, and applies to the Administration for permission when it is necessary to keep them waiting.
r) It temporarily stores the cargo transport units in which dangerous cargoes are transported in accordance with the separation and stacking rules and takes fire, environmental and other safety measures in accordance with the class of the dangerous cargo in the storage area. It keeps fire extinguishing systems and first aid units ready for use at any time in the areas where dangerous cargoes are handled and carries out the necessary checks periodically.
s) It obtains permission from the port authority before the hot work works and operations to be carried out in the areas where dangerous cargoes are handled and temporarily stored.
t) It prepares an emergency evacuation plan for the evacuation of ships from coastal facilities in case of emergency and submits it to the port authority and informs the relevant persons about the plan approved by the port authority.
u) It ensures that the internal loading of the load carrying units is carried out in accordance with the loading safety rules in

its facility.

2.5.Responsibilities of the ship owner

The responsibilities of the ship owners are stated below:

a) It ensures that the cargo to be carried by the ship is certified to be suitable for transportation and that the cargo holds, cargo tanks and cargo handling equipment are suitable for cargo transportation.
b) It requests all mandatory documents, information and documents related to dangerous cargoes from the cargo owner and ensures that they are present with the cargo during the transportation activity.
c) It ensures that the documents, information and documents required to be present on the ship regarding dangerous cargoes within the scope of legislation and international conventions are appropriate and up-to-date.
d) It checks the transport documents containing information that the cargo transport units loaded on the ship are properly marked, signposted and loaded safely.
e) It informs the relevant ship personnel about the risks of dangerous cargoes, safety procedures, safety and emergency measures, intervention methods and similar issues.
f) It keeps up-to-date lists of all dangerous cargoes on board and declares them to the relevant parties upon request.
g) It ensures that the loading program, if any, is approved and documented on board and kept in working order.
h) It notifies the port authority and the coastal facility of the immediate risk posed by the dangerous cargoes on the ship berthing the coastal facility and the measures taken for this purpose.
i) In case of leakage or possibility of such a dangerous cargo, it does not accept the dangerous cargo to be transported.
j) It notifies the port authority of any dangerous cargo accidents that occur on its ship during the cruise or while it is on 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 handling dangerous cargo use personal protective equipment suitable for the physical and chemical properties of the cargo during handling.
n) It provides the requirements for the loading safety of the cargoes loaded on its ships.

2.6.Education

1) The procedures and principles regarding the training to be received by the personnel working in coastal facilities are determined by the Administration.
2) The necessary studies for the implementation of IMO trainings that are required by IMO or advisory if deemed appropriate by the Administration are carried out by the Administration.
3) If it is determined that the knowledge and skills of the personnel are insufficient during the inspections carried out at the coastal facilities, the Administration may request the repetition of the trainings.

2.7.Loading safety

4) The port authority stops the handling operation at the coastal facility when it sees any risk and does not start it until the risk is eliminated.
5) In order to ensure the safe loading of the cargoes on the ship, the provisions of the BLU Code and BLU Manual, the Safe Code of Practice for Cargo Stowage and Safety (CSS Code), the Code of Practice for the Packaging of Cargo Transport Units (CTU Code) and the Code of Safe Practices for Ships Carrying Timber on Deck (TDC Code) are complied with according to the type of cargo.
6) The stacking of loads is carried out in accordance with the relevant legislation and international conventions to which we are a party.
7) The ship cannot be loaded more than the loading limit, taking into account the loading limit brand. In case such a situation is detected, the ship is not allowed to sail and administrative action is taken against the ship owner within the scope of Article 22.
8) The results of the loading-unloading plan before the handling operation, and the results of the draft survey or weighbridge survey to determine the amount of cargo loaded before the ship departs, are submitted to the port authority by the ship owner. The administration or the port authority may request that the draft survey or weighbridge survey report be obtained from an authorized surveillance company.

9) Measures are taken to prevent the stability of the ship from being adversely affected by ensuring that the cargo on bulk carriers, especially single-hold bulk carriers, is loaded in such a way that it spreads over the bottom of the hold (by pilling).
10) To ensure that the ship's structure is not subjected to excessive stress, the cargo and ballast water pattern is monitored throughout the loading or unloading operation.
11) Care is taken to ensure that the ship is uninclined, but if a tilt (tilt) is required during loading, it is ensured that it is as short as possible. In order to avoid structural damage to the ship, balanced loading and unloading is ensured in accordance with the approved stability boucle.
12) In case of adverse meteorological and oceanographic conditions that may affect the cargo handling operation, the handling operation is stopped by the captain until the conditions improve.
13) In order to prevent situations such as placing heavy loads on light loads, placing liquid loads on dry loads, and spreading the smell of foul-smelling loads to other loads, loads with properties that may damage other loads are loaded in accordance with the separation rules.
14) In order to ensure the full implementation and maintenance of safety measures related to the loading, stowage, separation, handling, transportation and unloading of cargoes on the ship, all cargoes, cargo units and cargo transport units other than solid and liquid bulk cargoes are loaded in accordance with the Cargo Securing Manual approved by the Administration or authorized classification societies on behalf of the Administration in accordance with SOLAS Chapter VI Part A Rule 5.6, stacked and secured.

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

3.1.Measures taken by the coastal facility operator

a) Ships carrying dangerous cargoes are not docked at their facility without the permission of the port authority: Towage service is obtained from Safiport Shipping, which is authorized by the administration, for the safe berthing and mooring of ships carrying dangerous cargo to the pier. All ships berthing at the port receive a berthing approval certificate from the Regional Port Authority before docking and a separate approval when leaving.

b) Provides written information to the ship that will dock at its facility within the scope of facility rules, cargo handling rules and relevant legislation: Every ship berthed at the port facility is informed in writing about the rules to be followed when it is at the port.

c) It does not handle dangerous cargoes for which it has not obtained handling permission from the administration, and does not victimize the ships that will dock by planning in this context: Your permission obtained from the administration; Liquid is limited to UN 1965 LPG cargo within the scope of hazardous cast cargoes. It is stated in the "Dangerous Cargo Handling Guide" and "Dangerous Cargo Conformity Certificate" published on our website that only those for which permission has been obtained are handled from dangerous cargoes. In addition, information is provided in the meetings with the customers upon request.

d) Requests mandatory documents, information and documents related to dangerous cargoes from the cargo officer and ensures that they are present with the cargo. If the relevant documents, information and documents cannot be provided by the cargo owner, the cargo is not obliged to accept or handle the dangerous cargo at its facility: The necessity of mandatory documents, information and documents related to dangerous cargoes is published on our website and it is ensured that the cargo persons who bring dangerous cargo to the port or receive dangerous cargo from the port are informed.

e) It shares all the data that may be required according to the characteristics of the cargo with the ship owner and carries out the loading or unloading operation according to the agreement to be reached. The ship does not make changes in the operation without the knowledge of the person concerned: Planning for ship loading and unloading is made as a result of negotiations between the Planning Department and the Ship's Master or coach.

f) Determines the operating limits by taking into account the safe working capacity of the facility and weather forecasts, takes the necessary measures to ensure that the ship is safely moored and handled at the dock: Weather forecasts are monitored on a daily basis, and our machines have a system to automatically stop the cranes in adverse weather conditions. In addition, work is not carried out in adverse weather conditions and operations are stopped by informing the ships in the port.

g) Checks the transport documents containing information that the dangerous cargoes arriving at the facility are properly classified, packaged, marked, labeled, signaged and loaded safely to the cargo transport unit: At the entrances and exits to the port facility; the signs, plates and signs that should be present in the vehicles, containers/tank containers and the transport documents are checked.

h) Ensures that the personnel involved in the handling of dangerous cargoes and the planning of this handling are certified by receiving the necessary training and does not assign the personnel without certificates to these operations: To the employees assigned in the handling and planning of Argaz work site; Training and retraining are given on "IMDG CODE Training".

i) Ensures that the dangerous cargo handling equipment in the facility is in working condition and that the relevant personnel are trained and certified on the use of these equipment: Periodic, planned and unplanned maintenance of the equipment used in the facility is carried out. Care plans are available. Employees who use the equipment have certificates.

j) Ensures that the personnel use personal protective equipment suitable for the physical and chemical properties of the dangerous cargo by taking occupational safety measures at the coastal facility: Personal protective equipment is used in accordance with the specifications specified in the "PPE and Fire Equipment Instruction to be Used for Dangerous Goods".

k) Carries out activities related to dangerous cargoes in docks, piers and warehouses established in accordance with these works: In our facility, only UN 1965 LPG cargo is handled by means of pipes in buoys.

l) Docks and piers reserved for ships that will load or unload dangerous liquid bulk cargoes, installations and equipment suitable for this work and donator: There are 3 mooring buoys, 1 borucu buoy, 1 horcum end buoy belonging to the facility.

m) Keeps an up-to-date list of all dangerous cargoes on the ships berthed at its facility and in the closed and open areas of its facility and gives this information to the relevant persons upon request: For cargoes berthed at the shore facility by means of buoys, only UN 1965 LPG cargo is handled and only one ship is handled at the same time.

n) Informs the port authority of the immediate risk posed by the dangerous cargoes handled or temporarily stored in its facility and the measures taken for this purpose: Emergencies and instant risks for dangerous cargoes in the port are reported to the Regional Port Authority.

o) Notifies the port authority of accidents related to dangerous cargoes, including accidents at the entrance to closed areas: There is no closed area in the facility.

p) Provides the necessary support and cooperation in the controls and inspections carried out by the administration and the port authority: All necessary support is provided by accompanying the inspections of the administration and the regional port authority, and requests for the requested information and documents are met.

q) It ensures that Class 1 (except Class 1 Compliance Group 1.4 S), Class 6.2 and Class 7 dangerous cargoes, which are not allowed to be temporarily stored, are transported out of the shore facility as soon as possible without waiting (if the Administration allows), and applies to the Administration for permission when it is necessary to keep them waiting: The handling of the relevant cargoes is not carried out in our coastal facility.

r) Temporary warehouses in the cargo transport units where dangerous cargoes are transported in accordance with the separation and stacking rules and takes fire, environmental and other safety measures appropriate to the class of the dangerous cargo in the storage area. It keeps fire extinguishing systems and first aid units ready for use at any time in the areas where dangerous cargoes are handled and carries out the necessary checks periodically: Only UN 1965 LPG cargo is handled in the facility.

s) Obtains permission from the port authority before the hot work works and operations to be carried out in the areas where dangerous cargoes are handled and temporarily stored: Work is carried out by obtaining permission from the regional port authority for the areas where dangerous cargoes are handled and hot works to be carried out on ships.

t) Prepares an emergency evacuation plan for the evacuation of ships from coastal facilities in case of emergency and submits it to the port authority and informs the relevant persons about the plan approved by the port authority: Emergencies occurring on ships are monitored and recorded.

u) Ensures that the internal loading of the cargo transport units is carried out in accordance with the loading safety rules in the facility: It is ensured that the cargo transport units are carried out safely during the internal fillings carried out at the port.

3.2.Loading safety

1) **The port authority stops the handling operation at the coastal facility when it sees any risk and does not start it until the risk is eliminated:** Operations are carried out in accordance with the instructions of the Regional Port Authority.
2) **In order to ensure the safe loading of the cargoes on the ship, the provisions of the BLU Code and BLU Manual, the Safe Code of Practice for Cargo Stowage and Safety (CSS Code), the Code of Practice for the Packaging of Cargo Transport Units (CTU Code) and the Code of Safe Practices for Ships Carrying Timber on Deck (TDC Code) are complied with according to the type of cargo:** Only UN 1965 LPG cargo is handled at the facility.
3) **The stacking of the cargoes is carried out in accordance with the relevant legislation and international conventions to which we are a party:** Only UN 1965 LPG cargo is handled at the facility.
4) **The ship cannot be loaded more than the loading limit, taking into account the loading limit brand. In case such a situation is detected, the ship is not allowed to sail and administrative action is taken by the administration against the ship concerned:** The departure of the ship from the port is provided with the approval of the Regional Port Authority. In such cases, our facility acts in accordance with the instructions of the Administration.
5) **The results of the draft survey or weighbridge survey are submitted to the port authority by the ship owner to determine the loading-unloading plan before the handling operation and the amount of cargo loaded before the ship departs. The administration or the port authority may request the draft survey or weighbridge survey report to be obtained from an authorized inspection company:** Action is taken according to the requests and instructions from the Port Authority.

6) **Measures are taken to prevent the stability of the ship from being adversely affected by ensuring that the cargo on bulk carriers, especially single-hold bulk carriers, is loaded in such a way that it spreads over the bottom of the hold (by pilling):** Dangerous bulk cargo is not handled in our facility.
7) **In order to prevent the structure of the ship from being subjected to excessive stress, it is ensured that the cargo and ballast water pattern is monitored throughout the loading or unloading operation:** In case of non-compliance, the instructions of the Administration are acted upon.
8) **Care is taken to ensure that the ship is uninclined, but if a tilt (tilt) is required during loading, it is ensured that it is as short as possible. In order to avoid structural damage to the ship, balanced loading and unloading is ensured in accordance with the approved stability boucle:** Loading and unloading operations of ships are carried out together with the Ship's master.
9) **In adverse meteorological and oceanographic conditions that may affect the cargo handling operation, the handling operation is stopped by the captain until the conditions improve**: In adverse weather conditions, work in our facility is stopped. If the conditions improve, work starts again. Planning is done together with the ship's captain.
10) **In order to prevent situations such as placing heavy cargo on light cargo, liquid cargo on dry cargo, and the smell of foul-smelling cargoes spreading to other cargoes, cargoes with properties that may damage other cargoes are loaded in accordance with the separation rules:** Only UN 1965 LPG cargo is handled at the facility.
11) **In order to ensure the full implementation and maintenance of safety measures related to the loading, stowage, separation, handling, transportation and unloading of cargoes on the ship, all cargoes, cargo units and cargo transport units other than solid and liquid bulk cargoes are loaded in accordance with the Cargo Securing Manual approved by the Administration or authorized classification societies on behalf of the Administration in accordance with SOLAS Chapter VI Part A Rule 5.6, stacked and secured:** Only UN 1965 LPG cargo is handled at the facility.

3.3. Loads within the scope of IMDG Code

1) **Substances and objects prohibited to be transported in the IMDG Code cannot be transported by sea:** Cargoes prohibited from being transported by sea are not allowed into the port facility.
2) **The parties involved in the transportation of dangerous cargoes transported in packages take measures in accordance with this Regulation and the provisions of the IMDG Code, taking into account the nature and size of the foreseeable risks, in order to prevent damage and injuries and to minimize their impact:** The stowage area of dangerous cargoes is reserved. Operations are managed according to the Safe Handling of Packaged Dangerous Cargo Operation Procedure.
3) **For the transportation of dangerous cargoes by sea, it is obligatory to use packages defined in Chapter 6 of the IMDG Code and tested and UN certified by organizations authorized by the Ministry or the competent administration of a country that is a party to SOLAS: Only** UN 1965 LPG cargo is handled at the facility.
4) **The Container/Vehicle Packing Certificate in IMDG Code Rule 5.4.2 is filled in and signed by the persons loading the dangerous cargo into the cargo transport unit (except for tank containers). These people receive the relevant training in IMDG Code Rule 1.3. The Container/Vehicle Packing Certificate is presented to the port before the cargo arrives at the port or upon entry with the cargo. A copy of this certificate is placed on the inner wall of the right door of the container:** Only UN 1965 LPG cargo is handled at the plant. The cargo is not boarded as repackaged.
5) Every ship carrying dangerous goods in packages shall have the documents specified in IMDG Code Rules 5.4.3, 5.4.4 and 5.4.5.
6) Pursuant to SOLAS Chapter II-2 Part G Rule 19.4, a Certificate of Compliance issued by the competent authority shall be kept on board the ships to prove that the ships are of a suitable structure and equipment for carrying dangerous cargoes. Except for dangerous solid bulk cargoes, there is no need for certification for IMDG Code Class 6.2, Class 7 and limited quantities of dangerous cargoes.

3.4. Weighing full containers

1) **It is obligatory to determine and verify the gross weight of the full containers to be loaded on ships for transportation by sea**: Only UN 1965 LPG cargo is handled at the facility. Ship boarding is not provided by refilling the cargoes.
2) **Real and legal persons who will determine the gross weights of full containers are authorized by the Administration by issuing a Full Container Gross Weight Determination Authorization Certificate**: Only UN 1965 LPG cargo is handled at the facility. It is not possible to travel overseas by loading the loads to the cargo transport unit.

4. CLASSES, TRANSPORTATION, LOADING/UNLOADING, HANDLING, SORTING, STACKING AND STORAGE OF DANGEROUS GOODS

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

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

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

Packaged, Dangerous Cargo, Dangerous Liquid Bulk Cargoes (Gas cargoes) are transported, loaded/unloaded and handled in ARGAZ Port areas.

4.1.Dangerous Cargo Classes

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

CLASSES

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

Table 4.1: Dangerous Cargo Classes

4.1.1. CLASSIFICATION CODES

Class 1 Subgroups	1.1	Substances and objects that are in danger of explosion in mass (Explosion in mass is an explosion that can affect almost the entire charge at once).
	1.2	Substances and articles that are in danger of ejection but not explosive in mass.
	1.3	Substances and articles that are a fire hazard or a slight explosion hazard or a slight ejection hazard, or both, but are not a danger of mass explosion. These substances and objects:
		(a) Cause a significant amount of radiant heat when burned, or
		(b) They burn one after the other, creating a slight explosion or ejection effect.
	1.4	Substances and articles that carry only a low risk of explosion in the event of ignition or reactivity during carriage. Their impact is largely limited to the packaging and particles that are large enough to be considered are not expected to be thrown at considerable distances. An external fire will not cause almost all of the contents of the packaging to explode at once.
	1.5	Insensitive substances that carry a mass explosion hazard, but which, under normal conditions of transport, are very unlikely to initiate a reaction or to go from combustion to explosion. As a minimum requirement, they must not explode in external fire testing.
	1.6	Objects of extremely low sensitivity level that are not explosive in mass. These objects predominantly contain extremely insensitive substances, with negligible chances of accidental ignition or spread. The risk posed by objects in Subgroup 1.6 is limited to the explosion of only one object.
Class 1 Compliance Groups	A	Primary explosive material.
	B	An object containing a primary explosive substance and having two or more effective protective properties. Although they do not contain primary explosives, detonation detonators, detonation detonator assemblies, ignition fuses and demolition capsules fall into this group.
	C	Explosive material containing propellant fuel or other gradual combustion explosive substance or object containing similar explosive material.
	D	An object containing secondary explosive material, black powder or secondary explosive material without ignition device and propellant, or an object containing primary explosive material and having two or more effective protective properties, applicable in each case.
	E	An object containing a secondary explosive substance, which is a propellant (other than containing flammable liquid or gel or hypergolic liquid) without 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 object containing both an explosive substance and an illuminating, incendiary, tear, or smog-producing substance (other than a water-activated object or an object containing white phosphorus, phosphides, pyrophoric substance, flammable liquid or gel, or hypergolic liquid).
	H	Object containing both explosive material and white phosphorus.

	J	Object containing both explosive material and flammable liquid or gel.
	K	An object that contains both an explosive substance and a toxic chemical substance.
	L	Object that contains explosive material or explosive substance and that carries a special risk (for example, due to activation with water or the presence of hypergolic liquids, phosphites or a pyrophoric substance) and therefore requires the insulation of each type.
	N	Objects that predominantly contain extremely insensitive substances.
	S	A substance or object packaged or designed in such a way that the hazardous effects that may occur as a result of accidental becoming functional will be limited in the packaging; If the packaging is disturbed by fire, all explosion or ejection effects are limited so that they do not significantly interfere with 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 packed under pressure for transportation; all gases with critical temperatures less than or equal to -50 °C are included in this category.
	2	Liquefied gas: A gas that is partially liquid at temperatures above -50 °C when packaged under pressure for transportation. A distinction is made between:
		High-pressure liquefied gas: Gas with a critical temperature above -50 °C and equal to or less than +65 °C;
		Low-pressure liquefied gas: Gas with a critical temperature above +65 °C.
	3	Cooled liquefied gas: A gas that is partially liquefied due to its low temperature when packaged for transportation.
	4	Dissolved gas: A gas that is dissolved in a liquid-phase solvent when packaged under pressure for transportation.
	5	Small, gas-containing, aerosol sprayers and containers (gas cartridges).
	6	Other objects containing gases under pressure.
	7	Unpressurized gases subject to special conditions (gas samples).
	8	Chemicals under pressure: liquids, pastes or powders and mixtures thereof that have been pressurized with a propellant conforming to the definition of a compressed or liquefied gas.
	9	Adsorbed gas: It is the gas that is adsorbed onto a solid porous material to give an inner vessel pressure of less than 101.3 kPa at 20 °C and less than 300 kPa at 50 °C when packaged for transportation.
	A	Sultry
	O	Oxidizer
	F	Flares
	T	Toxic
	C	Corrosive (for UN 1950 and chemicals under pressure)
	CO	Abrasive, oxidizer (for UN 1950)
	FC	Flammable, corrosive (for chemicals under UN 1950 and pressure)
	TF	Toxic, flammable
	TC	Toxic, corrosive
	CTR	Toxic, oxidizing
	TFC	Toxic, flammable, corrosive

	TOC	Toxic, oxidizing, corrosive
	2.1	Flammable gases (corresponding to groups denoted by the capital letter F).
	2.2	Non-flammable, non-toxic gases (corresponding to groups denoted by capital letters A or O).
	2.3	Toxic gases (corresponding to groups denoted by a capital T; such as TT, TF, TC, TO, TFC and TOK).
Class 3 Subgroups	F	Flammable liquids, articles 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 are substances with a flash point greater than 60 °C, transported at or above the flash point (substances at high temperature), or transferred for transportation;
		F3 Articles containing flammable liquids;
	FT	Flammable liquids, toxic:
		FT1 Flammable liquids, toxic;
		FT2 Pesticides;
	FC	Flammable liquids, corrosive;
	FTC	FTC Flammable liquids, toxic, corrosive;
	D	Liquid explosives with reduced sensitivity.
Class 4.1 Subgroups	F	Flammable solids, without secondary risk:
		F1 Organic;
		F2 Organic, melted;
		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	Solid explosives with reduced sensitivity without secondary risk;
	DT	Solid explosives with reduced sensitivity, poisonous;
	SR	Self-reacting substances:
		SR1 Those that do not require temperature control;
		SR2 Temperature control required.
	PM	Polymerizing agents
		PM1 Those that do not require temperature control;
		PM2 Temperature control requirements.
Class 4.2 Subgroups	S	Substances that are prone to spontaneous combustion without secondary risk:
		S1 Organic, liquid;
		S2 Organic, solid;
		S3 Inorganic, liquid;
		S4 Inorganic, solid;
		S5 Organometallic;

	SW	Substances prone to spontaneous combustion release flammable gases when they come into contact with water;
	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 Subg-roups	W	Articles containing substances without secondary risk and similar substances that release flammable gases when in contact with water:
		W1 Liquid;
		W2 Floor;
		W3 Objects;
	WF1	Substances that release flammable gases when in contact with water, liquid, flammable;
	WF2	Substances that release flammable gases when in contact with water, solid, flammable;
	WS	Substances that release flammable gases when in contact with water, solid, self-heating;
	WO	Substances that release flammable gases when in contact with water, oxidizing, solid;
	WT	Substances that release flammable gases when in contact with water, toxic:
		WT1 Liquid;
		WT2 Floor;
	WC	Substances that release flammable gases when in contact with water, corrosive:
		WC1 Liquid;
		WC2 Floor;
	WFC	Substances that release flammable gases when in contact with water, flammable, corrosive.
Class 5.1 Subg-roups	O	Oxidizing substances, objects that are not of secondary risk and con-tain such substances:
		O1 Liquid;
		O2 Floor;
		O3 Objects;
	OF	Oxidizing substances, solid, flammable;
	OS	Oxidizing substances, solid, self-heating;
	OW	Oxidizing substances are solids that release flammable gases when they come into contact with water;
	OT	Oxidizing agents, toxic:
		OT1 Liquid;
		OT2 Floor;
	OC	Oxidizing agents, corrosive:

		OC1 Liquid;
		OC2 Solid;
	OTC	Oxidizing substances, toxic, corrosive.
Class 5.2 Organic Peroxides Subgroups	P1	Organic peroxides, no temperature control required
	P2	Organic peroxides, which 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 Floor;
	TS	Toxic substances, self-heating, solid;
	TW	Toxic substances that release flammable gases when in contact with water:
		TW1 Liquid;
		TW2 Floor;
	CTR	Toxic substances, oxidant:
		TO1 Liquid;
		TO2 Floor;
	TC	Toxic substances, corrosive:
		TC1 Organic, liquid;
		TC2 Organic, solid;
		TC3 Inorganic, liquid;
		TC4 Inorganic, solid;
	TFC	Toxic substances, flammable, corrosive;
	TFW	Toxic substances, flammable, releasing gases when in contact with water.
Class 6.2 Subgroups	I1	Infectious substances affecting humans;
	I2	Infectious substances that affect only animals;
	I3	Clinical waste;
	I4	Biological substances.
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 Floor;
	CW	Corrosive substances that release flammable gases when in contact with water:
		CW1 Liquid;
		CW2 Floor;
	CO	Corrosive substances, oxidizer:
		CO1 Liquid;
		CO2 Solid;
	CT	Corrosive substances, toxic and containing these substances:
		CT1 Liquid;
		CT2 Floor;
		CT3 Objects;
	CFT	Corrosive substances, flammable, liquid, toxic;
	COT	Corrosive substances, oxidizing, toxic.
Class 9 Subg-roups	M1	Substances that can endanger health when inhaled in the form of fine dust;
	M2	Substances and objects that can form dioxins in the event of a fire;
	M3	Flammable vapor emitting substances;
	M4	Lithium batteries;
	M5	Life-saving tools;
	M6-M8	Environmentally hazardous substances:
		M6 Pollutant in the water environment, liquid;
		M7 Pollutant in the water environment, solid;
		M8 Genetically modified microorganisms and organisms;
	M9-M10	High-temperature substances:
		M9 Liquid;
		M10 Floor;
	M11	Other substances and articles that do not meet the definitions in another class but pose a danger during carriage

Table 4.2 Classification Codes

4.2.Packages and Packaging of Dangerous Goods

- ✓ **Package & Packaging Coding**

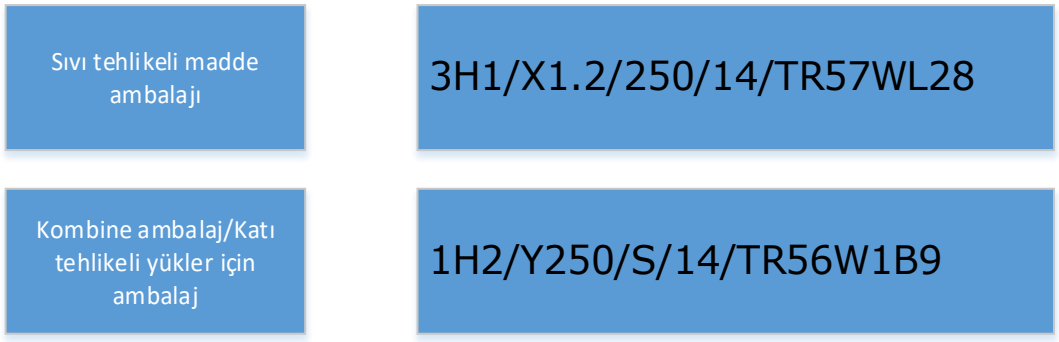


Figure 4.1 Package and Packaging Coding

3H1 : Packet 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 institution that tested and approved the package

1H2 : Packet identification code
Y : Packing Group
250 : Maximum gross mass
S : For solids
14 : Package production date (years)
TR56W1B9 : Country code of the institution that tested and approved the package

The meaning of the various numbers and letters on the label of the packaged products in the fixed tank is shown in the figure below. All dangerous cargoes transported by sea with packaging are marked according to the UN packaging code.

4.2.1. Package & Packaging Types

Dangerous cargoes arriving at the port facility will be packed and packaged within the scope of IMDG Code Part 4. All packaging containing hazardous cargo must have United Nations (UN) Type Approval, even if it is in any Cargo Transport Unit (CTU).

Packaging Types:

STEEL BARREL (1A1)

PLASTIC BARREL (1H2)

FIBER BARREL (1G)

BAG (5H4)

PLASTIC DRUM (3H1)

CYLINDER

CARDBOARD BOX (4G)

IBC

IBCs
They are rigid or flexible portable packages

- With a capacity of up to 3.0^{m3} (Packing groups II and III)
- Capacity up to 1.5 m3 (Packing group I)
- They are made of 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 cargo plates

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

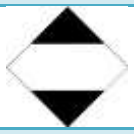
Class 4.1 **Class 4.2** **Class 4.3**				
	4.1 Flammable solids -Self-reacting substances -Polymerizing agents -Solid explosives with reduced sensitivity	4.2 Substances prone to spontaneous combustion	Substances that emit flammable gases when they come into contact with water	
Class 5.1 **Class 5.2**				
	5.1 Oxidizing Agents	5.2 Organic Peroxides		
Class 6.1 **Class 6.2**				
	6.1 Toxic Substances	6.2 Infectious Substances		
Class 7				
	Radioactive Materials			
Class 8				
	Corrosive Substances			
Class 9				
	Miscellaneous Dangerous cargoes and articles	Lithium Batteries (9A)		
				
	Limited Quantity	Exceptional quantity		

Table 4.3 Dangerous cargo plates, labels and signs

4.3.2. Dangerous cargo plates

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

- T75
- MEGC

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

<table>
<tr><td> 
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<tr><td>Safety Approval Plate (1.1)</td><td>IBC Plate (6.5)</td></tr>
<tr><td> 
</td><td> 
</td></tr>
<tr><td>Portable Tank Plate (6.7.3)</td><td>Portable Tank Plate (6.7.2)</td></tr>
</table>

Table 4.4 Dangerous load plates

4.3.3. Dangerous cargo brands

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

Table 4.5 Dangerous cargo brands

4.3.4. Dangerous cargo labels

- ✓ **Packaging Labeling**

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

✓ **IBC Labelling – Marking**

31HA1 COMPOSITE IBC
FLOUR CERTIFICATION
HAZARD LABEL
DANGER SIGN FOR THE ENVIRONMENT
FLOUR NUMBER
IBC AND LARGE PACK-AGES OVER 450 LITERS CAPACITY ARE MARKED AND AF-FECTED ON BOTH SIDES.

IBC (OHK) Labeling

4.4.Signs of dangerous cargoes and packing groups

4.4.1. Dangerous cargo signs

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

Table 4.4 Dangerous cargo signs

4.4.2. Packing groups of dangerous cargoes

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

Dangerous cargoes transported in fixed tanks must be packed & packaged according to appropriate standards.
Dangerous cargoes are transported under three types of packaging & packaging groups.

I Low-risk substances
II Dangerous cargoes
III It is in the form of substances with high danger.

Spontaneously 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;

Packaging with X code; packing groups I, II and III
For packages with Y code; packing groups II and III
To packages with Z code; For packing group III items.

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

4.5.1. Separation of dangerous goods on board

In order to determine the separation conditions of two or more dangerous cargoes, the separation conditions, the Segregation 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) will be consulted. In the event of any conflict, the provisions of Column 16(b) of the Dangerous Goods List (DGL) shall take precedence.

Dangerous cargoes in different cargo transport units or packaged in the port area will 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 that release flammable gases in contact with water	2	X	X	2	X	1	X	2	2	X	2	2	1	X
Oxidizing agents	2	X	X	2	1	2	2	X	2	1	3	1	2	X
Organic peroxides	2	1	2	2	2	2	2	2	X	1	3	2	2	X
Toxic substances	X	X	X	X	X	1	X	1	1	X	1	X	X	X
Infectious substances	4	2	2	3	3	3	2	3	3	1	X	3	3	X
Radioactive material	2	1	1	2	2	2	2	1	2	X	3	X	2	X
Corrosive substances	1	X	X	X	1	1	1	2	2	X	3	2	X	X
Miscellaneous dangerous goods and articles	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Table 4.8 Port Area Dangerous Cargo Segregation Table

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

Figure	Meaning
1	It should be kept away
2	It should be separated
3	They must be kept separate by means of a whole compartment or compartment.
4	The whole passing through must be separated lengthwise by means of a compartment or partition
X	Special cases should be checked in the IMDG code list.

4.5.2. Segregation of dangerous cargo at the shore facility

CLASS	2,1	2,2	2,3	3	4,1	4,2	4,3	5,1	5,2	6,1	8	9
Flammable ga-	X	X	X	2	1	2	X	2	2	X	1	X
Non-toxic and	X	X	X	1	X	1	X	X	1	X	X	X
Toxic gases 2.3	X	X	X	2	X	2	X	X	2	X	X	X
Flammable	2	1	2	X	X	2	1	2	2	X	X	X
Flammable solids (including self-reactive	1	X	X	X	X	1	X	1	2	X	1	X
Substances	2	1	2	2	1	X	1	2	2	1	1	X
Substances that	X	X	X	1	X	1	X	2	2	X	1	X
Substances that	2	X	X	2	1	2	2	X	2	1	2	X
Organic pe-	2	1	2	2	2	2	2	2	X	1	2	X
Toxic substances	X	X	X	X	X	1	X	1	1	X	X	X
Corrosive subs-	1	X	X	X	1	1	1	2	2	X	X	X
Miscellaneous hazardous materials and items 9	X	X	X	X	X	X	X	X	X	X	X	X

Figure 4.9 Separation Distances of Dangerous Goods in Warehouse Storage

4.6. Separation distances and terms of dangerous cargoes in warehouse warehouses

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

Meaning of Symbols

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

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

- The stowage area of the IMDG coded fixed tank in the port area is the G7 area. According to the separation table at the port

5. HANDBOOK ON DANGEROUS CARGOES HANDLED AT THE COASTAL FACILITY

ARGAZ Port, which carries out dangerous cargo loading/unloading, handling and temporary storage activities, in order to contribute to the safe fulfillment of these activities; It has prepared an IMDG Code Handbook in pocket-sized sizes that can be carried in a pocket, including dangerous cargo classes, packages, packaging, labels, signs and packaging groups of dangerous cargoes, separation tables on board and at the port according to the classes of dangerous cargoes, separation distances of dangerous cargoes in warehouse storage, separation terms, dangerous cargo documents, dangerous cargo emergency response action flow diagram.

6. OPERATIONAL CONSIDERATIONS

1. Service is obtained from Towage Pilotage for the appropriate, sheltered and safe berthing of ships carrying dangerous cargo day and night.
2. Procedures regarding the additional measures to be taken according to seasonal conditions for dangerous cargo loading, unloading and limbo operations: The weather conditions are reported from the Port Facilities before weather-related emergencies, and salting/cleaning activities are carried out on the floors where fixed tanks carrying dangerous cargo are transported when necessary, taking into account the daily weather reports.
3. There are health and safety signs in order not to smoke in the dangerous cargo area, to keep flame sources that may cause sparks away from the site, and not to enter the relevant area without the permission of the Port Facility Security Officer.
4. At ARGAZ Port, the disinfection process inside the fixed tank is carried out by the fixed tank owner agency, and fumigation, gas measurement and gas purification processes are not carried out in the port area.

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

Safinaz Maritime pilotage service is taken for the safe mooring of ships carrying dangerous cargo at the pier.

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

The weather conditions are reported from the Port Facilities before the weather-related emergencies, and salting activities are carried out on the grounds where fixed tanks carrying dangerous cargo are transported when necessary, taking into account the daily weather reports. As a port management, meteorological conditions are constantly monitored. In the event of reports of severe storms, operations workers, operators, and on-call personnel of ships moored at the berth are notified. The priority is to increase the ropes of the ship under all circumstances and to ensure that the ship's machinery is always ready for action in the fastest way according to the intensity of the storm that will come. When the wind reaches a force 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. If the ship tied to the dock cuts the rope and starts to leave the dock before the operation stops or while it is ongoing, the following processes are followed:

- If the ship loading or unloading is in progress and there is a fixed tank connected to the crane's spreader in the ship's hold, the crane operator is informed that the ship has left the dock as quickly as possible via radio/telephone.
- The operator advances the cabin of the crane in the direction of movement in accordance with the movement speed of the ship, and at the same time starts to move the fixed tank in the hold in the fastest and safest way.
- After the fixed tank is removed from the ship, it is left at the nearest dock to ensure the safety of the crane.
- Although the ship pilotage and towage organization has notified through the VHF call channel, the tugboats serving as the port management are 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 ship's master, a new rope can be given to the dock and the ship is remoored

  Or the existing ropes are also forged to separate the ship from the dock.
- In the event that the ship under operation leaves the dock for compulsory reasons before the operation is completed, both the Regional Port Authority and the Customs Directorate are informed.

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

UN 1965 LPG comes to the facility through pipelines and the closed circuit system is filled into the tanks. It is stated that in the stowage area where the tanks are stored, there should be no flame, sparks or fire sources such as cigarettes and fixed tanks. Necessary safety and health signs are kept in these areas.

7. DOCUMENTATION, CONTROL AND RECORDING

7.1. What are All Mandatory Documents, Information and Documents Related to Dangerous Cargoes, Procedures Regarding Their Supply and Control by the Relevant Persons

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

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

Possession or access to these documents will be provided as a book when updated as specified in the regulation or with encrypted entries on the web as long as possible.

DOCUMENTS

- Transport Document,
- Fixed tank Vehicle Packaging Certificate
- Documents required to be on board
    - Stowage plan of dangerous cargo and marine pollutants on board
    - Emergency response information
- Other required information and documents
    - Air abrasion certificate (where applicable)
    - IMDG Code Exemption certificate with special provisions
    - 4.1 Declaration for Self-Reactants, Polymerizing Agents and 5.2 Organic Peroxides
    - Multimodal Transport Form

7.2. Procedures for keeping an up-to-date list of all dangerous cargoes and other related information in the coastal facility area in an orderly and complete manner.

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

7.3. Procedures for checking that the dangerous cargoes arriving at the facility are properly identified, that the dangerous cargoes are properly identified, that the dangerous cargoes are used with the correct shipping names, that they are certified,

packaged/packaged, labelled and declared, that they are safely loaded and transported in approved and compliant packaging, container or cargo transport unit and that the control results are reported

***Before arriving at the port by road*:** Before dangerous cargoes enter ARGAZ Terminal, the shipping agent will send a loading list. If there is any dangerous cargo in this list, its characteristics will be indicated. For this dangerous cargo, the operation planner will determine a suitable place for the load in the field and inform the other relevant operation units to unload the load to the detected location.

At the stage of entering the port from the road: When the driver arrives at the terminal main gate, he will stop at the Security stage and give information about the dangerous cargo. The driver will then hand over their documents to the operations officer after entering through the terminal gate. If it is a cargo subject to weighbridge operation, the operation of unloading the cargo to the field or loading it directly to the ship will continue after entering the port scale. For packaged cargoes, physical control will be made to ensure that they are correctly placed according to IMDG rules, other IMDG signs and, where mandatory, the UN Number will be checked based on the information given in advance at the control point.

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

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

7.4. Procedures for obtaining and keeping dangerous goods safety data sheets (SDS)

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

The facility handles Un 1965 cargo and keeps the cargo's safety data sheet up to date.

7.5. Procedures for keeping records and statistics of dangerous cargoes

The records of dangerous cargoes are recorded by the facility directorate.

7.6. Information about the Quality Management System

The facility has ISO 9001 Quality Management System certificate.
Certification : INSPECCO
Document No : INS. SB-100-334/REV0
Effective Date : 08.12.2023

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 dangerous situations involving dangerous cargoes

Loading/unloading, handling, transportation and relocation of dangerous cargoes are carried out with cylinders, tubes and tube bundles.

8.1.1. Information about IMGD Code

General information about the code is as follows.

- General provisions
- List of definitions
- Classification
- Physical and chemical properties of these products
- Specifications required for packaging and classification into categories I, II and III
- List of classification of dangerous goods
- Full List of Dangerous Goods *including UN number of the goods, proper shipping name, class/division, secondary risks, packing groups, etc*
- Provisions on limited and excluded quantities
- The dangers they present
- Labeling and signage system that is easy to understand and enables the identification of possible hazards of products
- Recommendations for stowage on board
- Allocation tables
- Product or substance United Nations Identification Number (UN Number)
- Documents that must accompany the goods
- Marine pollution prevention rules
- Provisions relating to packaging/fixed tanks and tanktainers
- Procedures related to dangerous cargo shipment, labeling, signage and documents required for transportation
- Construction and test tests for packaging/bottle/fixed tank, medium-sized bulk fixed tanks (IBC) and tanks, and road tank vehicles
- Provisions regarding transportation, stacking and sorting operations
- Special provisions in case of accidents, fire precautions and transport of waste
- Other

In addition, the supplement (annex-3) contains the following.

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

8.1.2. Load characteristics

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

It should be considered that there may be significant changes in the **load if the temperature of the load itself** and the pressure **it is exposed** to change. For example, spontaneously reacting substances and organic peroxides are not constant in temperature and tend to undergo strong exothermic decomposition without the participation of oxygen (air). The same is true for the critical temperature, where the substance cannot remain liquid when exceeded.

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

While 1005 AMMONIA has class 2.3 toxic gases and side hazard class 8 corrosive properties in its anhydrous state, Flour 1043 FERTILIZER obtained by using amoxiana solution with free ammonia is assigned to non-toxic and non-flammable class 2.2 as dissolved gases. Again, ammonia solutions not exceeding 50% are assigned to Flour 2073 and are subject to the classification of non-flammable and non-toxic as dissolved gases. The ammonia example is very important for understanding this paragraph. When Un 1005 AMONIA is diluted with water and in a solution of more than 10% and less than 35%, it ceases to be class 2 and is considered as Un 2672 class 8 corrosive substances.

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

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

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

- Fever
- Explosion
- Spillage
- Injury
- Death
- Contamination
- Marine life degradation
- Radioactive

8.1.3. Risks of dangerous cargo classes

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

- **Oil by-products –** fire and explosion are the main risks. Such as diesel fuel, benzene, liquefied petroleum gas and other fuels.
- **Chemical products –** (industrial, pharmaceutical and agricultural) produced and loaded as final products for consumption or as by-products for industrial use. The latter are the majority of dangerous goods that are transported and, if not handled properly, can cause great harm to people, transport units and the environment.
- **Minerals –** such as coal, sulfur, mineral concentrates, and other metals or asbestos that can cause different illnesses, injuries, poisoning, or fires.
- **Products of animal or vegetable origin -** as pressed cakes from fishmeal, oilseeds and cotton, can cause spontaneous combustion, fire or explosions
- **Radioactive materials –** used for various industrial and medical processes, as well as military

applications that can cause immediate harm at high doses or cause cancer and other diseases if exposed to humans for long periods of time, even at small doses.

- Most substances from Class 1 to Class 9 are considered marine pollutants. A marine pollutant is defined as "any substance that will degrade aquatic aquatic organisms."

8.1.4. Working with and from stationary tanks

- Portable tanks containing dangerous cargo 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 used for non-refrigerated liquefied gases and chemicals under pressure – T50 tanks)
  - 6.7.4.15 (tanks for refrigerated liquefied gases – tanks T75)
  - 6.7.5.13 (tanks used for multi-element gas stationary tanks)

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

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

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

8.1.5.1. Class 2 – Gases

THINGS TO CONSIDER

- All of them are asphyxiants and can also cause ice bites.
- All gases except Class 2.3 toxic gases have pressure relief valves.
- 2.3 Contact of toxic gases with the skin or inhalation of their mist can have a fatal, toxic or harmful effect. (Group measures 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 of buildings or hollow areas, and light gases can be collected on the upper floors of buildings.
- Tanks and tubes may explode as a result of heat or fire.

WHAT TO DO

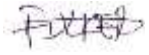
- In case of large-scale spills and leaks such as storage tanks or tanker trucks, the isolation distance (2.1 meters for flammable gases, 100 meters for other classes) should be isolated.
- Entry to the area should be prohibited by evacuating the area within the border.
- Closed Circuit Clean Air Inhalation Device and personal protective equipment must be fully equipped.
- Closed areas should be ventilated before entering the area.
- When the risk of spillage, scattering, leakage or fire in the box fixed tank is evaluated, the necessity of ventilation should be checked before the intervention and the appropriate time should be waited for ventilation when necessary. For example, when leakage is detected in 6.1 toxic substance packages, first the fixed tank covers should be opened and the cargo should be ventilated for the appropriate time according to the hazard group, and then intervened.
- In situations where it is safe to stop the leak, this option should be implemented quickly. For this, if the packaging lids and valves are sufficient, the lids and valves should be closed immediately.
- Connection sources should be shut down before the intervention.
- When gases come out of the container they are in to the atmosphere, they can increase 250-300

times by passing from liquid form to gas form. The isolated area should be kept safe until the gases dissipate.

8.1.5.2. Class 2 – Flammable Liquids

THINGS TO CONSIDER

- If there is a safety data sheet for the cargo, the flash point should be determined from Section 9.
- Regardless of the flash point, those with a boiling point of 35 ^{oC} and below are highly flammable liquids and vapors assigned to the H224 hazard expression.
- Those with a flash point below 23 ^{oC} are highly flammable liquids and vapors assigned to the H225 hazard expression.
- Those with a flash point between 23 ^{oC} and 60 ^{oC} and a boiling point above 35 ^{oC} are flammable liquid vapors assigned to the H226 hazard expression.
- Some of them are carcinogenic.
- H350 hazard statement can lead to cancer.
- There is a suspicion that the expression H351 harmfulness causes cancer.
- H350i may cause cancer by inhalation.
- Health hazard statements should be checked in section 2 of the safety data sheets.
- Vapors of flammable liquids (PN<36) with a low flash point can be ignited by static electricity or an ignition source.
- The tank may explode as its internal pressure will increase as a result of heat or fire.
- Steam explosions can occur in closed places, open places or sewers.
- Runoff can cause contamination.
- Foam should be applied to prevent steam.



WHAT TO DO

- Loads with H226 hazard expression do not combust immediately when some loads encounter a flame source. For example, diesel fuel. When such a charge mixes with charges with H 224 or H225 hazard expressions, flash points and initial boiling points may change and combustion may occur.
- Static electricity must be combated for all charges with flammable harmful expressions.
- Interventions to load carrying units such as box load carrying unit or IBC tank should be considered as small-scale spillage or leakage 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 large-scale spills and leaks, and entry to the area should be prohibited by unloading in areas within the isolation distance limits. In such fires, the behemehal fire brigade should be notified and all other flammable objects in the vicinity should be removed from the area.
- The personnel who will intervene must discharge the static electricity on them.
- Closed Circuit Clean Air Inhalator and personal protective equipment should be used for intervention.
- Before intervening in the load carrying units, their covers should be opened and ventilated.
- In situations where it is safe to stop the leak, this option should be implemented quickly. For this, if the packaging lids and valves are sufficient, the lids and valves should be closed immediately.
- Connection resources should be shut down before the intervention.

8.1.5.3. Class 4 Loads

The 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-reacting substances, polymerizing agents and solid

explosives with reduced sensitivity.

- 4.2 loads; It consists of substances prone to spontaneous combustion and
- 4.3 loads; They are substances that emit flammable gases as they are treated with water. When substances 4.3 have a side hazard (e.g. 4.3 + 6.1) or when they themselves are a side hazard of another class (8 + 4.3), they should be taken with a grain of salt, as they are generally considered to be highly dangerous substances. If it is a side hazard or secondary hazard, the precautions of the main hazard should be taken into consideration. For example, while Flour 2011 MAGNESIUM PHOSPHIDE is a class 4.3 substance, it is also a 6.1 toxic substance with a side hazard and the dangers that may occur by inhalation should be taken into consideration.

THINGS TO CONSIDER

- The load can be burned by heat and sparks, or by air.
- It can react violently with water. Class 4.3 articles should not be interfered with.
- Attention should be paid to the side dangers. It should be considered that toxic gases may occur. The group measures in Table 1.10 should be taken into account.
- Runoff can cause contamination.

WHAT TO DO

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

8.1.5.4. Class 5 Loads

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

THINGS TO CONSIDER

- Liquid oxygen can explode in contact with hydrocarbons such as asphalt, oils, fuels.
- They increase combustion and explosions even though they are not flammable themselves.
- Oral, dermal and mists have toxic and harmful effects if inhaled.
- Contact with eyes and skin may cause burning.
- Runoff can cause water contamination.
- These substances can ignite other flammable materials.
- Their reactions with fuels are violent.
- It can produce toxic fumes. The group measures in Table 1.10 should be taken into account.

WHAT TO DO

- The danger area should be isolated and entry should be prohibited.
- Position should be taken in the opposite direction of the wind and low areas should be avoided for heavier than air substances.
- Before intervening in the load carrying units, their covers should be opened and ventilated.
- Closed Circuit Clean Air Inhalator and personal protective equipment should be used for intervention.
- Flammable substances should be kept away from spilled, leaking or scattering materials.
- Loads in the danger zone should not be touched or walked on.
- A pit should be created to collect the scattered liquid for later disposal.
- Water should be prevented from entering the containers.

8.1.5.5. Class 6.1 Toxic Substances

THINGS TO CONSIDER

- Poisons can be in liquid, gaseous or solid form. (Detailed information about gases was given under the heading of class 2).
- This class of substances can have a lethal, toxic or harmful effect if ingested or in contact with the skin.
- Their containers can be very diverse, from paper bags to large tanks.
- Safety data sheet Part 13 should be reviewed and attention should be paid to LD 50 oral and dermal toxicity data and LC_{50} toxicity data from powders and mist inhalation.
- The table below is the measurements of oral, dermal, and groups through powders and mist inhalation.

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

Table 1.10. Toxic substances, gases group sizes

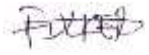
WHAT TO DO

- The danger area should be isolated and entry should be prohibited.
- Stand in the opposite direction of the wind.
- Stay away from low areas.
- Closed Circuit Clean Air Inhalator and personal protective equipment should be used for intervention. Loads with H330 and H331 hazard expression 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 goggles must be used to intervene in loads with H310, H311 and H312 hazard expressions.
- He should try to extinguish the fire from a safe distance.
- Water used in fire extinguishing should be collected for disposal.
- If the fire cannot be intervened in the first 3 minutes or if it cannot be extinguished even though it is, it should be considered as a big 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 should be taken immediately in the direction of the wind by constantly observing the changes in the direction of the wind.

8.1.5.6. Class 8 Corrosive Substances

THINGS TO CONSIDER

- A significant majority of the cargoes belonging to this class are diluted in water.
- If the side hazard of these water-soluble substances is not class 4.3, water can be used.
- A water curtain should be used to lower the vapor clouds in the air.
- The flow must be stopped, it may cause water pollution.
- It is not recommended as it can convert into heat and pressure when neutralization is used in the container.
- Contact with eyes and skin can cause burns and permanent damage.
- Inhalation of fumes can be harmful and toxic.
- Some of these substances can ignite other flammable materials (wood, paper, oil).
- Although they are the same class, charges 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 (pH below 3) and strong alkalis (pH above 11) should be prevented from coming into contact with each other in cases such as spills, scattering or leakage.



WHAT TO DO

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

8.1.5.7. Class 9 Loads

THINGS TO CONSIDER

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

WHAT TO DO

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

8.1.6. Things to consider and do when working with dangerous cargoes

The risk assessment must comply with the OCCUPATIONAL HEALTH AND SAFETY RISK ASSESSMENT REGULATION. The analysis should include not only employees, but also non-permanent employees, ship crew, 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 the periods in the aforementioned regulation and immediately after any incident or when there are significant changes in operations. Many accidents and losses can be prevented by proper and adequate assessment of risks arising from work and the adoption of appropriate control methods.

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

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

8.2.1. Coastal facility emergencies

Accordingly, coastal facility emergencies are as follows;

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

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

8.2.2. Contingency plan

The objectives of the coastal facility hazardous cargo contingency plan are as follows.

- To always be ready in case of emergencies related to dangerous cargoes,
- Fast and effective isolation of emergencies caused by hazardous cargo,
- Managing the dangerous situation until the fire, fire brigade, AFAD, health and law enforcement forces reach the coastal facility and the emergency is under control,
- Assisting incoming emergency service teams by informing and providing equipment support,
- Protection of all employees and bystanders from the effects of the emergency

8.2.3. Emergency management

The management system for emergencies arising from dangerous cargoes is a tool used to solve the coastal facility within the framework of a continuous improvement approach by handling it in a systematic manner in accordance with the general strategies of the coastal facility and should follow the following processes. These;

- Prevention: Taking regulatory physical and operational measures to prevent emergencies caused by dangerous cargoes and to minimize their effects,
- Preparedness: Mobilization of regulations and resources to prevent emergencies caused by dangerous cargo,
- Intervention: Physical and operational activities carried out to minimize the effects of an emergency caused by dangerous cargoes,
- Renovation: Renovation of the part(s) of the coastal facility affected by hazardous cargo as soon as possible and making arrangements for those exposed to overcome this situation as quickly as possible.

8.2.4. Shore facility actual emergencies

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

- Accident of cargo transport units containing dangerous cargo
- Accidents that may occur during detection, inspection or sampling processes
- Possibility of fire
- Possibility of spilling, scattering and leaking chemicals

- First aid
- Events that require eviction
- Determination of areas to be isolated
- Possibility of sabotage

8.2.5. Preventive measures

8.2.5.1. Fire precautions

Preventive measures

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

Restrictive measures

- There is a fire fighting team.
- The training of the firefighting team members is complete and is being renewed.
- Fire drills are held periodically.
- There are emergency exit doors and exit/exit warning signs for quick evacuation in case of fire.
- Fire extinguishing equipment is immediately accessible within the coastal facility.
- Fire extinguishing equipment is regularly checked.
- Emergency valves are such that they can be closed quickly to cut off the natural gas flow.
- The coastal facility has 12 hydrants, 12 fire cabinets, 60 6 kg, 60 12 kg and 20 50 kg ABC dry chemical powder, 20 10 kg CO2 fire extinguishers.
- Fresh water is used for fire hydrants. It has the ability to use sea water against water shortage. It also has the ability to store 10 tons of water.

8.2.5.2. Precautions for explosion

Preventive measures

- The coastal facility has an explosion protection document.
- Areas in accordance with the provisions of the "REGULATION ON THE PROTECTION OF EMPLOYEES FROM THE DANGERS OF EXPLOSIVE ATMOSPHERES" have been determined and hung in the relevant areas with the sign.
- Electrical equipment used in areas within the explosive atmosphere safety distance is in the appropriate category.
- Safety data sheets of the chemicals used should be easily accessible.
- Mechanical and natural ventilation.

Restrictive measures

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

8.2.5.3. Precautions for natural disasters

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

Preventive measures

- Rainwater channels around dangerous cargo stacking areas are regularly maintained and checked.
- The coastal facility A gate entrance is set up against heavy rains and it is prevented from turning into floods.
- Snowfighting equipment is used to keep roads open against excessive snowfall.
- In storms, access to empty fixed tank areas is restricted.

Restrictive measures

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

8.2.5.4. Measures for sabotage

Preventive measures

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

Restrictive measures

- The first thing to do in detecting sabotage in dangerous cargo areas is to inform the law enforcement officers.
- Emergency sirens should sound.
- Evacuation plans showing emergency exits should be in visible places in workplaces.

8.2.5.5. Precautions for dangerous goods

Preventive measures

- Whichever is possible for chemical spillovers that may occur from cargo transport units containing dangerous cargo; valves should be closed, cargo lids should be closed, packages should be closed.
- Cargoes are stowed in accordance with the separation provisions of MSC.1/Circ.1216.
- There is natural ventilation for the loads in the hold.
- Entry of people without permission to the warehouse, IMDG area and G7 stowage area is restricted.

Restrictive measures

- Personnel and cargo personnel who provide services such as detection, inspection and sampling use personal protective equipment suitable for their work.
- Personnel are trained in the use of appropriate personal protective equipment according to the hazard class.
- Those working in the field are capable of using portable fire extinguishers against the possibility of fire caused by dangerous loads.
- There is an evacuation plan in order to evacuate quickly against possible chemical spread and leakage.
- Evacuation plans are posted in visible locations on the shore facility.

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

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

Emergency response methods such as warning, search, rescue, evacuation, communication, first aid, fire fighting in case of emergencies caused by dangerous cargoes in the coastal facility; fire, explosion, natural disasters and sabotage.

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

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

8.3.1. Emergency response for fire

- There is a fire alarm button and an emergency warning sign every 60 meters at a height of 0.90-1.60 meters from the ground.
- 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 by calling 110.
- In case of fires caused by dangerous loads, the existing facilities of the facility will be used to the maximum until the time it takes for the fire brigade to come to the coastal facility and intervene.
- When there is a fire caused by dangerous loads in the warehouse, openings such as doors and windows that are kept open for ventilation will be closed to prevent the fire from growing.
- Emergency response teams will take the necessary actions for the evacuation of other employees and provide guidance for the efficient use of the emergency exit.

8.3.2. Emergency response for explosion

- To the superior who detects the explosion caused by dangerous loads; It should give the area where the explosion occurred, the sign, label and orange plate information on the load carrying unit caused by the explosion, if any.
- After noticing an explosion, the nearest emergency button should be pressed.
- The fire brigade and other emergency services should be called and informed about the explosion and the injured, if any.
- Within the framework of the instructions of the emergency teams, you should exit the emergency exit and go to the emergency assembly area. It should be included in the census to be held here.
- The personnel determined from the emergency teams should cut off the natural gas and electricity of the workplace. It should act by checking whether explosive chemicals pose a danger.
- The firefighting team should start extinguishing operations with emergency equipment to prevent fires from starting or growing after the explosion.
- The search and rescue and evacuation team should ensure that the employees are evacuated from the explosion area and the entire workplace and reach the safe place. After helping the injured with a safe place, the search and rescue operations of the injured should start within the framework of the training they have received.
- The first aid team should provide first aid to the injured.
- The officers 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 used when dangerous cargoes are exposed to natural disasters such as earthquakes, excessive rainfall, storms (over approximately 60 km/h), heavy snowfall in the coastal facility. According to this;

- Everyone should be notified with the emergency notification button. If this is not possible, those around should be warned audibly.
- Those who are indoors should prefer columns, beams, and high places as the closest first protection area, depending on the type of disaster. Those who are in the open area should stay in the protection zone.
- The evacuation process should be started immediately and go to safe places.
- If there is an injured person, first aid teams should intervene.
- Valves should be checked for leaks.
- Natural gas and electricity installations should be turned off.

8.3.4. Emergency response requiring first aid and evacuation

- First aid teams should be informed quickly for situations requiring first aid and evacuation caused by dangerous cargo.
- First aid team members should intervene in the injured and convey information to their superiors.
- An ambulance should be used when necessary and even support should be requested from 112.
- The directions of the workplace physician and occupational safety specialist should be followed.

8.3.5. Emergency response in cases of sabotage

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

- Finding a suspicious package
- Suspicious person identification
- Action or demonstration in dangerous cargo areas (transport vehicle drivers or employees should also be considered).
- Security guards should be notified.
- Emergency services should be informed.
- A safe area should be chosen and the position should be maintained.
- One should not be a spectator to a suspicious situation.
- Relevant emergency response procedures such as fire and explosion should be acted upon.

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

In-facility communication: When an emergency occurs, the first person to see the emergency initiates the necessary intervention and informs the Port Authority about the incident. The relevant managers come to the scene, make a preliminary assessment and determine how the intervention will be. Accordingly, the Emergency Response Teams (ADME) are notified through the Port Directorate. Other employees and 3rd parties who are not involved in the team gather at the defined assembly area and the counting process is carried out.

To carry out the communication between the Emergency Communication Officer, the Crisis Manager regarding the emergency, the Emergency Response Team and the leader, and to provide the necessary coordination in line with the instructions of the team leader. All port employees and 3rd parties in the port are informed by the announcement system and sirens. Office employees are informed by e-mail and phone.

Off-site communication: Informing the press and the public during an emergency is carried out with the knowledge and guidance of the Senior Management. Communication with public institutions and

organizations that need to be informed about the emergency is specified in the Emergency Management Procedure.

8.5. Procedures for reporting accidents

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

During the transportation of dangerous cargoes by sea or their handling and/or storage in coastal facilities; It is defined as an incident or chain of events caused by or involving dangerous cargoes, which has harmful consequences such as death, injury, material damage and environmental pollution. Accordingly, in case of an undesirable accident at the coastal facility, the following accident notification form will be filled in and submitted to the port authority.

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

ACCIDENT NOTIFICATION FORM

S.No	Subject of notification	Description
1	When the accident occurred,	
2	If the accident is known, how it occurred and its cause,	
3	The place where the accident occurred (coastal facility and/or ship), its position and impact area,	
4	If there is a ship involved in the accident, information (name, flag, IMO number, shipowner, operator, cargo and quantity, name of the captain and similar information),	
5	Meteorological conditions,	
6	UN number, appropriate transport name (to be based on the legislation specified in the definition of dangerous cargo) and quantity of the dangerous cargo,	
7	The hazard class of the dangerous cargo or the sub-hazard section, if any,	
8	If you have a dangerous cargo, the packaging group,	
9	Additional risks of dangerous cargo, such as marine pollutants, if any,	
10	Sign and label details of the dangerous cargo,	
11	The characteristics and number of the packaging, cargo carrying unit and fixed tank in which the dangerous cargo is transported, if any,	
12	Manufacturer, sender, carrier and receiver of the dangerous cargo,	
13	The extent of the damage/pollution caused,	
14	The number of injured, dead and missing, if any,	
15	Emergency response practices made by the coastal facility for the accident.	

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

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

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

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

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

Preparations will be made for measures such as evacuation and dilution of the cargoes, dilution of the cargoes, and lifting the ship to the anchorage if there is a ship at the interface, by evaluating the dangerous cargo area and the class, quantity and danger risk of the cargoes 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 through the Hospital, Fire Brigade, AFAD and neighboring facilities for the support to be provided.

Emergency phones

Fire Brigade (Fire Alarm)	110
Fire Brigade	112
Ambulance	112
Police	155
Gendarmerie	156
Natural Gas	187
İSKİ	185
BEDAŞ	186
HOSPITAL (Marmaraereğlisi State Hospital)	112
Provincial Disaster and Emergency Directorate (AFAD)	110
Municipal Police	153
Electrical fault	186
Coastal facility manager: Mehmet Dumlu	0(535)623-6722
Poison Advisory	114

8.7. 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 evacuation:

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

The port employee who first sees or hears the fire (ship operation employees, crane operators, dock security personnel, CCTV personnel, technical personnel or any port employee who is at the dock due to his/her duty) makes an emergency notification by calling the Emergency Number (4444) from the emergency contact numbers as quickly as possible .

If the ship needs to leave the port with the notification, the following processes are completed:

- If the operation is ongoing, it is stopped and the employees related to the operation are transferred to a safe place.
- If the fire is on the ship, the shore cranes on or near the ship are transferred to a place away from the impact area of the fire and the crane booms are tilted.
- If the fire is on the shore crane and there is an operator inside, the operator is first 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 dock, and door 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 towage organization and moorers are informed and the tugboats are requested to come to the scene of the incident as soon as possible so that the ship can be idler.
- Tugboats with fire extinguishing equipment are also requested to come to the scene of the incident in order to intervene in the fire from the sea.
- The Port Authority is called and informed that the ship will leave the port due to an emergency.
- If the ship's machinery is in working condition and it can move from the dock with 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 inoperable, it is ensured that it leaves the port with the help of a tugboat.

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

As a port management, meteorological conditions are constantly monitored. In the event of reports of severe storms, operations workers, operators, and on-call personnel of ships moored at the berth are notified. The priority is to increase the ropes of the ship under all circumstances and to ensure that the ship's machinery is always ready for action in the fastest way according to the intensity of the storm that will come. When the wind reaches a force 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. If the ship tied to the dock cuts the rope and starts to leave the dock before the operation stops or while it is ongoing, the following processes are followed:

- If the ship is in progress or unloading and there is a container connected to the crane's spreader in the ship's hold, the crane operator is informed that the ship has left the dock as quickly as possible via radio/telephone.
- The operator advances the cabin of the crane in the direction of movement in accordance with the movement speed of the ship, and at the same time, it starts to bend the container in the hold in the fastest and safest way.
- After the container is removed from the ship, it is left at the nearest dock to ensure the safety of the crane.
- Although the ship pilotage and towage organization has notified through the VHF call channel, the tugboats serving as the port management are 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 ship's master, a new rope can be given to the dock and the ship is remoored, or the existing ropes are forged and the ship is separated from the dock.
- In case the ship under operation leaves the dock for compulsory reasons before the operation is completed, both the Port Authority and the Customs Directorate are informed.

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

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

There is a special designated area for operations for damaged cargo transport units and packages containing dangerous cargo. The facility has 2 40-foot fixed tank capacity seepage basins. There is a suitable discharge system for the discharge of load residues poured into the seepage pools.

When the fixed tank, which contains such loads, is ready for services such as detection, inspection or sampling with the discharge of the leak caused by the damaged packaging into the pool, it is cleaned before the process and service is provided after the laying process.

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

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

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

Cargo transport units containing explosives will not be loaded onto the ship. Such cargoes will not be accepted to the shore facility when they are detected before the entrance of the facility, and when they are detected at the facility, they will be removed from the facility by notifying the port authority without delay.

In case of damage to the packaging or the cargo transport unit during the handling of cargo transport units containing explosives, the operation is immediately stopped and the port authority is notified. If it is possible to replace the packages for the damaged cargo that is discovered later in the facility or for the cargo damaged during handling, the renewal process can be carried out by taking the necessary safety and security measures under the supervision of the HSE unit and TMGD. This must be done in the area reserved for explosives.

8.9. Emergency drills and their records.

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

Personnel working with dangerous loads are made ready for a possible emergency by rehearsing emergencies with drills. All of the drills are scripted, announced and unannounced. A report is prepared and recorded after the exercise.

Exercises;

- In-port ISPS exercises
- Exercises to improve the skill of using portable fire extinguishers
- Dangerous loads are in the form of spillage and scattering drills.

8.10. Information on fire protection systems.

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

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

Within the scope of the relevant legislation, the fire protection systems in our facility are pumps, hoses, fire lines, hydrants, fire tubes, etc. 6-month controls are made and cylinder replacements are provided, and water extinguishing systems are checked annually by the accredited company. Deficiencies detected within the scope of regular checks in our facility are reported to the relevant departments and eliminated quickly.

8.12. Precautions to be taken in case of non-functioning fire protection systems.

Fire protection systems are routinely checked and recorded at our facility. A fault record is created urgently for the parts or equipment that are found to be defective in the system and work is started to eliminate the malfunction. The relevant Department starts working to find an urgent solution for the parts or equipment for which a fault record has been created.
In cases where the fire protection system is not active, defective or broken; Mobile fire extinguishers, 2 mobile foam vehicles, and water extraction pumps from the sea are used in our facility. On the sea side, the tugboats of the Safiport company are used to intervene in the fires on the piers, and for the fires that occur in other areas of the facility, the help of the Altaş Fire Department, the municipal fire brigade and AFAD is requested.

8.13. Other risk control equipment.

In our facility, fire detection systems, gas measurement device for environmental measurement, lightning rod to prevent events such as lightning strikes, wind alarm of the cranes that are activated when the wind reaches a force that prevents the safe operation of the cranes on the pier (cranes stop automatically when they reach the risk limit by measuring the level of storm or wind), automatic fire extinguishing systems in electrical panels and transformers, emergency alarm buttons throughout the facility, There are emergency sirens, announcement systems, camera warning systems in some of the construction equipment, video analysis system used for the port border security warning system, and control equipment at port pedestrian entry points.

Annual checks are made for the other risk control equipment mentioned above for those under the control of our facility, ensuring that the equipment works efficiently and correctly.

9. OCCUPATIONAL HEALTH AND SAFETY

9.1. Occupational health and safety measures

Our facility works to fulfill all the requirements of the Occupational Health and Safety Law No. 6331 and the regulations related to this law. In this context**;**

9.1.1. Education

- Basic occupational health and safety training for work in port facilities before the personnel starts working at the first employment,
- Our employees are given retraining within the periods determined by the legislation.
- First aid, extinguishing, protection and rescue trainings are given in order to intervene in emergencies.
- Awareness trainings are carried out for the employees who will work at height in our facility, such as working at height, working with electricity, etc.
- Drills are carried out annually with the participation of all our employees in case of emergencies.
- TOOLBOX trainings are carried out on topics related to occupational health and safety.
- Training records are available in the HR department.
- In addition, simulation, simulator training (earthquake, etc.) is provided.

9.1.2. Occupational Health

To the personnel working in Argaz Port Operations and who will start new jobs;

- Blood test
- Chest X-ray
- Eye examination
- Audiometry test, etc. an employment examination is carried out, which includes examinations.

In addition, in accordance with the legislation, all personnel are given periodic health examinations at peak periods.

When deemed necessary by the workplace health unit, it may request periodic examination repetition from employees with special conditions.

9.1.3. Risk Analysis

In accordance with the Occupational Health and Safety Law No. 6331, Occupational Health and Safety Regulation, ISO 45001 Occupational Health and Safety (OHS) Management System Standard, in terms of occupational health and safety; identification of hazards, evaluation of risks and taking control measures against identified risks are carried out in a way that guides the practitioners.

It includes the identification and analysis of hazards that may harm people or the workplace within our company and the risks arising from these hazard sources, taking measures against the identified risks, monitoring and reviewing the activities to be carried out.

Risk analysis with systematic methods;

- To determine the hazards that exist in the workplace or may come from outside,
- To analyze and rate the risks arising from these hazards,
- It is the whole of the studies carried out to determine the control measures.

The definition of "Risk Assessment" covers all of the "Hazard Identification and Risk Assessment" activities from start to finish.

Risk assessment studies are carried out within the entire port. While making a risk assessment, all processes, activities, work equipment, materials used, subcontractor work, buildings and annexes, human behavior and working environments are taken into account. The risk assessment is renewed by the Risk assessment team in the periods specified in the legislation and in accordance with the requirements.

9.1.4. Site Safety

Argaz has four OHS Experts in its staff to work 24/7 in three shifts (one OHS Specialist in each shift) within the HSE, Quality and Safety Department for all situations that may occur in port areas. Occupational safety experts make daily reports as a result of port field controls.

The CPFs opened as a result of field inspections are put on the agenda of the OHS Board and evaluations are made about the actions.

9.1.5. Business Permits

Regarding the work permit system, before entering our port, the documents determined within the scope of the legislation are obtained and examined in accordance with the nature of the work to be done from our subcontractors who will work temporarily. If the documents are sufficient and comply with the legislation, they are allowed to enter the port.

Before starting the work, the personnel responsible for the execution of the work and HSE personnel, the risks in the work area, the team and the equipment are checked and the Work Permit Forms are filled out and signed. It is not allowed to start working without eliminating the deficiencies and nonconformities defined and observed in the work permit form and without a competent/authorized supervisor.

The work permit system is implemented in our port under the following headings:

- Temporary Subcontractor/Contractor Works
- Working at Height
- Excavations
- Electrical Works
- Hot Process

9.1.6. Follow-up of Legal Terms

All legal regulations on Occupational Health and Safety issues concerning our facility are followed by the HSE Department and our Consultants through the Official Gazette, and the changes are followed up by entering them in the Legal and Other Requirements Compliance Assessment Form.

9.1.7. Follow-up of Periodic Controls

All lifting tools, grounding installations, lightning rods, pressure vessels, fire extinguishers, gas measuring devices, occupational hygiene measurements, water fire extinguishing systems and lines used in the field are checked and recorded within the periods specified in the legal frameworks. Deficiencies detected during periodic controls are reported to the relevant departments and eliminated as soon as possible.

9.1.8. Subcontractor Management and Third Party Tracking

Within the scope of subcontractor activities (security, food, lashing, cleaning, port service, etc.) carried out within Argaz, occupational health and safety requirements are controlled by the HSE department (also monitored by HR). **In this context;**

- Occupational safety experts of the relevant companies are interviewed.
- Relevant companies and workplace physicians are provided with visits to the facility.
- The relevant records of the companies (risk analysis, emergency plans, periodic health examinations, trainings, professional qualification certificates, etc.) are recorded.
- Information is provided to eliminate deficiencies (risk analysis, emergency plans, periodic health examinations, trainings, professional qualification certificates, etc.).
- They are provided with participation in OHS board meetings.
- Inspections are carried out at certain periods.

The necessary documents and information required for 3rd parties who will enter the port to work have been published on our website. The documents of the people who will enter the port are checked and their entry into the port is ensured.

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

The coastal facility "PERSONAL PROTECTIVE EQUIPMENT AND WORK CLOTHES MANAGEMENT PROCEDURE" is applied. According to this;

9.2.1. Personal Protective Equipment Used in the Field

TYPES OF PE USED IN THE GENERAL PORT AREA

- Helmet
- Steel toe shoes
- Reflective work clothes
- Reflective vest

- Parachute type harness
- Reflective Work Clothes
- Work Gloves
- Work glasses when necessary
- Dust mask if necessary

TYPES OF PPE USED IN WELDING PROCESSES

- Welder's mask
- Welder face shield
- Welder spot glasses
- Welder fireproof work clothes
- Welder fireproof glove
- Welder fireproof steel toe shoes
- Apron

TYPES OF PPE USED IN ELECTRICAL WORKS

- Hard-toe electrician work shoes with insulating soles
- Insulating gloves
- Helmet
- Reflective work clothes
- Reflective vest

TYPES OF PPE USED IN DANGEROUS CARGO OPERATIONS

- Helmet
- Steel toe shoes
- Reflective work clothes
- Reflective vest
- Gloves suitable for hazardous cargo
- Mask suitable for dangerous cargo
- Work glasses suitable for dangerous cargo
- Coverall suitable for dangerous cargo

9.3. Closed area entry permit measures and procedures

There are no closed ones in our facility.

10. OTHER ISSUES

10.1. Validity of the Dangerous Cargo Conformity Certificate:

BKN.243007.TMUB.196 numbered DANGEROUS CARGO CONFORMITY CERTIFICATE is valid until 28/12/2028.

10.2. Duties Defined for Dangerous Goods Safety Consultant

- Regulation on the transport of dangerous goods by sea and loading safety
- Directive on the issuance of coastal facility dangerous cargo conformity certificate
- Providing consultancy to the coastal facility in accordance with the above legislation and the derivative legislation provisions of these legislations.

10.3. Issues regarding those carrying dangerous cargoes that will come/leave the coastal facility by road

(Documents that road vehicles carrying dangerous cargo must have at the entrance/exit to/from the port or coastal facility area, equipment and equipment that these vehicles have to 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 license plates to be complied with by the relevant parties during the transportation of dangerous goods are as follows.

1. Dangerous Goods Declaration
2. Dangerous Cargo Transport Waybill
3. Multimodal Dangerous Cargo Form
4. Dangerous Goods Manifest
5. Packing and Fixed tank/Vehicle Loading Certificate
6. Safety Data Sheet
7. Transport document showing exemption for transports within the scope of ADR/RID/IMDG Code 3.4 and 3.5
8. Transport document showing exemption for transports within the scope of ADR 1.1.3.6
9. In transports within the scope of ADR
   a) Transportable and valid SRC 5 certificate
   b) ADR written instruction
   c) Vehicle Conformity Certificate suitable and valid for transport
   d) Transport documents
10. Equipment required for the vehicle (according to its respective class in accordance with ADR 8.1.5)
    a) Wedge (all classes)
    b) 2 sew-on warning signs (all classes)
    c) Reflective vest (all classes)
    d) Portable lighting tool (all classes)
    e) Protective gloves (all classes)
    f) Eye protection equipment (all classes)
    g) Eye rinse liquid (all grades except class 1 and class 2)
    h) Shovel (solid and liquid class 3, class 4.1, class 4.3, class 8 and class 9 only)
    i) Sewer cover (solid and liquid class 3, class 4.1, class 4.3, class 8 and class 9 only)
    j) Collection container (solid and liquid class 3, class 4.1, class 4.3, class 8 and class 9 only)

k) Emergency mask (class 2.3 and class 6.1)

11. CSC Certificate for transports made with fixed tanks
12. Certificate indicating that the wood is suitable for the load handling unit (CTU) and loading safety or in the case of the use of heat-treated wood in relation to transportation
13. Loading safety certificate showing that the loads in the fixed tank or vehicle are properly secured within the scope of IMDG Code (except for partial loads with no gaps and no possibility of movement and solid/liquid bulk cargoes)
14. Certificate of conformity to transportation as a result of the risk assessment of the cargo transport units arriving at the port facility and the cargo transport units leaving the port facility, containing harmful gases or fumigation applied, or if gas measurement has been made,
15. Professional qualification certificate suitable for the class of dangerous cargo carried by vehicle drivers (SRC 5)
16. Freight transport units that will continue their journey by road from the coastal facility must wear orange plates and hazard warning signs in accordance with the provisions of ADR 5.3.

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

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

10.3.2. Transport regulatory requirements

Within the scope of Article 8-(2) of the regulation on the transportation of dangerous cargoes by road, at the entrances and exits of the coastal facility;

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

10.4. Issues regarding those carrying dangerous cargoes that will come/leave the coastal facility by sea

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

If a ship is to participate or participates in an operation related to the transportation or handling of dangerous cargo in the port area, a special type of signal will be used that can be seen during the day and at night. Dangerous cargoes also include the following cargoes:

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

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

- Daytime: "B" pennant and

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

- At night, a flashless red light that can be seen from 360°.

10.5. Additional Matters to be Added by the Coastal Facility

10.5.1. Prohibited activities

(Ports Regulation) ARTICLE 21 –

1) In the approach channels, breakwater mouths, berthing and mooring places and anchorage areas of coastal facilities; It is forbidden to engage in any kind of aquaculture fishing, sailing, rowing or other water sports activities and swimming.

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

3) Ships and vessels arriving to be moored to or leaving the buoy and ships and vessels other than those used in coastal facilities services cannot pass between buoys and buoy lines.

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

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

6) Ships and vessels with excessive trim or dangerous inclination and those at risk of environmental pollution due to any damage, ships and vessels carrying dangerous cargo that do not have documents related to carrying tow and dangerous cargo cannot dock or leave the coastal facilities without the permission of the port authority.

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

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

(2) It is obligatory to obtain permission from the port authority before buoying, diving, seabed and underwater studies, seabed dredging and similar activities. Ships and vessels used in such activities show daytime signs and sound signals with lights in accordance with the legislation.

(3) It is obligatory to request permission to the port authority at least 15 days before the races that will start from one port administrative area and end in another port administrative area, and at least 7 days before for other competitions and activities.

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

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

(7) The captain or agency of the ship that will supply fuel, oil and water notifies the relevant port authority before the supply operation.

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

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

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

(12) Ships and vessels that will not carry out any activities in coastal facilities but anchor in anchorage areas to take shelter due to force majeure such as adverse weather conditions and situations that will endanger navigation, life, property, environmental safety and security shall immediately notify the relevant port authority and/or pilotage organization. The regulation regarding the implementation of this paragraph is made by the relevant port authority in places where there is a Ship Traffic Services Center.

(13) Ships and vessels cannot approach the bow of ships and vessels berthing at the stern.

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

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

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

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

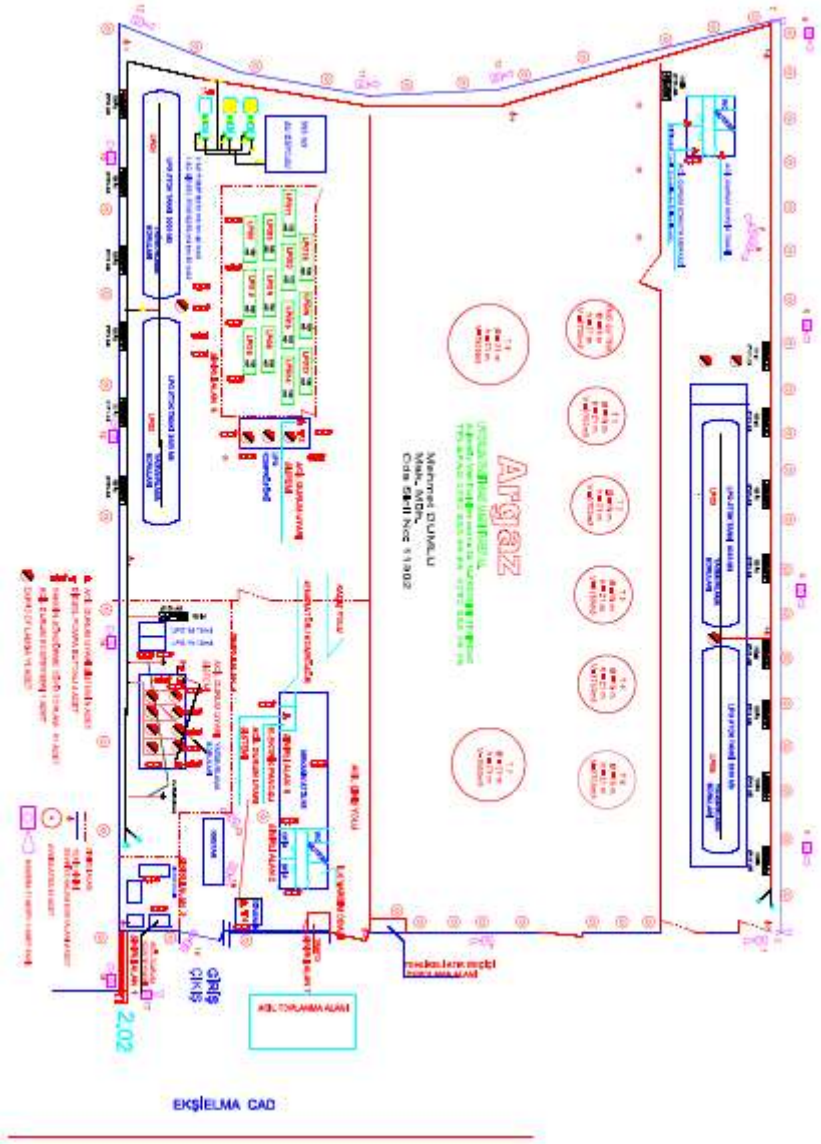
(18) Providing pilotage services to ships and vessels that do not have a berthing permit to coastal facilities and to ships and vessels that do not have a port exit certificate or anchorage order is subject to the permission of the port master.

(19) Pleasure boats that make daily trips; Issues regarding the determination of mooring, shelter and navigation routes are determined by the port authority, taking into account waste reception and other services, and approved by the Administration. The port master may impose restrictions on capacity, entry-exit and use of the mooring and accommodation areas in case the capacity is exceeded.

ATTACHMENTS:

1- General site plan of the coastal facility
2- General view photos of the coastal facility
3- Emergency Contact Points and Contact Information
4- General Site Plan of the Areas Where Dangerous Cargo Is Handled
5- Fire Plan of Areas Handling Dangerous Cargo
6- General Fire Plan of the Facility
7- Emergency Plan
8- Emergency Assembly Places Plan
9- Emergency Management Chart
10- Dangerous Goods Handbook
11- Sealing areas and equipment for CTU and Packages, entry/exit drawings
12- Inventory of Port Service Vessels
13- Port Authority administrative boundaries, anchorages and pilot embarkation/embarkation points coordinates
14- Emergency response equipment against marine pollution in the coastal facility
15- Personal protective equipment (PPE) usage map
16- Dangerous cargo incidents notification form
17- Control results notification form for dangerous cargo transport units (CTUs)
18- Other required attachments
19- Dangerous Cargo Handling Guide Additional Cargo Notification (When Necessary)

11.1 General Site Plan of the Coastal Facility

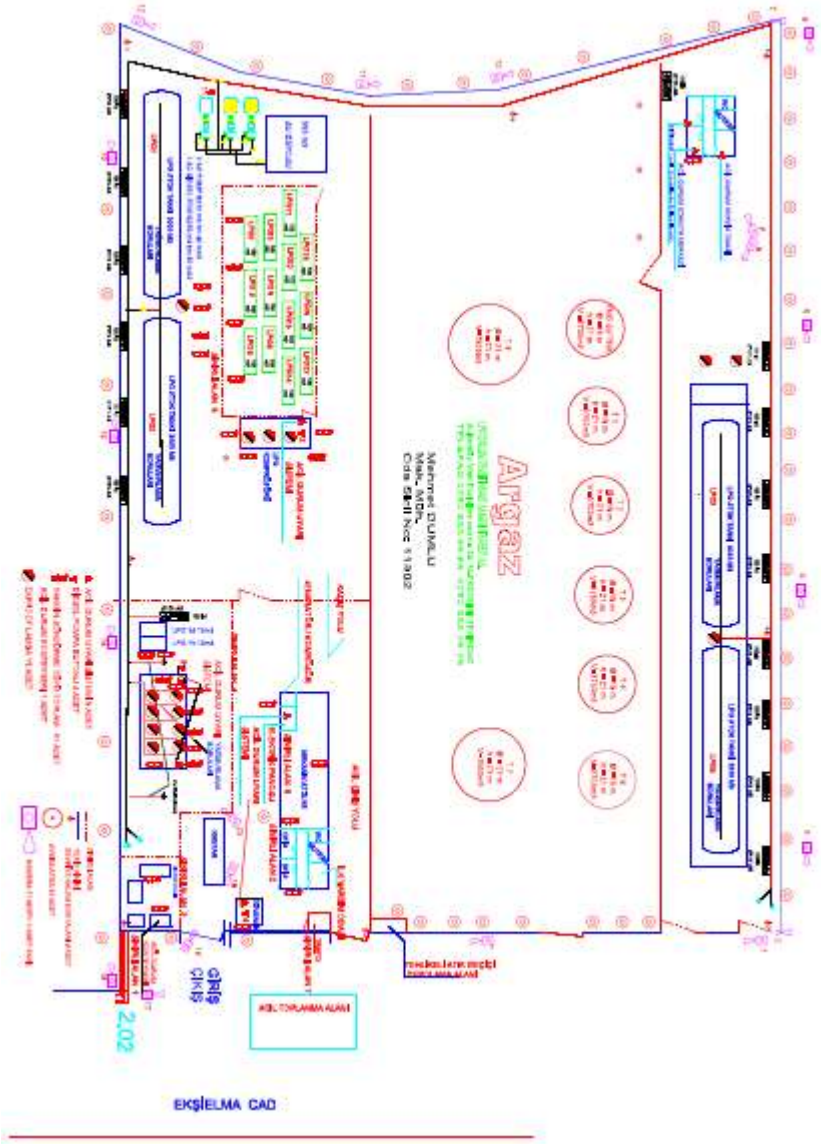


11.2 General View Photos of the Coastal Facility

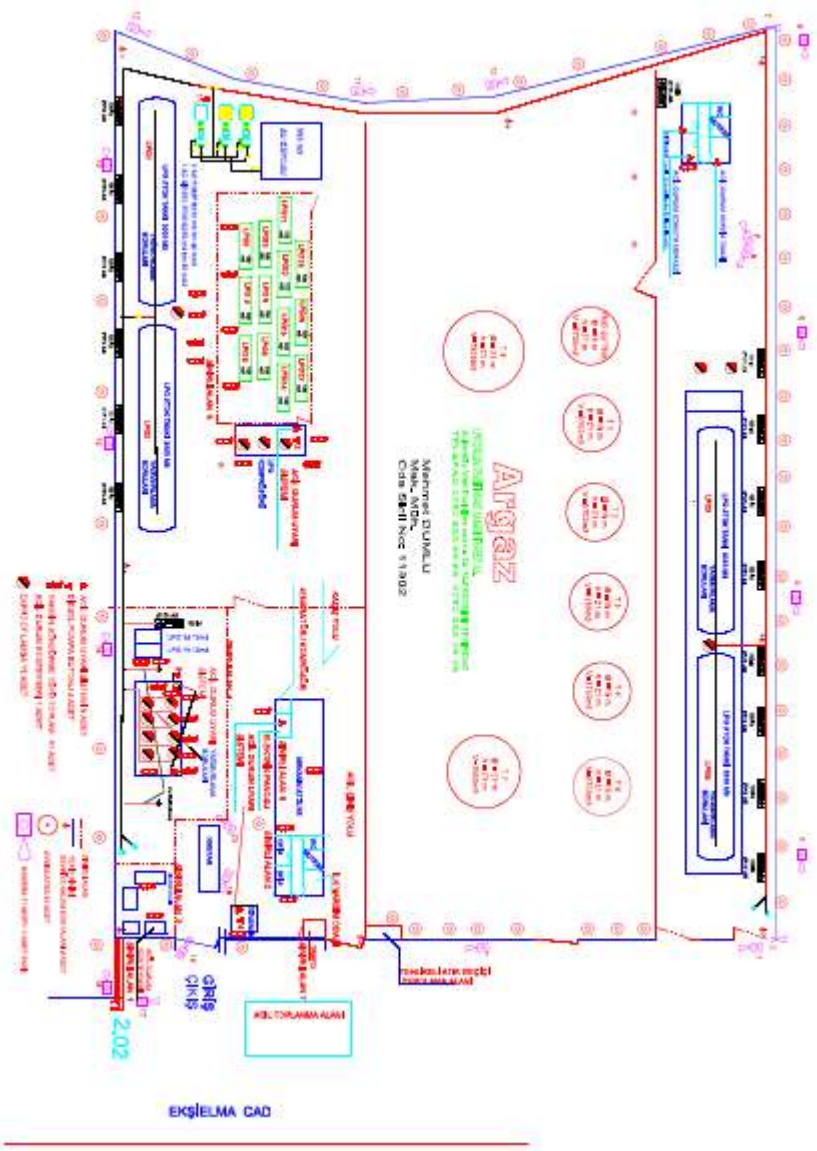
11.3 Emergency Touchpoints and Contact Information

No	ESTABLISHMENT	0 282 633-6565
1	Safiport Safi Derince Ul. Port Operation. INC.	0 262 281-2700
2	TEKIRDAĞ REGIONAL PORT PRESIDENCY	0 282 633-6565
3	AFAD	122
4	FIRE BRIGADE	110
5	AMBULANCE (HIZIR EMERGENCY)	112
6	POLICE EMERGENCY	155
7	GOVERNORSHIP OF ISTANBUL	0 282 262 80-80
8	MARMARAEREĞLİSi STATE HOSPITAL	0 282 613 24-10
9	MARMARAEREĞLİSi MUNICIPALITY	0 850 440 09 59
10	POISON INFORMATION CENTER	114
11	ÇORDAŞ (ÇORLU NATURAL GAS DISTRI-BUTION)	0 282 654 94-95
12	HEALTH CONSULTATION	184
13	WATER ADMINISTRATION	0 850 450 58-54
14	MARMARAEREĞLİSİ DISTRICT POLICE DIREC-TORATE	0 282 613 13-51
15	MARMARAEREĞLİSİ GENDARMERIE COMMAND	0 282 613 11-89
16	WHITE TABLE	0 850 440 09 59
18	TREDAS (ELECTRICAL FAILURE)	0 282 264 56-59

11.4 General Site Plan of the Areas Handling of Dangerous Cargoes

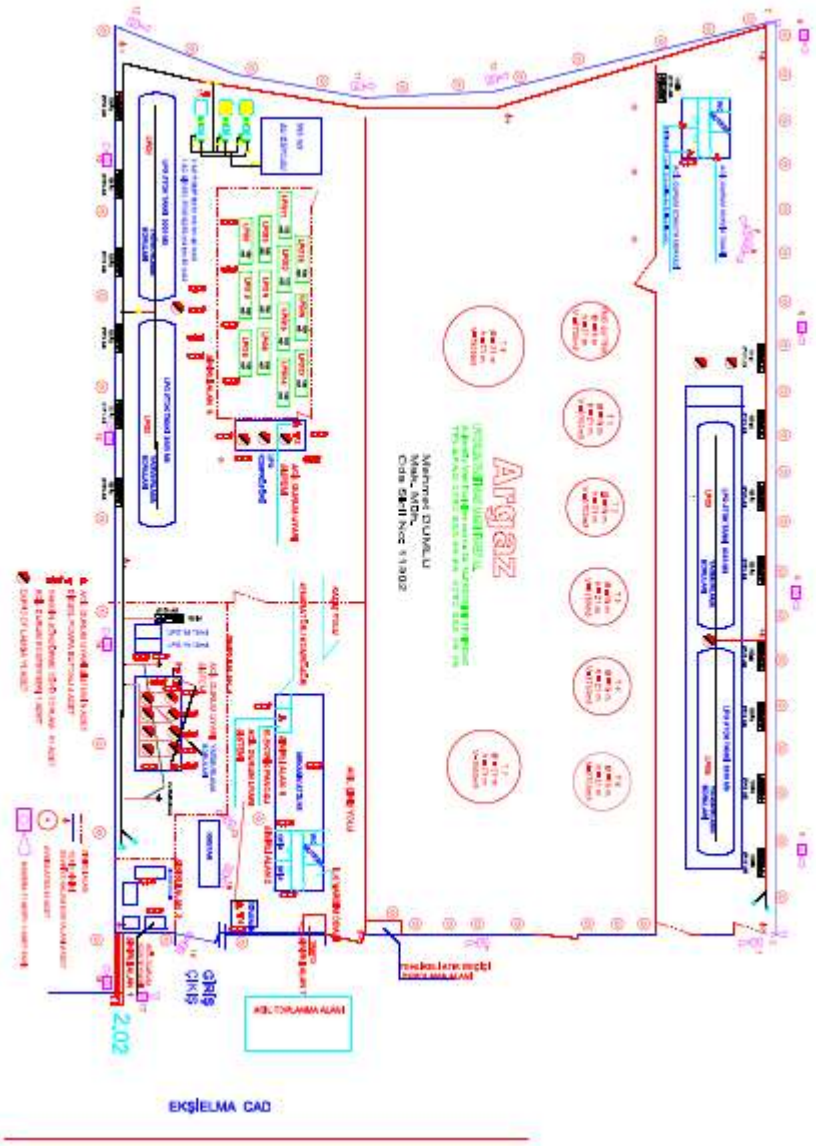


11.5 Fire Plan of Dangerous Cargo Handling Areas



11.6 General Fire Plan of the Facility

It is as in Article 11.5.

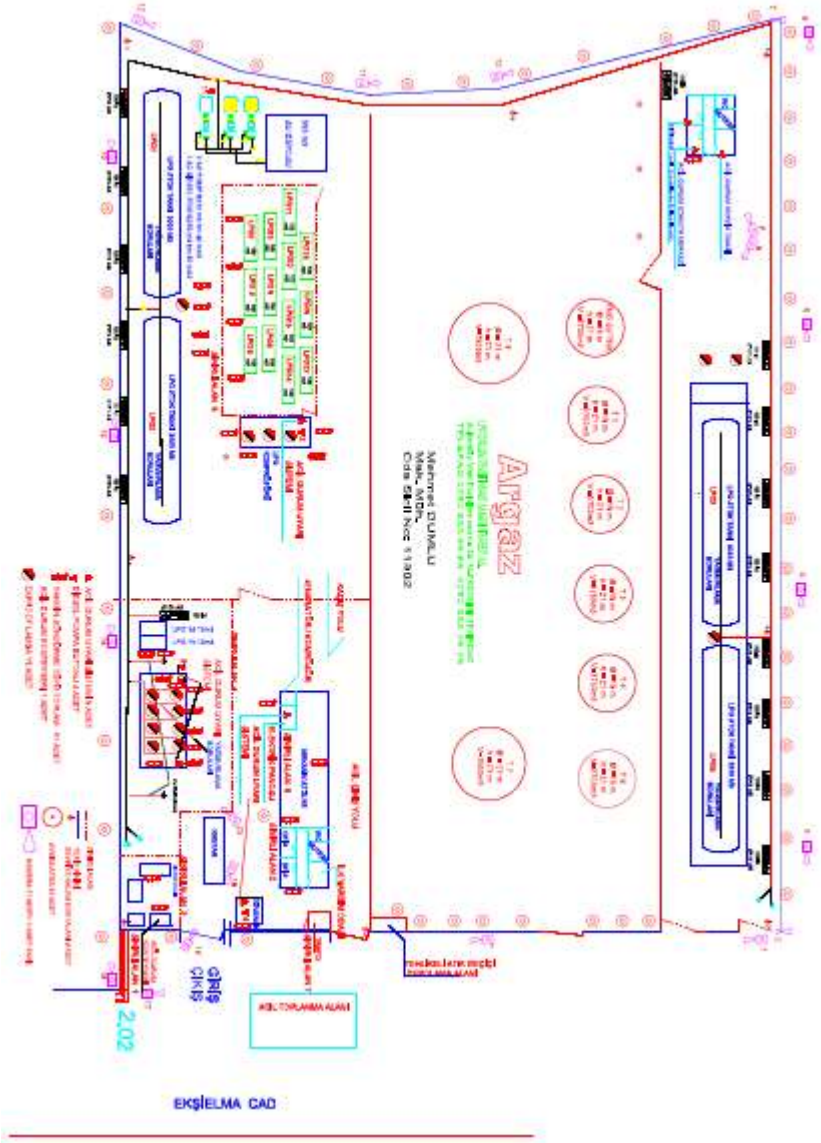


11.7 Contingency Plan

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

Emergency procedures,
Emergency response organization chart
Name, title and contact details of the person/organization preparing the emergency procedures,
To coordinate the response activities to emergencies that may occur in the coastal facility
the name, title and contact information of the authorized person appointed for this purpose, as well as their duties and responsibilities,
The name, title and contact information, duties and responsibilities of the facility official who will contact the relevant Port Authority and other relevant institutions and organizations in case of emergency,
The names and duties of the teams determined for the response to emergencies and the
the names, duties and responsibilities of the assigned personnel,
The nature and capacities of the resources, equipment and equipment to be used by the coastal facility for responding to emergencies,
The measures to be taken and the actions to be taken in order to control the serious conditions that can be foreseen to cause emergencies and to minimize the negative effects that may be caused by them, and the existing facilities, capabilities and capacity of the facility,
Regulations regarding the nature and announcement 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 case of any emergency, and the actions to be taken by the persons in the face of a warning,
In case of emergency, the first notification procedures to be made to the Port Authority, the content of the information to be included in this notification and the procedures for transmitting this information to the Port Authority as new information is obtained,
Trainings to be received by the personnel who will take part in emergencies,
Coordination methods to be provided with emergency teams outside the coastal facility in case of emergency,
The nature and period of the drills to be carried out for emergencies,
To provide support to measures taken outside the coastal facility in case of emergency
regulations.
Emergency plans must cover each of the following emergencies:
a) Facility, equipment and field fires,
b) Cargo fires belonging to each hazard cargo class and sub-hazard classes allowed to be handled in the port,
c) Ship fires,
d) Explosion,
e) Accidental death and serious injury,
f) Natural disasters such as earthquakes, floods, landslides, tsunami waves,
g) Adverse weather conditions such as very strong winds, storms, excessive snow or icing,
h) Leakage, flow or spillage of dangerous cargoes belonging to each hazard class or sub-hazard classes allowed to be handled in the port,
ğ) Marine pollution (for example: oil/fuel leakage or spilling/falling of dangerous cargo or environmentally harmful substances into the sea),
i) Gas leak,
ı) Power outage.

11.8 Emergency Assembly Places Plan



11.9 Emergency Management Chart

Emergency Manager: Mehmet Dumlu

ARGAZ EMERGENCY MANAGEMENT RESPONSIBILITIES TABLE

MISSION	SCOPE - TO DO	RESPONSIBLE
Crisis Management-Emergency Management	Directing, coordinating and managing emergency teams in situations that cannot be controlled by the intervention of the first seer, determining a safe area for vehicles that may be affected by the emergency situation in the operation area, ensuring the safety of machinery and equipment,	Shift Supervisor
Crisis Desk	Senior Management provides the necessary coordination and support for the directorates both during and after the incident	Assistant Operations Manager Technical Manager and Senior Management
Risk Assessment	To coordinate the risk assessment with the relevant managers for possible emergency management and control in normal situations.	HSE, Operations Directorate
Census of Employees	***** To inform the crisis management about the gathering of the employees in the assembly area and counting them, and directing the search and rescue team in case of missing observations in the count.	Human Resources Directorate Directorate of Administrative Affairs
3. Counting of Individuals and Subcontractors	***** Counting the subcontractors, transporters-drivers and other relevant 3rd parties in the areas, ***** Informing the crisis management to direct the search and rescue team in case of missing observations in the count.	Directorate of Administrative Affairs
Keeping Emergency Equipment Ready	***** To determine emergency needs, ***** To inform the management for its supply, ***** To ensure that the necessary response equipment is kept ready in the relevant places	Emergency team
Checking Emergency Equipment	Fire extinguishers, absorbers, firefighter clothing	SELECT
	Fire installation, pumps, hydrants, fire cabinets, etc.	Directorate of Administrative Affairs
Routing and Traffic Management	To guide and guide those who will come from external institutions/organizations such as fire brigades and/or other port operators to support/assist in the emergency response during an emergency.	Directorate of Administrative Affairs
Entry and Exit Control	To control the entrances to the Argaz Port area from outside and to prevent external entries and exits if necessary.	Directorate of Administrative Affairs
Organization, Training and Exercises	To coordinate with the relevant managers for the establishment of ADME Creation of ADMEs	SELECT,
	Training of ADME	SELECT,

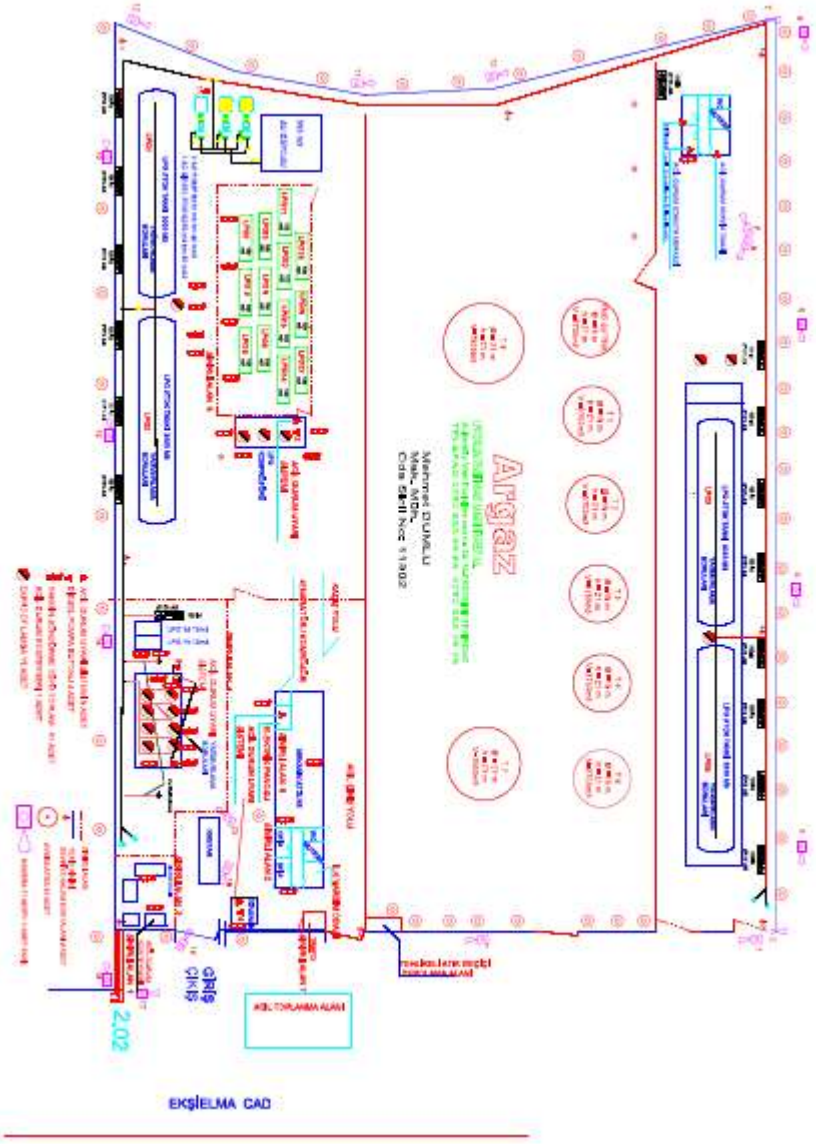
	To make the necessary planning for the drills and to prepare the evaluation report after the drill.	ADHE
Internal and External Communication - Communication	To inform the employees and the relevant 3rd parties and subcontractors about the emergency, to provide the necessary information	Directorate of Administrative Affairs
	Calling Emergency Response Team Members to duty during an emergency	Directorate of Administrative Affairs
	Communicating to ask for help and support from external institutions/organizations during an emergency	Directorate of Administrative Affairs
	Providing information to the press and relevant media groups	Gnl Vice Principal
	Informing customers if necessary after the incident	Trade Directorate
	Informing the insurance to cover the damage and loss after the incident	Directorate of Insurance and Legal Affairs
Communication-Notification with Legal Authorities (Customs Directorate, Undersecretariat of Customs, Port Authority)	Notification to the relevant authorities with the Social Security Institution-SSI after the work accident (2 days after the incident at the latest)	Human Resources Directorate
	Communication with the Port Authority	ISPS Principal
	Communication with customs	Directorate of Customs and Official Relations
	Fire brigade notification in case of fire	Directorate of Administrative Affairs
	Notification of environmental accident and marine spill to the Ministry of Environment and Urbanization and the Port Directorate	Safiport/HSE / Directorate of Administrative Affairs
Emergency Behavior	If he is not on duty in the Emergency Response Team; ***** Upon hearing the alarm, to go to the assembly area quickly without panicking and to assist in the counting, ***** To inform human resources or the supervisor if shelter is taken in a place other than the assembly area, ***** Not to leave the assembly place without permission, ***** To carry out the support service provided to him/her if necessary.	All Employees
Chemical Spill and Hazardous Waste Collection	What needs to be structured in case of chemical leakage and waste collection and management of disposal as waste.	Directorate of Administrative Affairs SELECT
Work Permit	Making the necessary controls before and during the work in contractor and subcontractor works	Relevant Department DirectorateHSE,
Reporting and Recording	To carry out the necessary post-incident reporting and investigations	Relevant Department Manager HSE,
Resumption of Operations After Emergency	If there is no structural deterioration in the building and warehouse area, planning and coordination of re-operation	Senior Management
	Planning and coordination of re-operation if damage and structural deterioration have occurred in the building sites	

11.10 Dangerous Goods Handbook

Coastal facilities engaged in dangerous cargo loading/unloading, handling and temporary storage activities in order to contribute to the safe fulfillment of these activities; Dangerous cargo classes, Packages, packaging, labels, signs and packaging groups of dangerous cargoes, separation tables on board and at the port according to the classes of dangerous cargoes, separation distances of dangerous cargoes in warehouse storage, separation terms, dangerous cargo documents, dangerous cargo emergency response action flow diagram, in dimensions that can be carried in a pocket, IMDG. Dangerous Cargo Handbook with EK code is prepared and submitted to the relevant persons.

11.11 Sealing Areas and Equipment for CTU and Packages, Entry/Exit Drawings

It is in the layout plan.



11.12 Inventory of Port Service Vessels

Ships planned to come to the port within the scope of regular voyage permit are ships carrying gas, oil and petroleum products, chemicals and similar dangerous cargoes.

The port is not located on the shoreline.

The docked ships pump cargo through pipelines from the buoy about 1 mile offshore to the sea.

In Argaz Port; There are no "Port Service ships" such as Port Tugboats, mooring boats, firefighting ships, pollution response, etc.

11.13 Port Authority administrative boundaries, anchorages and sea coordinates of pilot embarkation/embarkation points

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

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

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

A) Port administrative area boundary

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

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

B) Mooring areas

a) Anchorage area no. 1: The anchorage area of ships and military ships that do not carry dangerous cargo is the sea area formed by the following coordinates.

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

b) Anchorage area no. 2: The anchorage area of ships carrying dangerous cargo, nuclear-powered military ships, ships to be quarantined and ships to be degassed is the sea area formed by the following coordinates.

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

c) **(Amended: O.G-26/7/2014-29072) Anchorage** area no. 3: The anchorage area of ships that do not carry dangerous cargo that will pass through the Bosphorus is the sea area formed by the following coordinates.

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

Pick-up and drop-off location from the pilot

40° 51´ 12" N – 029° 15´ 00" E

11.14 At the port facility Emergency Response Equipment Against Marine Pollution

Emergency response equipment against marine pollution in the coastal facility					
List of Equipment Specified in ARGAZ Port Risk Assessment and Emergency Response Plan (LEVEL-1)	ARGAZ Port Equipment List Specified in Risk Assessment and Emergency Response Plan (LEVEL-2)	ARGAZ Port Equipment List Specified in Risk Assessment and Emergency Response Plan (LEVEL-3)	Equipment Belonging to the Facility (Argaz)	GİSAŞ Equipment List in Warehouse	TOTAL
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 sets	7 sets
2 scraper sets	3 scraper sets	Set of 4 scrapers		5 pcs	5 pcs
2 gas measuring devices	3 gas measuring devices	4 gas measuring devices		2 pcs	2 pcs
2 barrier winding drums	4 barrier winding drums			9 pcs	9 pcs
1 water jet	2 water jets			5 pcs	5 pcs
360 meters suction boom	900 meters suction boom		30 meters	4002 meters	4032 meters
400pcs absorbent pad	850pcs absorbent pad		200 pcs	9000 pcs	9200 pcs
20 kg sorbent particles	50 kg sorbent particles			20 kg sorbent particles	20 kg sorbent particles
20 sorbent pillows	35 sorbent pillows			20 sorbent pillows	20 sorbent pillows
1 centrifugal pump	3 centrifugal pumps			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 hard hats	30 hard hats	40 hard hats		26 pcs	26 pcs
20pcs hard hat light exproof	30 pieces of hard hat squeak exproof	40 pieces of hard hat shawl exproof		20 pcs	20 pcs
20 raincoats	30 raincoats	40 raincoats		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
20pcs filter half face gas mask	30pcs filter half face gas mask	40pcs filter half face gas mask		20 pcs	20 pcs
20 protective work glasses	30 protective work glasses	40 pieces of protective work glasses		20 pcs	20 pcs
20 overalls	30 overalls	40 overalls	5 pcs	15 pcs	20 pcs
150 Tywek Suites	250 Tywek Suites	400 Tywek Suites		150 pcs	150 pcs
5 pieces of exproof flashlight	7 exproof flashlights	10 pieces of explosion proof flashlight		10 pcs	10 pcs
2 watercraft	4 watercraft	6 watercraft		4 pcs	4 pcs
25 carton boxes	40 cardboard boxes	50 cardboard boxes		25 pcs	25 pcs
1 fixed tank and stretcher	3 fixed tanks and stretchers			1 fixed tank, 2 stretchers	1 fixed tank, 2 stretchers
2 nets	3 nets			2 pcs	2 pcs
50 nylon bags	70 nylon bags			50 pcs	50 pcs
10 lt detarjan	20 lt detarjan			10 lt	10 lt
30 labels	50 labels			30 pcs	30 pcs

2 floating storage tanks	4 floating storage tanks	7 floating storage tanks		13 pcs	13 pcs
2 land storage tanks	4 land storage tanks	7 land storage tanks		10 pcs	10 pcs
2 impermeable materials	4 impermeable materials	6 impermeable materials		2 pcs	2 pcs
10 plastic drums	25 plastic drums	40 plastic drums		10 pcs	10 pcs
200pcs plastic bags	500pcs plastic bags	1000pcs plastic bags		250 pcs	250 pcs
2 balls of greenhouse nylon	5 balls of greenhouse nylon	7 balls of greenhouse nylon		2 balls	2 balls
3 rolls of warning strips	5 rolls of warning strips	10 rolls of warning strips		3 rolls	3 rolls
5 wheelbarrows	7 wheelbarrows	10 wheelbarrows		10 pcs	10 pcs
5 buckets	10 buckets	30 buckets		20 pcs	20 pcs
5 rakes	7 rakes	10 rakes		25 pcs	25 pcs
5 pickaxes	7 pickaxes	10 pickaxes		23 pcs	23 pcs
15 shovels	25 shovels	40 shovels		20 pcs	20 pcs
1 generator	2 generators	3 generators		2 pcs	2 pcs
5 Pieces of Spotlights and Feet	10 Pieces of Spotlights and Feet	15 Pieces of Spotlights and Feet		5 pcs	5 pcs
10 sampling containers	15 sampling containers	25 sampling containers		15 pcs	15 pcs

11.15 Personal protective equipment (PPE) usage map

USE OF PERSONAL PROTECTIVE EQUIPMENT																			
EPISODE	**MISSION**	**HELMET TS EN 397 + A1**	**WORK SHOES (S2P) TS EN ISO 20345**	**ELECTRICIAN FOOTWEAR (S2P) EN ISO 20345:2011**	**ELECTRICAL INSULATED GLOVES TS EN 60903 (1000 V) TS EN 352 - 2**	**PROTECTIVE GLOVES (GENERAL) TS EN 420 +A1**	**CHEMICAL EMBER. GLOVES TS EN 374 / 1-2-3**	**WELDER'S GLOVES TS EN 12477:2001**	**FACE PROTECTOR TS EN 1731**	**EYE PROTECTOR TS 5560 EN 166**	**CHEMICAL PROTECTIVE GLASSES EN 166**	**RESPIRATORY FOG. PROTECTIVE TS EN 149+A1 (DUST MASK)**	**FILTERING HALF FACE MASK TS EN 140/1998 EN 14337 AXP3**	**EAR PROTECTOR TS EN 352 - 1 / TS EN 352 - 2**	**WELDER'S APRON TS EN ISO 11611**	**WELDER'S MASK EN166:BT, EN175:B, EN 379**	**CHEMICAL COVERALL EN 13034:2005+A1:2009 Type 6 Liquid Splash Type:3,4,5,6**	**DUSTSUIT Type 5 : EN 13982-1:2004+A1:2010 Type 6 : EN 13034:2005+A1:2009**	**SEAT BELT EN 361, EN 358, EN 813, EN 12277**	**SAFETY BELT ROPE EN 354, EN 362, EN 12275**
PORT	PORT OPR. SPECIAL-IST / ASSISTANT SPECIALIST	X	X																
	AGENCY SPECIAL-IST/ASSISTANT SPE-CIALIST	X	X																
	FIELD SUPERVISOR	X	X			X				X		X		X				X	X
	FIELD WORKERS	X	X			X	X			X		X		X					
	TERMINAL TRAC-TOR OPERATOR	X	X			X													
	REACH STACKER OPERATOR	X	X			X												X	X
	WORKSHOP																	X	X
	MECHANICAL GROUP	X	X			X	X		X	X	X	X	X	X			X		
	ELECTRICAL GROUP	X		X	X	X				X		X	X	X					
	WELDER	X	X			X		X		X		X	X	X	X	X			

11.16 Dangerous Cargo Incidents Notification Form

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

PORT FACILITY
"DANGEROUS GOODS INCIDENT NOTIFICATION" DATE:

1. The time when the accident occurred,

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

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

4. Meteorological conditions,

5. The UN number of the dangerous cargo, the appropriate transport name (the legislation specified in the definition of dangerous cargo)
) and amount,
Dangerous cargo hazard class or sub-hazard section, if any,
If you have a dangerous cargo, the packaging group,
Additional risks of dangerous cargo, such as marine pollutants, if any,
Sign and label details of the dangerous cargo,
Characteristics and number of the packaging, cargo transport unit and fixed tank in which the dangerous cargo is transported, if any, Manufacturer, sender, carrier and recipient of the dangerous cargo

6. The extent of the damage/pollution caused,

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

8. How the accident was intervened,

9. From which organizations help is requested,

10. Other ship or neighboring facilities that may be affected by the accident,

FORM PREPARED BY:

Name Surname : Position :
Signature :

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

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

Year/Semester	……..…/……..……
Relevant Port Authority	
Name of the Coastal Facility	

CONTROL ITEMS	**Controlled (Piece)**	**Faulty (Piece)**	**Cont-rolled (%)**	**Faulty (%)**
CTU Sheet and Brands Suitability				
Improper or Damaged Packaging				
Labels and Brands of Packaging				
Documentation (Dangerous Cargo Declaration)				
Inappropriate or Damaged Transpor-table Tank or Land Tankers				
CTU/Vehicle/Fixed tank In-Stacking and Lashing				
Compliance of the Cargo with the Se-paration Rules				
Safe Fixed Tanks Convention (CSC) Approval Plate				
Land Tanker Lashing Apparatus and Attachments				

CHECKED CTU FILLING COUNTRY INFOR-MATION	**Fixed tank Quantity**	**Other CTU (Piece)**	**Vehicle (Piece)**
Filled domestically			
Filled Abroad Country			
Filled Abroad Country			
Filled Abroad Country			
Filled Abroad Country			
Filled Abroad Country			