



# SANKO PETROKİMYA MAMÜLLERİ SAN.VE TİC.A.Ş. PORT FACILITIES DANGEROUS CARGO HANDLING GUIDE



**ISSUE DATE: 23 MAY 2022**

(See the revisions in Revision Page)

<http://sankopetrokimya.com/IngilizceSankoTMR.pdf>

**Facility Authority**  
**Erhan OĞLAKÇI**

**Dangerous Goods Safety Advisor**  
**Hasan AKDEMİR**

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>2</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

## REVISION PAGE

Row No	Revision No	Revision content	Revision Date	Revised by
				Name Surname
1	<b>01</b>	Changed Dangerous Goods Guidance Instruction, Section 1,2,3 has been revised – 7.6,9.3 and ANNEX-20.3 have been added	23.05.2022	Hasan AKDEMİR
2	<b>02</b>	Facility Information Form - Renewed items within the scope of the directive were revised	10.06.2022	Hasan AKDEMİR
3	<b>03</b>	Annex19 and Annex 20 have been revised. Facility information form updated.	25.08.2022	Hasan AKDEMİR
4	<b>04</b>	Packaged Dangerous Cargo arrangement has been made.	16.09.2022	Hasan AKDEMİR
5	<b>05</b>	Facility Information Form, site plan, fire plan, Hazard. load principals have been updated. Annex-20.5 is included.	30.03.2023	Hasan AKDEMİR
6	<b>06</b>	Appendix-20 and First aid material list has been updated.	24.04.2023	Hasan AKDEMİR
7	<b>07</b>	Facility Information form and APPENDIX-20.6 have been updated.	12.09.2023	Hasan AKDEMİR
8	<b>08</b>	Facility information form, Rules to be followed in the coastal facility, Packaged Loads and Separation tables, Documentation sections. ANNEX 1, 3, 11, 17, 18, and 19 have been revised.	04.10.2024	Hasan AKDEMİR
9	<b>09</b>	The facility information form and Section 8.4 have been updated.	13.05.2025	Hasan AKDEMİR
10				

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>3</b>
<b>DANGEROUS CARGO HANDLING GUIDE</b>				

## CONTENTS

<b>REVISION PAGE .....</b>	<b>2</b>
<b>CONTENTS.....</b>	<b>3</b>
1.1 FACILITY INFORMATION FORM.....	8
1.2 Loading/discharging, handling and storage procedures for dangerous goods handled and temporarily stored at the coastal facility .....	10
1.2.1 General .....	10
1.2.2 Dangerous Goods Planned to be Handled and Temporarily Stored at Our Coastal Facility: .....	11
<b>2. RESPONSIBILITIES .....</b>	<b>18</b>
2.1 General responsibilities .....	18
2.2 Responsibilities of the cargo person.....	18
2.3 Responsibilities of the coastal facility operator.....	18
2.4 Responsibilities of the ship owner.....	20
2.5 Dangerous Goods Safety Advisor Responsibilities: .....	21
2.6 Carrier's responsibilities.....	22
Dangerous Goods Handling Officers.....	22
<b>3. RULES TO BE APPLIED/ FOLLOWED AND MEASURES TO BE TAKEN BY THE COASTAL FACILITY.....</b>	<b>23</b>
3.1 Rules to be followed by Coastal Facility Operators:.....	23
3.2 Measures to be Taken by Coastal Facility Operators: .....	24
<b>4. CLASSES, TRANSPORTATION, LOADING/DISCHARGING, HANDLING, SEGREGATION, STOWING AND STORAGE OF DANGEROUS GOODS.....</b>	<b>28</b>
4.1 Classes of Dangerous Goods:.....	28
4.2 Packs and packaging of dangerous goods: .....	33
4.3 Placards, plates, brands and labels related to the Dangerous goods .....	35
4.4 Packaging an Approval Marking. ....	38
4.5 Segregation Tables Of Dangerous Goods Aboard Ship And Port According To Classes:.....	39
4.6 Separation Distances And Separation Terms For Hazardous Materials Applicable Storage At Storage Area.....	45
<b>5. MANUAL FOR DANGEROUS CARGOES HANDLED ON SHORE FACILITY .....</b>	<b>49</b>
<b>6. OPERATIONAL ISSUES .....</b>	<b>50</b>
6.1 Procedures for berthing, mooring, loading/discharging, harbouring or anchoring of ships transporting dangerous goods at night and day in a safe condition: .....	50
6.2 Procedures for additional measures taken for loading, discharging and transshipment of dangerous goods according to seasonal conditions. ....	50

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>4</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

6.3	Procedures for keeping away flammable, combustible and explosive materials from spark producing operations and procedures for not operating vehicles, equipment and tools capable of spark-production in area of dangerous goods handling, stowing and storing are made.....	51
<b>7.</b>	<b>DOCUMENTATION, CONTROL AND RECORD .....</b>	<b>55</b>
<b>7.1</b>	<b>What are all the Mandatory Documents, Information and Documents Regarding Dangerous Goods, and Procedures for Their Procurement and Control by the Relevant Persons .....</b>	<b>55</b>
7.2	Procedures for proper and full keeping updated list of dangerous goods in shore facility area and other information: .....	61
7.3	Procedures for control of proper identification of dangerous goods in the facility, using proper shipping names, certificating, packaging/packed, labeling and declaring of dangerous goods, loading to approved package, container or good cargo transport unit in accordance with rules and transporting in a safe condition and reporting the results of control. ....	61
7.4	Procedures for obtaining and keeping dangerous goods safety information form(SDS).....	62
7.5	Procedures for keeping records and statistics of dangerous goods.....	62
7.6	Information on Quality Management System .....	63
<b>8.</b>	<b>EMERGENCIES, PREPAREDNESS FOR EMERGENCIES AND RESPONSE .....</b>	<b>64</b>
8.1	Response procedure for dangerous goods that endangers/able to endanger life, property and/or environment and dangerous incidents involving dangerous goods: 64	
8.2	Information for possibility, capacity and capability of shore facility to response emergencies. ....	64
8.3	Regulations of first response for accidents involving dangerous goods. (First aid procedures, first aid facilities and capabilities ext.) .....	66
8.4	Notification to be made inside and outside of facility in emergencies.....	72
8.5	Procedures for reporting accidents. .... <b>Hata! Yer işareti tanımlanmamış.</b>	
8.6	Coordination, support and cooperation method with public authorities.....	73
8.7	Emergency evacuation plan for ship and sea vehicles from shore facility in emergencies.....	73
8.8	Procedures for handling of damaged dangerous goods and wastes contaminated by dangerous goods and disposal of them. ....	78
8.9	Emergency drills and their records:.....	79
8.10	Information on fire protection system. ....	79
8.11	Procedures for approval, inspection, test, maintenance of fire protection system and keeping ready to use it. ....	80
8.12	Measures to be taken when fire protection system not working.....	80
8.13	Other risk controlling equipment. ....	80
<b>9.</b>	<b>OCCUPATIONAL HEALTH AND SAFETY.....</b>	<b>81</b>
9.1	Occupational Health and Safety Measures: .....	81

	Revision No	Release Date	RevisionDate	Page No
	09	23.05.2022	13.05.2025	5
<b>DANGEROUS CARGO HANDLING GUIDE</b>				

9.2.	Information for personal protective clothing and procedures for using them:	84
9.3	Closed Space Entry Permit Measures and Procedures.....	85
<b>10.</b>	<b>OTHER ISSUES .....</b>	<b>86</b>
10.1	Validity of Dangerous Goods Compliance Certificate.....	86
10.2	Duties defined for Dangerous Goods Safety Advisor. ....	86
10.3	Issues for carrier of dangerous goods to the shore facility /from the shore facility by land (documents to be kept by road vehicles during entrance/exit of port or shore facility field, equipment and tools kept by these vehicles; port field speed limits, etc.): .....	87
10.4	Issues regarding to the carriers of dangerous goods to coming the shore facility/leaving from shore facility by sea (exhibition of signals by ships and sea vehicles to the port or shore facility by day/at night, cold and hot working procedures aboard ship).....	89
10.5	Additional issues added by shore facility.....	89
<b>11.</b>	<b>ANNEXES .....</b>	<b>90</b>
	<b>ANNEX-1 GENERAL LAYOUT OF SHORE FACILITY.....</b>	<b>91</b>
	<b>ANNEX-2 PHOTO OF GENERAL APPEARANCE OF SHORE FACILITY .....</b>	<b>92</b>
	<b>ANNEX-3 EMERGENCY CONTACT POINTS AND CONTACT INFORMATION.....</b>	<b>93</b>
	<b>ANNEX-4 GENERAL LAYOUT PLAN OF FIELDS THAT DANGEROUS GOODS HANDLED .....</b>	<b>95</b>
	<b>ANNEX-5 FIRE PLAN OF FIELD THAT DANGEROUS GOODS HANDLED .....</b>	<b>96</b>
	<b>ANNEX-6 GENERAL FIRE PLAN OF FACILITY .....</b>	<b>97</b>
	<b>ANNEX-7 EMERGENCY ACTION PLAN.....</b>	<b>98</b>
	<b>ANNEX-8 EMERGENCY MEETING POINT PLAN .....</b>	<b>99</b>
	<b>ANNEX-9 EMERGENCY MANAGEMENT PLAN.....</b>	<b>100</b>
	<b>ANNEX-10 DANGEROUS GOODS MANUAL.....</b>	<b>101</b>
	<b>ANNEX-11 LEAKAGE AREAS, EQUIPMENT, ENTRANCE/EXIT DRAWING FOR CTU AND PACKAGES .....</b>	<b>102</b>
	<b>ANNEX-12 INVENTORY OF PORT SERVICE SHIPS .....</b>	<b>105</b>
	<b>ANNEX-13 CEYHAN REGIONAL PORT PRESIDENCY ADMINISTRATIVE BOUNDARIES, ANCHORING LOCATIONS AND MARINE COORDINATES OF HARBOR PILOT LANDING/BOARDING POINTS.....</b>	<b>106</b>
	<b>ANNEX-14 EMERGENCY RESPONSE EQUIPMENT AGAINST MARINE POLLUTION IN PORT FACILITY.....</b>	<b>107</b>
	<b>ANNEX-15 PERSONAL PROTECTIVE EQUIPMENT(PPE) USE MAP .....</b>	<b>108</b>
	<b>ANNEX-16 NOTIFICATION FORM FOR DANGEROUS GOODS INCIDENT .....</b>	<b>110</b>

	Revision No	Release Date	RevisionDate	Page No
	09	23.05.2022	13.05.2025	6
<b>DANGEROUS CARGO HANDLING GUIDE</b>				

<b>ANNEX-17 NOTIFICATION FORM FOR CONTROL RESULTS OF DANGEROUS GOODS CARGO TRANSPORT UNITS (CTUS).....</b>	<b>112</b>
<b>ANNEX-18 PROCEDURE FOR SAFE HANDLING OPERATION OF PACKAGED HAZARDOUS LOADS .....</b>	<b>113</b>
<b>ANNEX-19 SAFETY HANDLING OPERATION PROCEDURE FOR DANGEROUS SOLID BULK CARGO .....</b>	<b>122</b>
<b>ANNEX-19.1 SAFETY HANDLING OPERATION PROCEDURE FOR DANGEROUS SOLID BULK CARGO CHECT LIST .....</b>	<b>126</b>
<b>ANNEX-19.2 PETRO COKE AND COAL HANDLING PROCEDURE .....</b>	<b>127</b>
<b>19.3 LIGNITE HANDLING PROCEDURE .....</b>	<b>132</b>
<b>19.4 FLORSPAT (CALCIUM FLUORIDE) HANDLING PROCEDURE.....</b>	<b>136</b>
<b>EK 19.5 SEED MEAL (CEED CAKE) HANDLING PROCEDURE .....</b>	<b>138</b>
<b>ANNEX-19.6 WOODCHIPS HANDLING PROSEDURE .....</b>	<b>147</b>
<b>ANNEX- 20 DANGEROUS MATERIAL OPERATION RESPONSIBLE TASK DEFINITION .....</b>	<b>149</b>
<b>ANNEX-20.1 DUTIES AND RESPONSIBILITIES OF THE SHIFT SUPERVISOR.....</b>	<b>151</b>
<b>ANNEX-21 ACCIDENT PREVENTION POLICY.....</b>	<b>153</b>
<b>12. DEFINITIONS AND ABBREVIATIONS.....</b>	<b>154</b>
<b>PRESENTATION .....</b>	<b>156</b>

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>7</b>
<b>DANGEROUS CARGO HANDLING GUIDE</b>				

## INTRODUCTION

The entry and presence of dangerous cargoes in port areas and any consequential handling should be controlled to ensure the general safety and security of the area, the containment of the cargoes, the safety of all persons in or near the port area, and the protection of the environment.

- The safety of life at sea and the safety and security of a ship, its cargo and its crew in a port area are directly related to the care which is taken with dangerous cargoes prior to loading or unloading, and during their handling.
- These Recommendations are confined to dangerous cargoes which are in a port area as part of the transport chain. These Recommendations do not apply to dangerous substances which are used in a port area or are for general storage in the port area, but Governments may wish to control such use and storage by national legal requirements. Should a substance covered by either of these exclusions subsequently be shipped, these Recommendations should then be applied, even though the substance is already in the port area.
- The safe transport and handling of dangerous cargoes is based on correct and accurate application of regulations for transport and handling of such cargoes and depends on appreciation by all persons concerned of the risks involved and on the full and detailed understanding of the regulations. This can only be achieved by properly planned and carried out training and retraining of persons concerned.
- The codes and guides are under continuous review and are regularly revised. It is essential that only the most up-to-date editions are used. The contents of these codes and guides have been repeated in these Recommendations only to the extent necessary.

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>8</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

## 1.1 FACILITY INFORMATION FORM

1	Name/title of facility operator	Sanko Petrokimya Mamüleri San. ve Tic. A.Ş.		
2	Contact Information of facility operator (address, phone, fax,e-mail and web page)	İbrahim Mah.Sanko Str.Sanko Holding Board of Directors Building, A Block No.12A Phone: 0 342 211 30 00 Fax: 0 342 211 39 87		
3	Name of facility	Sanko Port Facilities		
4	Province of the facility	Adana		
5	Contact Information of facility (address, phone, fax,e-mail and web page)	Akyuva District Golovasi Coastal Area Yumurtalik/ADANA Phone: 0322 675 23 50 (5 hat), Fax : 0322 675 23 55, <a href="mailto:info@sankopetrokimya.com.tr">info@sankopetrokimya.com.tr</a>		
6	Geographical area of facility	Akdeniz Region		
7	Port Authority of facility and contact details	Ceyhan Regional Port Authority Tel : 0322 639 21 39 Fax : 0 322 639 21 40		
8	Mayor ship of facility and contact details	Yumurtalık Municipality Phone : 0 322 671 20 17		
9	Free Zone or Organized Industrial Zone of facility	-		
10	Validity date of shore facility Operating Permit/Provisional Operating Permit	05.06.2025		
11	Facility operating status (X)	Own load and add.third party (X)	Own load (....)	Third part (...)
12	Name and surname of facility responsible person, contact information (phone, fax,e-mail)	Erhan OĞLAKÇI Tel: 0532 706 80 77 / 0322 675 23 50 (5 hat) Fax: 0322 675 23 55 <a href="mailto:eoglakci@sankopetrokimya.com.tr">eoglakci@sankopetrokimya.com.tr</a>		
13	Name and surname of responsible person for dangerous goods operation of facility, contact information (phone, fax,e-mail)	Erhan OĞLAKÇI Tel: 0551 244 70 60 Ali Rıza ÇİFTLER Tel: 0542 786 43 53		
14	Name and surname of Dangerous Goods Safety Advisor of Facility, contact information (phone, fax,e-mail)	Hasan AKDEMİR Tel: 0534 368 73 75 hasan@atasarmuhendislik.com.tr Fadime Nur BİLGİÇ Tel: 0535 580 27 92 nur@atasarmuhendislik.com.tr		
15	Marine coordinates of facility	36° 50'22"N - 035°53'53"E		
16	Type of dangerous goods handled in	Dangerous Solid Bulk Cargoes		

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>9</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

	facility (goods under MARPOL Annex-1, IMDG Code, IBC Code, IGC Code, IMSBC Code, Grain Code, TDC Code and asphalt/bitumen and scrap goods)	Packaged Dangerous Goods
17	Dangerous goods handled at the facility (loads in 16th article will be written separately. Additional cargo request will be sent to the port authority with the ANNEX-1 function. It will be added to TYER when appropriate.)	Coal Petroleum Coke Calcium Fluoride (Fluorspar) Lignite (Linyit Briquettes) Ceed Cake Woodchips
18	Classes for handled cargo subject to IMDG CODE	Class- 2 /Class -3 / Class 4.1 / Class 4.2 / Class 4.3 Class 5.1 / Class 5.2 / Class 6.1 / Class 8 / Class 9
19	Groups in characteristic table for handled cargo subject to IMSBC Code	Coal – Groups B(andA) Petroleum Coke- Group B Lignite- Group B Calcium Fluoride- GROUP- AveB Ceed Cake -Grup B Woodchips- Group B
20	Types of Ship berthing to facility	General Cargo , Dry Bulk Cargo Ships, And Container Ships
21	Facility's distance to main road (kilometer)	10 km.
22	Facility's distance to railway (km) or railway connection (Yes/No)	25 km. No railway connection
23	Facility's distance to closest airport (km) and its name	Çukurova Airport, 125 Km.
24	Goods handling capacity of facility (Ton/Year; TEU/Year; Vehicle/Year)	8.000.000 Ton/Year 25.000 TEU/year
25	Scrap handling made/not made in facility	NO
26	Is there border crossing (Yes/No)	YES
27	Is there a bonded areas?(Yes/No)	Yes (13.660 m <sup>2</sup> temporary bonded open area, 7.680 m <sup>2</sup> A Type bonded closed ware house, 78.855,53 m <sup>2</sup> A Type bonded open ware house)
28	Goods Handling equipment and capacity	Mobile crane 2 pieces (30 tonsand 124 tons) Rubber-tyred mobile crane 2 units (124 tons and 144 tons)
29	Storage tank capacity (m <sup>3</sup> )	---
30	Open storage area (m <sup>2</sup> )	75.000 m <sup>2</sup>

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>10</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

31	Semi-closed storage area (m <sup>2</sup> )	7.450m <sup>2</sup>				
32	Closed storage area (m <sup>2</sup> )	15.420 m <sup>2</sup>				
33	Determined fumigation and/or decontamination from fumigation area (m <sup>2</sup> )	---				
34	Name/title of pilotage and towage service provider, contact information	Anadolu Kılavuzculuk A.Ş. Phone : 0 216 469 73 41 Uzmar Denizcilik Ti.c ve San Ltd. Şti. Phone : 0232 445 76 00 Arpaş Ambarlı Römorkaj Pilotaj Tic. A.Ş Phone: 0212 875 38 10				
35	Name/title of pilotage and towage service provider, contact information	Yes				
36	Capacity of Waste Acceptance Facility (This part will be issued separately according to the waste accepted by facility)	Waste Type		Capacity (m <sup>3</sup> )		
		Bilge		30		
		Sludge		45		
		Waste oil		30		
		waste water		30		
37	Characteristics of berth/jetty etc. Areas					
	Berth/Jetty No	Height (meter)	Width (meter)	Maximum water depth (meter)	Min,mum water depth (meter)	Tonnage and height of The largest ship berthed (DWT or GRT - meter)
	Berth -1	305	28	18,88	17,40	130.000 DWT-280 meters
	Berth- 2	251	28	18,45	17,07	100.000 DWT-255 meters
	Berth-3	441	20	17,40	12,50	70.000 DWT-230 meters
	Beath-4	300	20	12,50	7,70	20.000 DWT-157 meters
	WalkingTrail	250	13	7,70	3	-
	The name of the pipeline (in the plant)			<i>Count (Piece)</i>	<i>Length (Meter)</i>	<i>Diameter of (Inch)</i>
	-	-	-	-	-	-

## 1.2 Loading/discharging, handling and storage procedures for dangerous goods handled and temporarily stored at the coastal facility

### General

Sanko Petrokimya Mamülleri San. Tic. Inc. In Port Facilities, packaged dangerous cargo handling within the scope of the IMDG code and coal, petro-coke, lignite, calcium fluorite, wood sawdust and seed meal, which are solid bulk cargoes within the scope of the IMSBC code, are handled.

Packaged dangerous cargo, defined as Class 1 explosive substances (except compatibility group 1.4S), class 7 radioactive substances, and class 6.2 infectious

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>11</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

substances within the scope of the IMDG code, are not handled in our facility. In addition, dangerous substances belonging to classes 2, 3, 4.1, 4.2, 4.3, 5.1, 5.2, 6.1, 8 and 9 are handled.

Within the scope of the IMSBC Code, bulk coal, lignite coal, petroleum coke, fluorspar, wood sawdust and seed meal from cargoes in groups "B" and "AveB" in the quadratic table are handled in Lahika-1. Dangerous cargo without permission cannot be handled at the shore facility. When bulk cargoes included in the scope of dangerous cargo are to be handled, a handling procedure is established, necessary precautions are taken, added to the guide, and the handling is carried out after obtaining permission from the port authority.

Class 5.1 bulk cargoes cannot be loaded or unloaded while fuel supply is in progress unless permission is granted by the port administration and the conditions previously specified by the port administration are met.

#### **Dangerous Goods Planned to be Handled and Temporarily Stored at Our Coastal Facility:**

In our port facility, packaged dangerous goods subject to IMDG code and solid bulk cargoes within the scope of dangerous goods subject to IMSBC Code are handled, and temporary storage is not carried out within the boundaries included in the definition of Coastal Facility within the scope of the Regulation on the Transport of Dangerous Goods by Sea and Loading Safety. In our facility, temporary storage is only carried out in open areas outside the boundaries facing the sea side of the shoreline, while determining these areas, administrative buildings, neighboring facilities and the characteristics of the dangerous substances in these facilities, and rapid access opportunities for intervention were taken into consideration. The handling procedure of Dangerous Solid Bulk Cargoes handled in our facility is as in ANNEX-19.

<b>UN</b>	<b>NAME AND DESCRIPTION</b>	<b>CLASS</b>	<b>GROUP</b>
-	PETROLEUM COKE	MHB	B
-	COAL	MHB	B(AveB)
-	Calcium Fluorite (FLUORSPAR)	MHB	A AND B
	Lignite (Lignite)	MHB	B
	WOODCHIPS	MHB	B
UN 1336 UN 2237	CEED CAKE	4.2	B
UN number of the packaged cargo	Shipment name of the packaged cargo		

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>12</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

### Docks and piers reserved for loading and unloading of ships carrying hazardous materials

There are 4 docking docks on the pier in our coastal facility. Ships are accepted to our facility day and night.

Dock/Pier No.	Height (meters)	Width (meter)	Max . Water Depth (meters)	Min. Water Depth (meters)	Length of Largest Ship to Berth ( DWT or GRT) –meters )
No. 1 Approach place	305	28	18.88	17.40	130.000 DWT-280 meters
No. 2 Approach place	251	28	18.45	17.07	100.000 DWT-255 meters
No. 3 Approach place	441	20	17.40	12.50	70.000 DWT-230 meters
No. 4 Approach place	300	20	12.50	7.70	20.000 DWT-157 meters

### Separated Warehouses and Depots for Hazardous Materials:

<b>WAREHOUSE/STOREHOUSE</b>	<b>Capacity</b>
OPEN WAREHOUSE	78,854.53 m <sup>2</sup>
CLOSED WAREHOUSE	30,362.39 m <sup>2</sup>
CLOSED WAREHOUSE	15,414 m <sup>2</sup>
OPEN WAREHOUSE	54,000 m <sup>2</sup>
TEMPORARY CUSTOMS FIELD	13,660 m <sup>2</sup>

- Temporary storage of all hazardous cargo handled in our facility is carried out in an open storage area outside the coastal facility boundaries; hazardous material handling is not carried out in closed areas.
- A storage area has been established in our facility in accordance with the separation and stacking rules for packaged dangerous goods and containers carrying dangerous goods, and the temporary storage of the said loads is carried out in accordance with the separation and stacking rules determined by IMO. Containers containing dangerous goods are placed at the outermost part of the stack with their entrance doors facing outwards. Access roads are kept open and necessary fire and environmental safety measures are taken.
- In our facility, there is a stacking area with suitable capacity, covered and unaffected by rain, sea water etc. for packages containing class 4.3 hazardous materials that emit flammable gases when in contact with water and load

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>13</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

carrying units containing such packages . These areas are specified in the layout plan and are equipped with warning signs indicating the risks of such loads.

- Work and operations for damaged cargo transport units or packages containing hazardous materials will be carried out by taking the necessary precautions in the CFS area. In case of leakage in the said cargo transport unit or packages, the operations related to them will be carried out in portable leakage pools with a capacity of 2 40-foot containers.
- Temporary storage of hazardous loads is not done in closed areas in our facility.

The notification of cargo not specified in the Dangerous Goods Guide and planned to be handled at the facility is made to the relevant Port Authority by filling out the form below . It is stated that the equipment that should be present at the facility according to the code to which the cargo in question is subject and the attached safety data sheet is present at the facility, and that all necessary precautions such as first aid, fire, safety, etc. have been implemented. The cargo notification that is not specified in the Dangerous Goods Guide and is planned to be handled at the facility is made to the relevant Port Authority by filling out the form below. According to the code to which the load in question is subject and the attached safety data sheet, the equipment that should be in the facility is located in the facility, first aid, fire, safety, etc. to be taken. It is stated that all necessary measures have been implemented.

Proper shipping name	
UN Number and Groups in Class ID/Characteristic table, if any	

The type of payload and the code to which it is natural	Dangerous Liquid Bulk Cargoes (Petroleum and Petroleum Derivatives-MARPOL Annex-1)	
	Dangerous Liquid Bulk Cargoes (Chemical and Similar-IBC Code)	
	Dangerous Liquid Bulk Cargoes (Liquefied Gas-IGC Code)	
	Packaged Dangerous Goods (IMDG Code)	
	Dangerous Solid Bulk Cargoes (IMSBC Code)	

Appendix: Safety Data Sheet (SDS)

Dangerous Goods Safety Consultant Coastal Facility Officer  
Name/Surname/Signature

Name/Surname

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>14</b>
<b>DANGEROUS CARGO HANDLING GUIDE</b>				

## **General Loading/Discharging Rules for Handling and Temporarily Stored Dangerous Goods**

The safety measures to be taken and the principles to be applied by the Dangerous Goods Operations Officers and other personnel who will be assigned to the operation for the safe handling and loading/unloading of packaged cargo and hazardous solid bulk cargo handled in the port facility have been determined.

Handling procedures for dangerous cargo to be loaded/unloaded in our facility are included in ANNEX-18, ANNEX-19 and ANNEX-20, and some general rules are as follows.

- If the material to be evacuated has come from abroad, the evacuation will not begin until the customs procedures are completed and the evacuation permit is received.
- Employees are ensured to wear their personal protective equipment and are not allowed to start work without being informed about the Personal Protective Equipment Use Instruction.
- If the vehicles to be loaded are not suitable for loading hazardous materials, loading cannot be done. It is checked whether the front, rear warning and lighting lamps are in working order. Unsuitable vehicles cannot be loaded without fixing their malfunctions.
- The speed limit of vehicles within the Port is 20 km/h.
- The status of the ship's cranes is learned. If there is a problem, the authorized person is notified. Cargo handling with a faulty crane is prevented.
- During night shifts, personnel who are sleep deprived or left over from the day are not allowed to work.
- Lighting is checked during night work. If it is insufficient, additional lighting is provided with a projector.
- It is ensured that vehicles enter the bunker bottoms properly.
- Occupational Health and Safety rules are applied in all works.
- Depending on the nature of the Hazardous Material, additional protective equipment is worn appropriately.
- Areas where hazardous cargo is handled are monitored 24 hours a day without any blind spots, and image records are kept for at least 30 days.

### **Storing notifications**

Notifications made to our coastal facility are stored in physical or electronic media and are made available during inspections by the Ministry of Transport and Infrastructure, General Directorate of Maritime Affairs or the relevant Port Authority.

### **Loading Safety**

According to Article 14 of the Regulation on the Transport of Dangerous Goods by Sea and Loading Safety, loading is carried out in accordance with the following rules at Sanko Petrochemicals Ind. Trade Inc. coastal facilities.

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>15</b>
<b>DANGEROUS CARGO HANDLING GUIDE</b>				

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

(2) In order to ensure the safe loading of cargo onto the ship, the provisions of the BLU Code and BLU Manual, the Code of Safe Practice for Cargo Stowage and Securing (CSS Code), the Code of Practice for Packing Cargo Transport Units (CTU Code) and the Code of Safe Practice for Ships Carrying Timber Cargo on Deck (TDC Code) shall be complied with, depending on the type of cargo.

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

(4) The ship cannot be loaded more than the loading limit, taking into account the loading limit mark. In the event of such a situation, the ship is not allowed to sail and administrative action is taken against the person concerned within the scope of Article 22.

(5) Before the handling operation, the loading-unloading plan and before the ship departs, the results of the draft survey or weighbridge survey to determine the amount of cargo loaded are submitted to the harbour master by the ship's responsible person. The administration or the harbour master may request that the draft survey or weighbridge survey report be obtained from an authorised inspection company.

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

(7) The cargo and ballast water arrangement is monitored throughout the loading or unloading operation to ensure that the ship's structure is not subjected to excessive stress.

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

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

(10) Loads that may harm other loads are loaded in accordance with the rules of segregation in order to prevent situations such as placing heavy loads on top of light loads, placing liquid loads on top of dry loads, and the smell of foul-smelling loads spreading to other loads.

(11) In order to ensure that the safety measures regarding the loading, stacking, segregation, handling, transportation and discharge of cargoes onto the ship are fully implemented and maintained, all cargoes, cargo units and cargo transport units, except for solid and liquid bulk cargoes, are loaded, stacked and secured in accordance with the Cargo Securing Manual approved by the Administration or authorized classification societies on behalf of the Administration, in accordance with SOLAS Chapter VI Part A Rule 5.6.

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>16</b>
<b>DANGEROUS CARGO HANDLING GUIDE</b>				

### **Loads within the scope of the IMDG Code**

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

(2) Parties involved in the transport of packaged dangerous goods shall take measures in accordance with this Regulation and the provisions of the IMDG Code, taking into account the nature and extent of foreseeable risks in order to prevent damage and injuries and to minimise their effects.

(3) In the transport of dangerous goods by sea, it is mandatory to use packages defined in IMDG Code Chapter 6, tested by organizations authorized by the Ministry or the competent administration of a country party to SOLAS and issued with a UN certificate.

(4) The Container/Vehicle Packing Certificate in IMDG Code Rule 5.4.2 shall be filled out and signed by the persons loading dangerous goods into the cargo transport unit (excluding tank containers). These persons shall receive the relevant training in IMDG Code Rule 1.3. The Container/Vehicle Packing Certificate shall be presented to the port before the cargo arrives at the port or upon entry with the cargo. A copy of this certificate shall be placed on the inner wall of the right door of the container.

(5) The documents specified in IMDG Code Rules 5.4.3, 5.4.4 and 5.4.5 are kept on every ship carrying dangerous goods in packages.

(6) In accordance with SOLAS Chapter II-2 Section G Rule 19.4, a Certificate of Compliance issued by the competent authority shall be kept on board ships to prove that the ship is suitable for carrying dangerous goods and that it is equipped. Except for dangerous solid bulk cargoes, a certificate is not required for IMDG Code Class 6.2, Class 7 and dangerous goods that can be carried in limited quantities.

### **Loads within the scope of the IMSBC Code**

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

(2) On ships carrying solid bulk dangerous cargoes, a cargo manifest or special list showing the dangerous cargoes on board, together with their locations, must be available in accordance with SOLAS Chapter VII Part A Regulation 7.2.2. A detailed stowage plan showing the location of all dangerous cargoes on board and indicating their classes may be used instead of the cargo manifest or special list.

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

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

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>17</b>
<b>DANGEROUS CARGO HANDLING GUIDE</b>				

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

b) Procedures for sampling, testing and controlling moisture content to ensure that the MC value is less than the TML while the cargo is on board are prepared by the ship's officer, taking into account the provisions of the IMSBC Code. The approval and implementation of these procedures are controlled by the harbour master's office. A document indicating that the procedure has been approved is given to the ship's officer.

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

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

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

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

(6) Appropriate emergency response instructions are kept on board to respond to accidents arising from hazardous solid bulk cargoes.

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

 <b>SANKO</b>	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>18</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

## 2. RESPONSIBILITIES

All measures will be taken at our facility in order to carry out the transportation in a safe, secure and environmentally friendly manner, to prevent accidents and to minimize the damage when an accident occurs, and the responsible authorities and the responsibilities of these authorities are as follows.

Specified responsibilities indicate the responsibilities of the parties while fulfilling the requirements in Articles 14, 15 and 16 of the Regulation on the Transport of Dangerous Goods by Sea and Loading Safety, Chapter 4.

### 2.1 General responsibilities

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

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

EmS Guide, which includes Emergency Response Methods and Emergency Schedules for Ships Carrying Dangerous Goods .

c) 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 for the people affected by the damages of the dangerous goods and the health problems caused by the accidents involving these cargoes.

### 2.2 Responsibilities of the cargo person

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

b) placarding of dangerous goods in accordance with their type .

c) It ensures that dangerous goods are loaded, stacked and securely fastened to approved packaging and cargo transport units in accordance with the rules and safely.

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

### 2.3 Responsibilities of the coastal facility operator

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

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

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>19</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

c) It does not handle dangerous goods for which it has not received a handling permit from the Administration , and it does not make the ships that will dock by making a plan within this scope.

ç) Requests the mandatory documents, information and documents related to dangerous goods from the cargo person and ensures that they are found with the cargo. If the relevant documents, information and documents cannot be provided by the cargo person, it is not obliged to accept or handle the dangerous cargo at its facility .

d) It carries out the loading or unloading operation according to the agreement to be reached by sharing all the data that may be required according to the characteristics of the cargo with the ship's person. The ship does not change the operation without the knowledge of the person concerned.

e) Takes the necessary measures to ensure that the ship is safely moored at the pier and handling .

f) Controls the transport documents containing information that the dangerous goods arriving at the facility are classified, packaged, marked, labeled, plated and loaded safely to the cargo transport unit.

handling of dangerous goods and the planning of this handling are documented by receiving the necessary training, and does not assign personnel without documents to these operations.

g) Dangerous goods handling in its facility It ensures that the equipment is in working condition and that the relevant personnel are trained and documented on the use of these equipments.

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

i) Carries out activities related to dangerous cargoes at docks, piers and warehouses established in accordance with these works.

i) Equips the piers and piers reserved for ships that will load or unload dangerous liquid bulk cargoes with appropriate installations and equipment for this work.

j) Keeps an up-to-date list of all dangerous goods on board the vessels berthed and in the closed and open areas of the facility and gives this information to the relevant parties upon request.

k) Notifies the port authority of the instant risk posed by the dangerous goods that it handles or temporarily stores in its facility and the measures it takes for it .

Notifies the port authority of the accidents related to dangerous goods , including the accidents at the entrance to closed areas .

m) Provides the necessary support and cooperation in the controls and inspections carried out by the Administration and the port authority.

1.4 S), Class 6.2 and Class 7 dangerous goods that are not allowed for temporary storage , out of the coastal facility as soon as possible, without waiting, and applies to the Administration for permission in cases where it is necessary to wait.

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>20</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

o) Takes fire, environment and other safety measures in accordance with the class of dangerous cargo in the temporary warehouses and storage area in accordance with the separation and stacking rules of the cargo transport units where dangerous goods are transported. It keeps fire extinguishing systems and first aid units ready for use at any time in the areas where dangerous goods are handled and makes the necessary controls periodically.

ö) Gets permission from the port authority before the hot working works and operations to be carried out in the areas where dangerous goods are handled and temporarily stored.

p) Prepares an emergency evacuation plan for the evacuation of ships from coastal facilities in case of emergency and submits it to the port authority and informs the relevant people about the plan approved by the port authority.

r) It ensures the internal loading of the cargo transport units in accordance with the loading safety rules in its facility.

## **2.4 Responsibilities of the ship owner**

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

b) Requests all mandatory documents, information and documents related to dangerous goods from the cargo person 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 found on the ship regarding dangerous goods within the scope of legislation and international conventions are appropriate and up-to-date.

Controls the transport documents containing information that the cargo transport units loaded on the ship are appropriately marked, plated and loaded safely.

d) Informs the relevant ship personnel on the risks of dangerous cargoes, safety procedures, safety and emergency measures, response methods and similar issues.

e) Keeps the current lists of all dangerous cargoes on board and declares them to the relevant parties upon request.

f) Ensures that the loading program, if any, is approved and documented and kept in working condition.

g) Notifies the port authority and the coastal facility about the instant risk posed by the dangerous cargoes on the ship approaching the coastal facility and the measures taken for it.

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

h) Notifies the port authority of the dangerous cargo accidents that occur on his ship while navigating or at the coastal facility.

i) Provides the necessary support and cooperation in the controls and inspections carried out by the Administration and the port authority.

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>21</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

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

j) It ensures that the people of the ship involved in the handling of dangerous goods use personal protective equipment suitable for the physical and chemical properties of the cargo during handling .

k) It provides the requirements regarding the loading safety of the loads loaded on its ships.

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

## **2.5 Dangerous Goods Safety Advisor Responsibilities:**

- DGSC authorized under the IMDG Code prepare quarterly reports regarding their responsibilities specified in the regulation and directive and notify this report to the Administration.
- for the IMDG code, DGSC have information about the dangerous goods activities in general, about the IBC Code, IGC Code, IMSBC Code and MARPOL 73/78 applications, depending on their interest, within the scope of dangerous goods handled at the coastal facility.
- DGSC are present at the shore facility during TYUB inspections and actively participate in the inspections.
- DGSC will arrive at the facility within 2 hours at the latest, when requested by the port authority of the coastal facilities they serve, or in case of emergency, when the dangerous goods stored or handled by the facility and cargo persons are called during the operation .
- DGSC, serving at the coastal facility, prepares the Dangerous Goods Handling Guide of the coastal facility together with the coastal facility and checks its accuracy. There is a signature on the guide.
- The quality management system (QMS) established at the coastal facility is followed by an internal audit at least once every 6 months . QMS procedures, nonconformities, risk assessments, near misses miss ), planned maintenance-attitude works, special permits, all work and operations including emergencies.
- procedure and checklist in accordance with all national and international rules regarding entry into closed areas and has it approved by the coastal facility operator.

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>22</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

## 2.6 Carrier's responsibilities

- It requests mandatory documents and documents related to dangerous goods from the cargo person and ensures that they are present with the cargo during the transportation activity.
- checks the compliance of the dangerous goods classified, packaged, marked, labeled and plated by the cargo person with the legislation.
- It checks that the dangerous goods are packaged in accordance with the rules by using approved packaging and load transport units, they are safely loaded and securely fastened to the cargo transport unit.
- Ships carrying dangerous solid bulk cargoes must have a cargo manifest or special list showing the dangerous goods on board, together with their locations, in accordance with SOLAS Chapter VII Part A Rule 7.2.2. A detailed stowage plan showing the location and class of all dangerous goods on board can be used instead of the aforementioned cargo manifest or special list.

### Dangerous Goods Handling Officers

Personnel and responsible persons responsible for all operations related to dangerous goods in our facility are listed below.

<b>Name surname</b>	<b>Mission</b>	<b>Contact information</b>
Erhan OĞLAKCI	Port Manager	0 530 513 28 94
Ali Rıza ÇİFTLER	Operation Responsible	0 542 786 43 53
Erdem CELENK	Shift supervisor	0551 244 70 60
Abdullah ONGUN	Shift supervisor	0507 026 77 77
Mehmet Fatih YURT	Shift supervisor	0542 529 07 69
Emrah BİNBAŞ	Container Operations Manager	0532 608 63 72
Hasan AKDEMİR	DGSC	0534 368 73 75

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>23</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

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

The rules and precautions specified in this section are detailed in Sections 1, 4, 6, 7, 8, 9, 10 of this guide, the Dangerous Goods Emergency Plan and the Accident Prevention Policy. Infrastructure requirements are provided by our port facility.

#### **3.1 Rules to be followed by Coastal Facility Operators:**

- The loading/unloading, handling and storage procedures for dangerous goods handled and temporarily stored at the coastal facility will be carried out in accordance with the rules in section 1.2 of the guide. Apart from this, the following requirements will be fulfilled within the scope of Section 3 of the Regulation on the Transport of Dangerous Goods by Sea and Loading Safety.
- 
- Any ship carrying dangerous cargo handled at the coastal facility cannot approach the facility without the permission of the port authority. After the necessary coordination is established with the port authority and the necessary permissions are obtained. With the planning made within this scope, the ships that will approach are prevented from being victimized.
- Mandatory documents, information and documentation regarding dangerous cargo are requested from the cargo officer. Dangerous cargo is not accepted to the facility and handling operations are not started unless the necessary documents are provided by the cargo officer.
- Dangerous cargo loading/discharging operations at coastal facilities are initiated after all necessary data, including facility rules and handling rules, are shared with the approval of the operation managers and the ship's authority, and no changes are made to the operation without the knowledge of the ship's authority.
- Dangerous cargo handling operations are carried out by determining the working limit and taking the necessary precautions for handling after considering the safe working capacity of the facility, weather forecasts and examining the transportation documents.
- Documents containing information on whether the hazardous loads arriving at the facility are properly classified, packaged, marked, labelled, placarded and safely loaded into the cargo transport unit are checked; detailed information is available in Chapters 4 and 7 of the guide.
- A terminal automation system is used in our facility, which allows access to an up-to-date list of all dangerous cargo on ships docked at the facility and in temporary storage areas and can be provided to the authorities upon request.
- Instant risks arising from hazardous cargo handled or temporarily stored in the facility will be determined and necessary measures will be taken in accordance with the safety data sheets and the international code rules in which they are included. Accidents related to hazardous cargo will be reported to the port authority.

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>24</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

- The coastal facility provides support by ensuring the necessary cooperation with the authorized administration during the controls and inspections to be carried out.
- Our facility uses a terminal automation system, and temporary storage of cargo transport units carrying dangerous loads in accordance with the rules of separation and stacking, and fire, environmental and other safety measures appropriate to the class of the dangerous load are taken in the storage area. In areas where dangerous loads are handled, fire extinguishing systems and first aid units are kept ready for use at all times and necessary checks are carried out periodically.
- Permission is obtained from the port authority for hot work to be done in the handling area or temporary storage area of the facility, the hot work procedure is as in section 6.3.
- The emergency evacuation plan for evacuating ships from the shore facility in case of emergency has been submitted to the harbour master's office and approved, the emergency evacuation plan is as in section 8.7.
- Loading of cargo transport units at the shore facility is carried out in accordance with the loading safety rules within the scope of the "Regulation on the Transport of Dangerous Goods by Sea and Loading Safety".

### **3.2 Measures to be Taken by Coastal Facility Operators:**

The measures taken regarding the rules specified in Section 3.1 are detailed in Sections 1, 6, 8, 9, 10 of this guide and the Dangerous Goods Emergency Plan. Infrastructure requirements are provided by our port facility.

#### **Docks and piers reserved for loading and unloading of ships carrying hazardous materials:**

There are 3 docking docks on the pier in our coastal facility. The total length of the pier is 937 meters, and ships can dock on 687 meters of it. Ships are accepted to our facility day and night.

Dock/Pier No.	Size (metre)	Most (metre)	Maximum Water depth (Metre)	Minimum Water Depth (Metre)	Tonnage and Length of Large Ship to Berth ( Dwt or Grt - Meter)
Berth No. 1	305	28	18.88	17.40	130.000 DWT-280 meters
Berth No. 2	251	28	18.45	17.07	100.000 DWT-255 meters
Berth No. 3	441	20	17.40	12.50	70.000 DWT-230 meters
Berth No. 4	300	20	12.50	7.70	20.000 DWT-157 meters

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>25</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

### **Hazardous Material Handling Equipment and Installations**

The loading/unloading of hazardous materials arriving at our coastal facility is provided by mobile cranes. Mobile cranes and their capacities are as follows. In addition, there are 2 CRS (full container) and 1 ECS (empty container) port stacking field machines in the temporary storage area reserved for containers.

Handling in our facility or temporary storage in transactions used each various vehicle, equipment And The equipment is kept in accordance with the maintenance and handling procedure determined after the first production.

<b>CRANE</b>	<b>CAPACITY</b>
SENNEBOGEN 880	30 Ton
SENNEBOGEN 895	50 Ton
LIEBHERR 520	140 Ton
LIEBHERR 420	124 Ton

- The coastal facility must have an approved document showing that the lighting installation, electrical components, grounding installation, lightning protection equipment are adequate. This document is prepared by an electrical engineer or equivalent electrical-electronic engineer who is registered with TMMOB chambers and authorized by the Regulation on Health and Safety Conditions in the Use of Work Equipment, and its validity period is determined to be one year .
- In coastal facilities with an “Explosion Protection Document”, only within the calculated safety distance, suitable for the region, explosion-proof/ex-proof LED lighting fixtures are used in areas designated as “Zone 0” and “Zone 1”. According to the explosion protection document prepared in the Sanko coastal facility, there is no Zone 0 and Zone 1. Lighting fixtures are LED.

### **Protective clothing used by shore facility personnel, seafarers and other authorized persons related to the cargo during loading, unloading and storage in handling hazardous materials.**

- Work Clothes
- Steel Toe Work Shoes (Summer)
- Steel Toe Work Shoes (Winter)
- Helmet
- Protective Gloves
- Earplug
- Dust Mask

**Teams that will respond to fires in hazardous material handling areas, equipment of these teams, fire extinguishing systems and first aid units:**

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>26</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

The list and duties of the people who will fight fires at our coastal facility, fire extinguishing systems and first aid teams and the duties of these teams are as in the “Emergency Action Plan”.

The firefighting team in our facility is equipped with firefighting equipment and fire extinguishers and first aid units and equipment are kept ready for use at all times.

Information on fire protection systems in our coastal facility is as in Articles 8.10, 8.11, 8.12 of the Hazardous Materials Guide.

#### **Issues regarding fire, safety and security measures to be taken by coastal facility operators**

The precautions taken in our facility regarding fire are in the “Emergency Action Plan”, and the precautions taken regarding security are in the “Port Facility Security Plan” prepared within the scope of the ISPS CODE.

The matters regarding the safety measures taken in our facility are as in the “Hazardous Substance Guide” Article-9.

#### **Required training and certificates according to the Regulation on Training and Authorization within the Scope of the International Code for Dangerous Goods Carried by Sea, published in the Official Gazette dated 11/2/2012 and numbered 28201:**

All personnel involved in dangerous cargo handling operations in our facility are provided with the necessary training within the scope of the IMDG code by an authorized training organization and their certificates are up to date.

The Dangerous Goods Safety Advisor will plan the "General Awareness Training, Task-Oriented Training, Security Training" for the personnel working in the Dangerous Goods handling operation in accordance with the IMDG CODE section 1.3 of the said regulation.

Personnel who have not received dangerous goods training will not be involved in the handling of dangerous goods in any way.

#### **Training Required for Persons Working with Dangerous Loads**

Every person involved in the transport or *handling of dangerous cargoes should receive training in the safe transport or handling of dangerous cargoes* , commensurate with their responsibilities. Shore personnel should receive general awareness/familiarity training, function-specific training and safety training.

These persons are the personnel who classify and identify hazardous materials, pack, mark, label, prepare transportation documents, prepare stacking plans for transport (presenting-receiving-receiving hazardous materials), handle, load-unload, carry hazardous materials, open and close packages, measure and take samples from cargo depots, neutralize depots, wash cargo depots according to appropriate procedures, and are somehow involved in the transportation of hazardous materials as specified by the authorized institution.

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>27</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

### Educational Content (IMDG CODE 1.3-1.4)

- **General Awareness/Recognition Training**

All persons shall receive training in the safe transport or handling of dangerous goods commensurate with their duties. Training shall be designed to ensure familiarity with the general hazards of the relevant dangerous goods and with the legal requirements. This training shall include identification of types and classes of dangerous goods; labelling, marking, packaging, segregation and compliance with requirements; description of the purpose and content of transport documents; and description of existing emergency response documents.

- **Task-Oriented Training (Function-Specific Training)**

Everyone must receive detailed training in the specific requirements for the safe transport or handling of hazardous cargoes appropriate to the function he performs.

- **Security Training**

Everyone must receive training on the risks involved in dropping hazardous loads and the following relevant to the functions they perform:

- Packaging – accident prevention methods and procedures regarding handling equipment and proper stacking and segregation methods of hazardous loads;
- Necessary emergency response information and how to use it;
- The general hazards of various types and classes of hazardous cargoes and how to prevent exposure to the hazards, including the use of personal protective clothing and equipment, where appropriate;
- Emergency procedures to be followed in the event of an unintentional release of hazardous cargo, including any emergency procedures for which the person is responsible and the personal protection procedures to be followed.

**Handling of hazardous cargoes**, such training will be provided and verified and will be periodically supplemented with retraining as **the Regulatory Authority deems appropriate**.

Security training for personnel involved in the transport and handling of dangerous cargoes should be appropriate to their responsibilities and duties within the provisions of the port facility security plan (ISPS Code section A/2.1.5). For personnel, the specific training requirements for the security of dangerous goods given in IMDG Code section 1.4 should also be addressed.

Indicative tools describing the IMDG Code sections or other relevant tools that can be used in any training related to the transportation of dangerous goods. Table



	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>29</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

even in small doses could cause cancer and other illnesses if exposed to people for prolonged periods of time

Many of the substances from Class 1 to Class 9 are deemed marine pollutants. A marine pollutant is defined as “any substance that will degrade the aquatic organisms that live in the water Prior to stowage, segregation, marking, labeling and storing dangerous goods safely, those handling dangerous goods must know exactly what hazards these dangerous goods pose to the user.

The term ‘hazard’ in this text means a source or a situation with a potential harm with regard to People, Environment, Asset and Reputation (PEAR Concept).

All chemicals are subject to the code and are assigned to one of the classes 1 – 9 according to the hazard or the most predominant hazards they present.

Classification is done by the shipper / carrier or the appropriate competent authority. The IMDG Code classifies dangerous substances as follows (simplified form):

### **Class 1 : Explosives**

Class 1.1: substances and articles which have a mass explosion hazard,

Class 1.2: substances and articles which have a projection hazard but not a mass explosion hazard,

Class 1.3: substances and articles which have a fire hazard and either a minor blast hazard or a minor projection hazard or both, but not a mass explosion hazard.

Class 1.4: substances and articles which present no significant hazard,

Class 1.5: very insensitive substances which have a mass explosion hazard,

Class 1.6: extremely insensitive articles which do not have a mass explosion hazard,

### **Class 2 : Gases**

Class 2.1: Flammable gases

Class 2.2: Non-flammable, non-toxic gases

Class 2.3: Toxic gases

### **Class 3: Flammable Liquids**

### **Class 4: Flammable solids; Substances liable to spontaneous combustion, substances which in contact with water, emit flammable gases:**

Class 4.1: flammable solids, self-reactive substances and desensitized solid explosives,

Class 4.2: substances liable to spontaneous combustion,

Class 4.3: substances which, in contact with water, emit flammable gases,

### **Class 5: Oxidizing substances and organic peroxides:**

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>30</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

Class 5.1: Oxidizing substances

Class 5.2: Organic peroxides

**Class 6: Toxic and infectious substances**

Class 6.1: Toxic substances

Class 6.2: Infectious substances

**Class 7: Radioactive substances**

**Class 8: Corrosive substances**

**Class 9: Miscellaneous dangerous substances and articles.**

Class 1		
	<b>1</b>	Explosive substances and articles used to produce explosions or pyrotechnic effects
subclasses		
	<b>1.1</b>	Explosives with a mass explosion hazard
	<b>1.2</b>	Explosives with a severe projection hazard
	<b>1.3</b>	Explosives with a fire, blast or projection hazard but not a mass explosion hazard

	Revision No	Release Date	RevisionDate	Page No
	09	23.05.2022	13.05.2025	31
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

	1.4	Explosives with a minor fire or projection hazard
	1.5	An insensitive substance with a mass explosion hazard
	1.6	Extremely insensitive articles

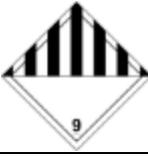
Class 2		
	2.1	Flammable gas
	2.2	Non-Flammable, compressed gas
	2.3	Toxic or poisonous gas
Class 3		
	3	Flammable
Class 4		
	4.1	Flammable solids

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	09	23.05.2022	13.05.2025	32
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

	4.2	Spontaneously combustible solids
	4.3	Combustible solids when in contact with water
<b>Class 5</b>		
	5.1	Oxidizer
	5.2	Organic peroxide (5.2 new ADR 2007)

<b>Class 6</b>		
	6.1	Toxic substances
	6.2	Infectious substances
<b>Class 7</b>		
	I	Category I – White (symbol 7A)
	II	Category II – Yellow (symbol 7B)

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>33</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

	III	Category III – Yellow (symbol 7C)
	Parçalana bilir	Criticality safety index label (symbol 7E)
<b>Class 8</b>		
	-	Corrosive
<b>Class 9</b>		
	-	Miscellaneous dangerous compounds
		battery group, one broken and emitting flame

#### 4.2 Packs and packaging of dangerous goods:

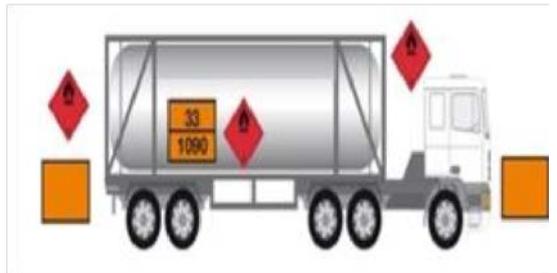
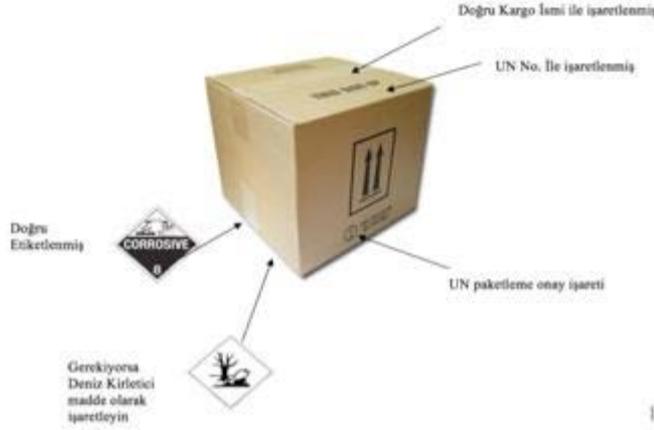
Markings, labels and/or placards on products are all channels of communication to the user. These communication channels will tell the user the characteristics of a consignment or product. The IMDG Code provides clear procedures related to authorization of consignments as well as advance notification, markings, labels and documentation (by manual, electronic data processing or electronic data interchange techniques and placarding).

The IMDG code specifies clearly that no person may offer to transport dangerous goods unless the goods are properly marked, labeled, placarded, described and certified on a document.

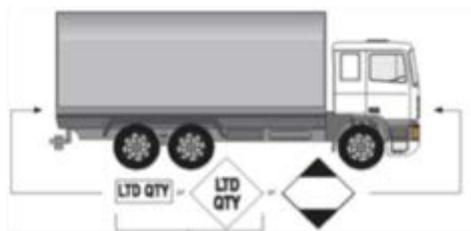
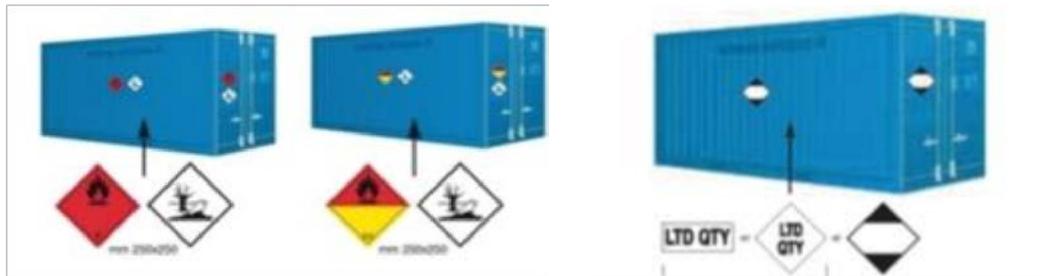
Those who are transporting dangerous goods must indicate the UN Number and proper shipping name clearly on the consignment. In the case of marine pollutants, the word "marine pollutant" must be on the document accompanying the

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>34</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

consignment". This requirement is particularly important in the case of an accident involving these goods, in order to determine what emergency procedures are necessary to deal properly with the situation. In the case of marine pollutants, the captain of the vessel needs to comply with the requirements of MARPOL 73/78.



	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>35</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			



### 4.3 Placards, plates, brands and labels related to the Dangerous goods Placards, plates, brands and labels related to the Dangerous goods handled in IMDG Code ;

The IMDG Code recommends a system based on labels and placards designed especially so that all who work close to this type of cargo will be able to recognize, preferably at first sight, the nature of the risks entailed by these substances, whatever their packaging might be.

- **Labels:**

The IMDG Code states that all packaging, packages and drums carrying dangerous goods must be labeled. The labels are in the shape of a rhombus in white, orange, blue, green or red, or a combination of these colors. Symbols illustrating the danger of the class are also required. In general, each label is divided into two parts, the bottom half and the top half. The top half is for the symbol of the class of the good(s), and the lower half is for the text, class or division number. The minimum dimensions of labels are 10 cm x 10 cm. Labels must be firmly adhered to and placed on the package so that it can easily be seen. The quality of the labels must be such so they do not deteriorate outdoors and remain unaltered during the complete transport period and at least three months in the sea.

Due to the fact that dangerous goods can pose more than one risk, it is also necessary to use "secondary risk labels". These labels are the same as the ones showing the primary risk, regarding their color, shape and symbols. Even though the IMDG Code says something to this effect, in some countries the class number is only indicated in the primary risk label, and that the secondary risk label does not include the class number. This is an effective way to distinguish between both.

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>36</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

- **Placards**

The IMDG Code determines that all “cargo transport units” containing dangerous goods must be placarded. In this context, cargo transport units are containers, containers for liquids, tank vehicles, vehicles transporting goods by land, railway wagons with water tanks, and good tanks destined for intermodal transport.

Placards have the same shape, colors and symbols as the labels, but their dimension is 25 x 25 cm. Containers carrying more than 4000 kilograms of dangerous goods, and all tanks for liquids and gases must have the “United Nations number”. The UN number has four digits and is the number assigned by the United Nations to all goods identified and classified as dangerous.

- **Shapes and Colors of Labels and Placards**

	Revision No	Release Date	RevisionDate	Page No
	09	23.05.2022	13.05.2025	37
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			



1-Patlayıcılar



2.1-Yanıcı gazlar



2.2-Zehirli ve yanıcı olmayan gazlar



2.3-Zehirli gazlar



3-Yanıcı sıvılar



4.1-Yanıcı katılar



4.2-Kendiliğinden yanabilenler



4.3-Islandığında tehlike arzedenler



5.1-Yükseltgenler (Oksitleyiciler)



5.2-Organik Peroksitler



6.1-Zehirleyiciler



6.2-Bulaşıcı maddeler



7-Radyoaktif malzeme



8-Aşındırıcı maddeler



9-Çeşitli tehlikeli madde ve nesnelere

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>38</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

## OtherLabels

	Indicatingelevatedtemperature (liquidstate at a temperatureequaltoorexceeding 100 <sup>0</sup> C, in a solidstate at a temperatureequaltoorexceeding 240 <sup>0</sup> C)
	Orange-coloredplates, withhazard-identificationnumberand UN Number
	Orientationarrows, blackorredcolor

## Placardsfor Marine Pollutants

	Packagesandcargo transport unitscontainingdangeroussubstanceswhichareclassifiedbythe IMDG Code as "marinepollutants", musthavethemarkingsshown here, whichmust be durable. Theymust be placedclosetothe risk labelsor risk placards of thegoods. Thedimensions of themarinepollutantmarkingsmust be a minimum of 10 cm persideforpackagesand 25 cm persideforcargo transport units.
---	---

### 4.4 Packaging an Approval Marking.

#### Packing Groups, Classifying Criteria

The risks presented by dangerous goods in maritime transport are related to their packaging, therefore it must be safe, well designed and manufactured and in good condition. It is very unlikely you will suffer injuries due to this cargo, but if the cargo is damaged, it is possible for dangerous substances or vapors to be released.

The packages/containers must comply with the following requirements:

- Must not be affected by the cargo it contains
- Must be strong enough to endure the rough treatment and risks involved in maritime transport
- Must be able to endure rain, wind and sea water
- Must be practical and adequate for the cargo they carry
- Must be in good condition
- Must be correctly marked, label and signposted

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>39</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

For packing purposes, dangerous goods belonging to all classes, except for class 1, 2, 6.2 and 7 have been divided into three “packing groups” depending on the degree of danger they represent:

- Packing Group I – High level of danger
- Packing Group II – Medium level of danger
- Packing Group III – Low level of danger

#### **4.5 Segregation Tables Of Dangerous Goods Aboard Ship And Port According To Classes:**

One of the most important aspects of managing the transport of dangerous goods is the stowage, segregation and separation of these goods. Hazardous substances must not be carried with goods which are liable to interact and cause danger to P.E.A.R.

Incompatible hazardous substances must be adequately separated from each other during transport and storage. Improper stowage or segregation of dangerous goods may result in the release of toxic fumes, fire, spill and degradation of the product’s quality. For this reason the IMDG Code has provided provisions in Volume 1 Part 7 titled “Provisions Concerning Transport Operations”, which focuses on stowage and segregation.

##### **Principles of segregation and stowage**

The following issues may contribute towards major chemical accidents during stowage and segregation:

- Failure to understand the nature of the substance handled
- Failure of quality assurance – container inspection certificates
- Insufficient recording of chemical register inventories at different terminal locations Insufficient labeling and recording of chemicals
- Poor housekeeping – firefighting equipment not available in work area

The IMDG Code requires dangerous goods to be stored and segregated according to the hazard, class and compatibility. The code also provides detailed information on these important factors in terms of where dangerous goods should be stowed and how they should be separated or segregated from other cargoes.

Although the IMDG Code provides detailed information on ship stowage, the requirements can also be applied to storage ashore and even to container packing. The requirement offers a framework for port authorities when preparing their regulations for the safe transport of handling and storage of dangerous goods in ports. Dangerous goods which have to be segregated from each other shall not be transported in the same cargo transport unit.

##### **IMDG Code segregation, stowage and Dangerous Goods list**

General segregation is applied to all cargo spaces on deck or under deck of all types of ships and cargo in transport units and incompatible goods shall be segregated

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>40</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

from one another. For the purpose of segregation, the IMDG Code has grouped together similar chemical properties in the dangerous goods list. In the dangerous goods list, the group substances are referred as follows:

1. Acids
2. Ammonium Compound
3. Bromates
4. Chlorates
5. Chlorites
6. Cyanides
7. Heavy metals and their salts
8. Hypochlorite
9. Lead and its compounds
10. Liquid halogenated hydrocarbons
11. Mercury and mercury compounds
12. Nitrites and their mixtures
13. Perchlorates
14. Permanganates
15. Powdered metals
16. Peroxides
17. Azides
18. Alkalis

If substances are shipped under Not Otherwise Specified (N.O.S.) entries, the shipper will decide the appropriate segregation group.

In the IMDG code Volume 2 under column 16 of the numerical list of dangerous goods, the stowage conditions for each one of the dangerous goods listed can be found. Also, in this column, there is information on stowage related to sleeping, food, solutions and mixtures areas, etc. For example, the product "ALLYL BROMIDE UN No 1099", column 16 indicates "Category B, far from living quarters."

In the following paragraph the five stowage categories stipulated by the IMDG Code are described.

### Stowage Categories

<b>Kategori</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>
Cargo ship carrying no more than 25 passengers	On deck or below deck	On deck or below deck	On deck only	On deck only	On deck or below deck
Passenger ships carrying more than 25 passengers	On deck or below deck	On deck only	On deck only	Prohibited	Prohibited

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>41</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

Regarding Class 1 (Explosives) the code establishes the following 5 categories for stowage onboard

<b>Category</b>	<b>Cargo Ships</b>	<b>Passenger Ships</b>
<b>01</b>	On deck or below deck	On deck or below deck
<b>02</b>	On deck or below deck	On deck in closed transport units or under deck in closed
<b>03</b>	On deck or below deck	On deck only in closed cargo transport
<b>04</b>	On deck or below deck	PROHIBITED
<b>05</b>	On deck in closed cargo transport units or under deck	On deck in close cargo transport units or

In brief, the IMDG Code establishes a system whereby dangerous goods can be stowed in a safe way, considering their compatibility with other types of cargo and therefore preventing further damage in case of accidents.

Mastering the techniques on how to stow dangerous goods correctly on board ships is fundamentally the responsibility of the Ship Planner. Port Terminals are not concerned with planning of the stowage of dangerous goods on board; they are only responsible of stowing the cargo in the positions indicated in the ships plan, which is provided by the Shipping Line through the respective agencies.

**Segregation provisions:**

In order to determine the segregation requirements between two or more dangerous goods, segregation table and dangerous goods list the segregation provisions shall be consulted, and see also annex of this chapter. In case of conflicting provisions, dangerous goods list always take precedence.

Whenever a segregation term applies, the goods are:

- not permitted to be packed in the same outer packaging, and
- not permitted to be transported in the same cargo transport unit without prejudice to exceptions.

Where the provisions of this Code indicate a single secondary danger (one subsidiary risk label), the segregation provisions applicable to that danger shall take precedence where they are more stringent the those of primary danger. The segregation provisions corresponding to a subsidiary risk of class are those for class 1 division 1.3..

The segregation provisions for substances, materials or articles having more than two dangers (two or more subsidiary risk label) are given in Dangerous Goods List. **4.5.1.1. Segregation Table for Ships**

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>42</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

The general provisions for segregation between various classes of dangerous goods are shown in the “segregation table” given below

Since the properties of substances, materials or articles within each class may vary greatly, the Dangerous Goods List shall always be consulted for particular provisions for segregation as, in the case of conflicting provisions, these take precedence over the general provisions.

Segregation shall also take into account of a single subsidiary risk label.

Class	1.1 1.2 1.5	1.3 1.6	1.4	2.1	2.2	2.3	3	4.1	4.2	4.3	5.1	5.2	6.1	6.2	7	8	9
Explosives 1.1, 1.2, 1.5	*	*	*	4	2	2	4	4	4	4	4	4	2	4	2	4	X
Explosives 1.3, 1.6	*	*	*	4	2	2	4	3	3	4	4	4	2	4	2	2	X
Explosives 1.4	*	*	*	2	1	1	2	2	2	2	2	2	X	4	2	2	X
Flammable gases 2.1	4	4	2	X	X	X	2	1	2	X	2	2	X	4	2	1	X
Non-toxic, non-flammable gases 2.2	2	2	1	X	X	X	1	X	1	X	X	1	X	2	1	X	X
Toxic gases 2.3	2	2	1	X	X	X	2	X	2	X	X	2	X	2	1	X	X
Flammable liquids 3	4	4	2	2	1	2	X	X	2	1	2	2	X	3	2	X	X
Flammable solids (including 4.1 Self-reactive substances and solid desensitized explosives)	4	3	2	1	X	X	X	X	1	X	1	2	X	3	2	1	X
Substances liable to spontaneous combustion 4.2	4	3	2	2	1	2	2	1	X	1	2	2	1	3	2	1	X
Substances which in contact with water, emit flammable gases	4	4	2	X	X	X	1	X	1	X	2	2	X	2	2	1	X
Oxidizing substances (agents) 5.1	4	4	2	2	X	X	2	1	2	2	X	2	1	3	1	2	X
Organic peroxides 5.2	4	4	2	2	1	2	2	2	2	2	2	X	1	3	2	2	X
Toxic substances 6.1	2	2	X	X	X	X	X	X	1	X	1	1	X	1	X	X	X
Infectious substances 6.2	4	4	4	4	2	2	3	3	3	2	3	3	1	X	3	3	X
Radioactive material 7	2	2	2	2	1	1	2	2	2	2	1	2	X	3	X	2	X
Corrosive substances 8	4	2	2	1	X	X	X	1	1	1	2	2	X	3	2	X	X
Miscellaneous dangerous substances and articles 9	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

### SEGREGATION TABLE FOR SHIP

The numbers and symbols in the table have the following meanings:

- 1 – “away from”;
- 2 – “separated from”
- 3 – “separated by a complete compartment or hold from”
- 4 “separated longitudinally by an intervening complete compartment or hold from”

X – Dangerous Goods List has to be consulted to verify whether there are specific segregation provisions.\*

### Segregation Table for Ports

An example of general principles for stowing and segregation of dangerous goods is shown below.

In remote area, less stringent requirements may be acceptable, but in areas sited near housing, chemical plants or tank farms, more stringent stowage and segregation requirements may be necessary.

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>43</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

### SEGREGATION TABLE FOR SHIP

The numbers and symbols in the table have the following meanings:

- 1 – “away from”;
  - 2 – “separated from”
  - 3 – “separated by a complete compartment or hold from”
  - 4 “separated longitudinally by an intervening complete compartment or hold from”
- X – Dangerous Goods List has to be consulted to verify whether there are specific segregation provisions.\*

### Segregation Table for Ports

An example of general principles for stowing and segregation of dangerous goods is shown below.

In remote area, less stringent requirements may be acceptable, but in areas sited near housing, chemical plants or tank farms, more stringent stowage and segregation requirements may be necessary.

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>44</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

### SEGREGATION TABLE FOR DANGEROUS GOODS IN PORT AREAS

Classes	2.1	2.2	2.3	3	4.1	4.2	4.3	5.1	5.2	6.1	8	9
Flammable gases 2.1	0	0	0	s	a	s	0	S	s	0	a	0
Non-toxic, non-flammable gases 2.2	0	0	0	a	0	a	0	0	a	0	0	0
Toxic gases 2.3	0	0	0	s	0	s	0	0	s	0	0	0
Flammable liquids 3	s			0	0	s	a	S	s	0	0	0
Flammable solids, self-reactive substances, and desensitized explosives 4.1	a	0	0	0	0	s	0	A	s	0	a	0
Substances liable to spontaneous combustion 4.2	s	a	s	s	a	0	a	S	s	0	0	0
Substances which in contact with water, emit flammable gases 4.3	0	0	0	a	0	a	0	S	s	0	a	0
Oxidizing substances 5.1	s	0	0	s	a	s	s	0	s	a	s	0
Organic peroxides 5.2	s	a	s	s	s	s	s	S	0	a	s	0
Toxic substances (liquid and solids) 6.1	0	0	0	0	0	a	0	A	a	0	0	0
Corrosives (liquid and solids) 8		0	0	0	a	a	a	S	s	0	0	0
Miscellaneous dangerous substances 9	0	0	0	0	0	0	0	0	0	0	0	0

#### NOTES REGARDING TO TABLE

- Cargoes of Class 1 (other than division 1.4S), Class 6.2 and Class 7 are allowed to be in port area for only direct transport or delivery. These classes are not in the table. If these cargoes have to be kept temporarily due to unforeseen conditions, they should be in designated areas. When individual class segregation requirements cause specific requirements stated in IMDG Law, it should be considered by Port Authority .
- The reception and keeping of dangerous cargoes of Class 1 (other than division 1.4S), Class 6.2 and Class 7 should be subject to special rules for each port as the handling facilities at each terminal or berth vary considerably.
- All dangerous cargoes delivered to the port area should be documented, packaged, labelled, marked or placarded in accordance with IMDG Code. (International Code for Maritime Dangerous Goods).
- The segregation of dangerous cargoes should be in accordance with Chapter 7.2 of the IMDG Code as follows:

- **Packages/IBC/trailers/flat racks or platform containers:**

- 0 = no segregation necessary unless required by the individual schedules.
- a = away from – minimum 3 m separation required.

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>45</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

s = separated from – in open areas, minimum 6 m separation required; in sheds or warehouses, minimum 12 m separation required unless separated by an approved fire wall.

○ **Closed containers/portable tanks/closed road vehicles:**

0 = no segregation necessary.

a = away from - no segregation necessary.

s = separated from - in open area, longitudinally and laterally minimum 3 m separation required; in sheds or warehouses, longitudinally and laterally, minimum 6 m separation required unless separated by an approved fire wall.

○ **Open road vehicles / railway freight wagons / open-top containers :**

0 = no segregation necessary.

a = away from – minimum 3 m separation required.

s = separated from - in open area, longitudinally and laterally minimum 6 m separation required; in sheds or warehouses, longitudinally and laterally, minimum 12 m separation required unless separated by an approved fire wall.

- For freight containers, portable tanks, lorries, flat racks or platform containers or rail wagons, a distance of 3 m is equal to the width of a standard 20-foot container, or one rail track, one trailer lane or, in the case of successive rail wagons, the longitudinal buffer space.

- The segregation table shown uses “0” to indicate that no general segregation is required but those individual requirements of the Dangerous Goods List if the IMDG Code shall be consulted. The IMDG Code’s general segregation table (7.2.1.16), however, uses “X” instead of “0” used in these Recommendations. The difference is intentional, to emphasize the difference in the use of the segregation tables.

#### **4.6 Separation Distances And Separation Terms For Hazardous Materials Applicable Storage At Storage Area**

##### **Segregation Categories**

The IMDG Code defines four segregation terms:

1. “Away from” (the minimum separation between two incompatible goods)
2. “Separated from”
3. “Separated by a complete compartment or hold from”
4. “Separated longitudinally by an intervening complete compartment or hold from” (this is the maximum separation between two incompatible goods)

The general provisions regarding segregation between different classes of dangerous goods can be found in the code in the following Segregation Table:

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>46</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

CLASS		1.1	1.2	1.3	1.4	2.1	2.2	2.3	3	4.1	4.2	4.3	5.1	5.2	6.1	6.2	7	8	9
		1.5	1.6																
Explosives	1.1, 1.2, 1.5	*	*	*	4	2	2	4	4	4	4	4	4	4	2	4	2	4	X
Explosives	1.3, 1.6	*	*	*	4	2	2	4	3	3	4	4	4	4	2	4	2	2	X
Explosives	1.4	*	*	*	2	1	1	2	2	2	2	2	2	2	X	4	2	2	X
Flammable gases	2.1	4	4	2	X	X	X	2	1	2	X	2	2	2	X	4	2	1	X
Non-toxic, non-flammable gases	2.2	2	2	1	X	X	X	1	X	1	X	X	1	X	2	1	X	X	X
Toxic gases	2.3	2	2	1	X	X	X	2	X	2	X	X	2	X	2	1	X	X	X
Flammable liquids	3	4	4	2	2	1	2	X	X	2	1	2	2	2	X	3	2	X	X
Flammable solids (including self-reactive substances and solid desensitized explosives)	4.1	4	3	2	1						1		1	2		3	2		
						X	X	X	X			X			X			1	X
Substances liable to spontaneous combustion	4.2	4	3	2	2	1	2	2	1	X	1	2	2	2	1	3	2	1	X
Substances which, in contact with water, emit flammable gases	4.3	4	4	2				1		1		2	2		2	2			
					X	X	X		X		X				X			1	X
Oxidizing substances(agents)	5.1	4	4	2	2	X	X	2	1	2	2	X	2	1	3	1	2	2	X
Organic peroxides	5.2	4	4	2	2	1	2	2	2	2	2	2	X	1	3	2	2	2	X
Toxic substances	6.1	2	2	X	X	X	X	X	X	1	X	1	1	X	1	X	X	X	X
Infectious substances	6.2	4	4	4	4	2	2	3	3	3	2	3	3	1	X	3	3	X	X
Radioactive material	7	2	2	2	2	1	1	2	2	2	2	1	2	X	3	X	2	X	X
Corrosive substances	8	4	2	2	1	X	X	X	1	1	1	2	2	X	3	2	X	X	X
Miscellaneous dangerous substances and articles	9	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

(This table is applied to unitized dangerous goods; this is to say, in pallets, drums, boxes and crates and other similar packaging. It is not applied to containers carrying dangerous goods)  
Numbers and symbols relate to the following terms as defined in this chapter:

<b>1</b>	Away from	3 meter
<b>2</b>	Separated from	6 meter
<b>3</b>	Separated by a complete compartment or hold from	12 meter
<b>4</b>	Separated longitudinally by an intervening complete compartment or hold from	24 meter
<b>X</b>	The segregation, if any, is shown in the Dangerous Goods List	-

Explosives require special segregation in accordance with the compatibility group. Explosives which have the same letter can be stowed together, whatever their class subdivision may be. Since the properties of the substances, materials or articles of a same Class can be very different to each other, in each and every case it will be necessary to consult the Dangerous Goods list previously, to determine the applicable specific segregation provisions.

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>47</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

### Segregation within the Cargo Transport Units

Dangerous goods which need to be segregated from each other must not be stowed in the same cargo transport unit (container). Nevertheless, goods which require to be segregated “away from” may be transported in the same cargo transport unit upon authorization by the corresponding authority. In this case an equivalent safety degree must be kept.

### Segregation in Port Areas

The IMO Maritime Safety Committee (MSC), by way of Circular 1/1216 of 26 February 2008 determined several revised recommendations regarding the risk free transport of dangerous goods and related activities within the port area.

Circular MSC 1216 of 2008 establishes that containers containing dangerous goods must not be stowed above each other. Containers carrying dangerous cargo of the same class are exempt from this rule. This exemption is not to be applied to Class 8 cargo (corrosives), if they are different from each other. This is to say, if the Class 8 corrosive cargo is exactly the same substance, they can be stored above each other. Containers must be stowed in such a way that there is always easy access to the doors and to the sides in order to carry out cooling or control work.

Separation between the different classes must be taken into consideration when dangerous goods are stored in special areas or deposits. The chart indicated by IMDG Code will help in the stowage on board ships. IMO’s Port Recommendations establishes the following segregation chart for port storage.

Classes		2.1	2.2	2.3	3	4.1	4.2	4.3	5.1	5.2	6.1	8	9
Flammable gases	2.1	0	0	0	S	A	S	0	S	S	0	A	0
Non-toxic, non	2.2	0	0	0	A	0	A	0	0	A	0	0	0
Toxic gases	2.3	0	0	0	S	0	S	0	0	S	0	0	0
Flammable liquids	3	S	A	S	0	0	S	A	S	S	0	0	0
Flammable solids, self-reactive substances	4.1	A	0	0	0	0	A	0	A	S	0	A	0
Spontaneously combustible	4.2	S	A	S	S	A	0	A	S	S	A	A	0
Substances which, in contact with water, emit	4.3	0	0	0	A	0	A	0	S	S	0	A	0
Oxidizing substances	5.1	S	0	0	S	A	S	S	0	S	A	S	0

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>48</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

Organic peroxides	5.2	S	A	S	S	S	S	S	S	S	0	A	S	0
Toxic substances	6.1	0	0	0	0	0	A	0	A	A	0	0	0	0
Corrosives (liquids and solids)	8	A	0	0	0	A	A	A	S	S	0	0	0	0
Miscellaneous dangerous substances	9	0	0	0	0	0	0	0	0	0	0	0	0	0

The chart identifies only three segregation categories for storage in ports.

“0” means pairs of dangerous goods which do not need to be segregated from each other (unless indicated by the individual entry in the numerical list of dangerous goods, which must always be checked, requires so)

“A” indicates segregation requirement “away from ...” the other class in that pair (3 meters)

“S” requires the segregation category “separated from ...” between the classes of that pair (6 meters) Cargoes of classes 1 (except division 1.4 S), 6.2 and 7 should normally be allowed into the port area for direct shipment or delivery only. These classes have not been included in the table. However, if through unforeseen circumstances, these cargoes have to be temporarily kept, it should be in designated areas. Segregation requirements of the individual class as stipulated in the IMDG Code should be considered by the port authority when establishing specific requirements.

Cleaning of container and portable tanks which contained dangerous goods must be done in a special area, away from to those where dangerous goods are stored. Such areas shall be adequately designed and equipped to avoid contaminated washing water ending up in the soil, waterways or sewerage system.

After deconsolidating (un-stuffing/ stripping) a container with dangerous goods, all placards and goods risk identification shall be removed from the container.

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>49</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

## **5. MANUAL FOR DANGEROUS CARGOES HANDLED ON SHORE FACILITY**

Port facility which carries out loading/discharge, handling and temporarily storing of dangerous goods, contributes to make the activities in a safe condition;

- Dangerous goods classes,
- Dangerous goods packages,
- Packaging,
- Labels,
- Marking and packaging groups,
- Segregation tables for dangerous goods on board and port according to classes,
- Segregation distance of dangerous goods in sheds storages,
- Segregation terms,
- Dangerous goods documents,
- Dangerous goods emergency response action flowchart,

Are the same as in Dangerous Goods Manual Annex-10.

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	09	23.05.2022	13.05.2025	50
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

## 6. OPERATIONAL ISSUES

### 6.1 Procedures for berthing, mooring, loading/discharging, harbouring or anchoring of ships transporting dangerous goods at night and day in a safe condition:

- Ships transporting dangerous goods will be gone alongside to port berths by pilotage and tugboats preferably during day, during night if allowed by Port authority, in accordance with Port Regulations.
- Harbor Pilot will be informed about the dangerous goods aboard ship before maneuver.
- Positions of ship transporting dangerous goods must be considered, berthing must be planned after removal of ship in case of risk.
- In the event that practice of Master for mooring is deemed unsafe for port, it should be requested from Master to connect the ship by extra ropes.
- In case of unfavorable weather conditions, flows and winds create unsafe condition for loading/discharging, the activity must be stopped and the ships must be removed and taken to the anchorage.
- Anchorage sites are different for the ships transporting dangerous goods; ship can wait in the anchorage sites designated for them.

### 6.2 Procedures for additional measures taken for loading, discharging and transshipment of dangerous goods according to seasonal conditions.

- Seasonal conditions should be taken into account in loading/unloading hazardous materials. In extreme heat, extreme cold, excessive rainfall, unfavorable visibility, lightning and electrical weather, handling of flammable, explosive cargoes should be postponed or stopped for a while.
- In unfavorable conditions, loading/unloading should be continued or, in cases of necessity, fire, fire department, fire extinguishing tugs, emergency response teams should be kept waiting in conditions where they can quickly intervene in a possible undesirable situation.
- Loading operations of explosive or bulk liquid cargoes should not be carried out in stormy weather or in rainy weather, where they will react dangerously in case of contact with water.
- Hazardous solid bulk cargoes that may turn into flammable or toxic vapors or cause simultaneous explosions in case of contact with water should be kept as dry as possible. Such cargoes should only be transported under dry weather conditions.
- In cases where similar conditions persist, the personnel working should be selected from experienced personnel, frequent planning of rest periods in extremely intensive work, increasing lighting, etc. precautions should be taken.

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>51</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

### **6.3 Procedures for keeping away flammable, combustible and explosive materials from spark producing operations and procedures for not operating vehicles, equipment and tools capable of spark-production in area of dangerous goods handling, stowing and storing are made.**

- In dangerous cargo fields, while handling dangerous goods, working with especially flammable, combustible and explosive ;
  - Not doing hot work (welding, cutting, etc), technical safety measures must be taken in case of mandatory cases,
  - Ex proof hand tools must be used,
  - Working with experienced personnel,
  - Relevant units must be informed before work,
  - Briefing will be given to the personnel working in the field,
  - Especially in closed area of working, measurement of toxic, choking gases and sufficient oxygen must be done, the measurement device must be ready to use.
  - Protective measures and equipment such as water curtain, protective separation, mechanical ventilation must be ready to use.
- The personnel working in HOT WORK must wear necessary protective clothing and equipment, closed circuit breathing apparatus when required. Emergency team must be assigned to response as soon as possible in potentially undesirable situation in this kind of working.
- In such studies, emergency teams should be assigned to intervene in a short time.
- In addition, the requirements laid down of the Directive on the Regulation of the Dangerous Goods Conformity Certificate shall be fulfilled. The Hot Process Procedure of our facility is as in Annex-19.

#### **HOT WORK PROCEDURE**

**Purpose** This internal procedure purpose; Hotwork is how to do it on Sanko Petrokimya Mamülleri San. ve Tic. A.Ş. Yumurtalık port facility on accountable necessary permission it includes

#### **Content:**

This procedure, Work on accountable necessary permission Sanko Petrokimya Mamülleri San. ve Tic. A.Ş. Yumurtalık port facility all hotwork (breeder, cut-off, grinding) it includes. Law No. 6331 on Occupational Health and Safety

#### **Legislation:**

- a. Ports Regulation Article 22 (9); "Ships and marine vessels located in port areas unless permitted by the port authority; repair, scraper and paint, welding and other hot work can not make boat and / or boat downloads or other maintenance work to the sea. The vessels and marine vessels that will do this work have to coordinate with the coastal facility management at the coastal facility. "
- b. Minimum safety issues regarding hot work operations and procedures are

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>52</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

specified in ANNEX-1 Article 21 of the Directive on the Issuance of Dangerous Goods Conformity Certificate.

C. Annex-4 to MSC.1 / Circ.1216, which contains the Safe Transport of Hazardous Cargoes in Port Areas and the Revised Recommendations on Relevant Activities, sets out the Minimum Safety Requirements for Performing Hot Work.

### **Principles Regarding the Construction of Hot Work and Operations at the Port Facility**

- For the work to be carried out in the areas where Dangerous Goods are handled, permission will be obtained from the Port Authority by the coastal facility. The port authority will only allow it when the request is made to carry out hot works or other maintenance or repair work on the deck or on the shore that may pose a danger due to the presence of dangerous cargoes, only as long as it does not create a danger.
- Pre-notification of the required period of permits and the required period of hot work will allow all emergency departments, for example the fire brigade, to be informed so that they can provide further measures or obstacles. In addition, the OSH, Safety and Emergency
- Response Units will be informed in advance about the warm-up process at our facility.
- Persons authorized to carry out hot work and operations shall take the following measures together with their operational / shift responsibilities before commencing work.
  - Frequently inspect the local area and adjoining areas, including tests performed by accredited testing facilities, to verify that areas where work is being done are free from flammable and / or explosive atmospheres and where appropriate, oxygen deficient.
  - Dangerous cargoes and other combustible materials shall be removed from areas subject to hot working and from areas adjacent to them. These substances are contained in lime, sludge, sludge and other possible flammable substances.
  - Ensure that hot working areas and flammable components (eg beams, wooden partitions, floors, doors, walls and ceiling coverings) in adjacent areas are protected against accidental impacts effectively.
  - To ensure that flame, sparks and hot particles are spread from working areas to adjacent areas or other areas, open piping, pipe passages, valves, joints, voids and open parts shall be sealed.
  - A sign shall be affixed to the work area and also to all entrances to the work area, with a "permit to work and safety precautions to be taken", which will be clearly agreed upon by the staff to be employed and working. The matter will be provided by the ISG unit in a proper manner.
  - When hot works are being carried out at the port facility, ISG Unit and

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>53</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

Operations / Watchkeepers will pay attention to the following points.

- Whether the current situation has changed in the working environment will be continuously checked,
- At least one fire extinguisher or other suitable fire extinguishing equipment shall be readily available with all apparatus in order to be used instantly during hot work.
- When the hot work and operations are completed, fire control will be carried out in the area where the hot work is done and in the adjacent areas by the ISG Unit officials and Operations / Shift officers.

#### **Principles on the Construction of Hot Work and Operations on Board**

Before commencing hot decking on the ship deck or berth, the company official who performs the hot process or the port agency of the ship agency must have received written permission that the hot process can be carried out.

In addition to the safety measures requested by the port authority, the company officer, who will perform the hot work before the start of the hot work, must take all the additional safety precautions required on the ship and/ or quay. Receiving informs the port officer about the measures.

These measures include the following:

- Examination of the local area and adjacent areas, including tests performed by accredited testing facilities, to verify that areas are free of flammable and / or explosive atmospheres and where appropriate, oxygen deficient;
- Removal of dangerous cargoes and other combustible materials and objects from work areas and adjacent areas.
- Effective protection against accidental ignition of combustible building elements (eg beams, wooden partitions, floors, doors, walls and ceiling coverings)
- Ensure that open piping, pipe passages, valves, joints, voids and open parts are leakproofed to prevent flame, sparks and hot particles from spreading from adjacent work areas to adjacent areas or other areas
- A sign shall be affixed to the work area and also to all work area entrances, where hot work authorization information and safety precautions are written. Competency and safety precautions should be easy to understand and be clearly understood by everyone involved in the hot work process.

When hot work is undertaken, the shipowner and the personnel shall pay attention to the following points:

- Checks should be made to verify that the circumstances have not changed.
- At least one fire extinguisher or other suitable fire extinguishing equipment must be readily available in order to be used instantly during hot work.

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>54</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

- During hot work and processing, for a sufficient period of time after completion and completion of such work; active fire control must be carried out in the adjacent areas where the hot work is made and where the danger may arise due to heat transfer.

**Other Issues:**

- Hot work to be done on board is not allowed under normal conditions. However, in case of necessity, permission will be taken by ship agency in accordance with legal regulations and will be carried out under the control of the port facility
- In case of hot work on board, the Safety Requirements for Hot Work on board must be met.
- Prior to commencement of hot work and operations at our port facility, written permission will be obtained from the port authority that such hot works can be done. The hot job form will include details of where hot work and operations will take place, as well as any safety precautions to be taken.
- Observation and supervision will be provided for the operation / shift responsibilities of the hot working period and the OHS Authorities.

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>55</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

## 7. DOCUMENTATION, CONTROL AND RECORD

### 7.1 What are all the Mandatory Documents, Information and Documents Regarding Dangerous Goods, and Procedures for Their Procurement and Control by the Relevant Persons

The following documents regarding hazardous substances are kept up to date by the coastal facility.

- IMDG CODE Volume 1,2 and Additional Book,
- IMSBC CODE, International Code for Solid Bulk Cargoes Carried by Sea
- Handbook for Terminal Representatives on Loading and Discharging Solid Bulk Cargoes (IMO-MSC/Circ.1160; IMO-MSC/Circ.1230; IMO-MSC.1/Circ.1356; IMO-MSC/Circ.1216)

In order for the Coastal Facility to handle the hazardous cargo arriving at the facility safely and to take appropriate precautions, documents sent in advance are required. These documents are as follows.

- i. Dangerous Goods Transport Document
- ii. Documents Required on Board
- iii. Loading Security and Other Required Documents
- iv. Multi Model Hazardous Cargo Form
- v. Container/Vehicle Certificate

#### **Dangerous Goods Transport Document**

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

Ships and marine vessels carrying dangerous cargo must submit a notification document containing detailed information about their cargo to the harbour master's office in writing, through the relevant parties, at least twenty-four hours before entering the port administrative area; and ships and marine vessels whose voyage time until entering the port area is less than twenty-four hours, immediately after departure from the coastal facility.

The cargo operator must notify the coastal facility at least 3 hours before entering the coastal facility regarding dangerous cargo arriving by road or rail.

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>56</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

If the notification obligation is not complied with or the notifications do not contain correct information, administrative action may be taken against the notifier and the ship may lose its berthing, departure and passage order, if any.

When the Dangerous Goods Notification Document is provided to the carrier via EDP (Electronic Data Processing) or EDI (Electronic Information Interchange) techniques, the shipper information shall be in a state that can be produced without delay as a printed document in the order required in this section.

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

The Dangerous Goods Transport Document contains the following information.

- Shipping name or correct technical name (trade names will not be accepted)
- If possible, Class and Division. Class or Division risk can be included in the class number. The compatibility group will also be indicated in class 1 goods and in case of gas with subsidiary risk, further information will be added to indicate the risks.
- The United Nations number will be written after UN.
- Packaging group, if any
- Total quantity of dangerous goods per volume or mass, as well as package numbers and types
- 61 C ° or lower
- Additional risks are not specified in the shipment name.
- Where required, goods will be marked as "Marine Pollutant"
- Empty containers containing hazardous material residues will be marked with a status such as "Empty", "Uncleaned" or "Contains Residues" before or after the shipping name.
- For limited quantities of dangerous goods, the phrase "Limited Quantity of Dangerous Goods" will be added.
- Regulation and emergency temperatures for self-reactive substances of class 5.2 or class 4.1
- A document signed on behalf of the sender stating that the goods are correctly classified, packaged, marked, labeled and suitable for transport.
- Additional information may be required in certain cases such as explosives, radioactive materials, hazardous materials transported in molten form, etc.

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>57</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

LOAD DATA SHEET FOR SOLID BULK LOADS

BCSN	
Loader	Shipping document number
Buyer	Carrier
Transport Vehicle Port/Departure Point Port/Destination	Instructions or other considerations
General information about the load (material type / grain size)	Gross mass (kg/ton)
Bulk cargo specifications, if any: Stacking factor: Slip angle, if any: Load surface leveling procedures: Chemical properties if potentially hazardous *: * For example Class & UN Number or "MHB"	
group of cargo Groups A and B* Group A* Group B Group C  For liquefiable cargoes (Group A and Group A and B cargoes)	Portable maximum humidity  Percentage of moisture in shipment
Other characteristics of the load to consider (for example, highly soluble in water)	Additional certificate(s) *  Moisture percentage and portable maximum humidity certificate Ventilation certificate Exception certificate Other (specify) * Where necessary
Declaration I declare that the shipped cargo has been fully and accurately described, and that, in the light of my current knowledge and in my opinion, the test results and other specifications best represent the cargo to be loaded.	Signatory Name Surname / Position, Affiliated  Company / Institution Place and date  Signature on behalf of the installer

**Documentation required aboard the ship**

Each ship transporting dangerous goods and marine pollutants on board shall have a special list, manifest or stowage plan regarding names and locations of dangerous goods and marine pollutants. This special list and manifest are based on documents and certificates requested in IMDG Code.

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>58</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

A detailed stowage plan, which identifies by class and sets out the location of all dangerous goods and marine pollutants, may be used in place of such special list or manifest.

For consignments of dangerous goods, appropriate information shall be immediately available at all times for use in emergency response to accidents and incidents involving dangerous goods in transport. The information shall be available away from packages containing the dangerous goods and immediately accessible in the occurrence of an incident. Information used in emergency response will be in the following documents:

- In a special list, manifest or dangerous goods declaration;
- In a separate document such as a safety data sheet;
- In separate documents such as Medical First Aid Guide for Use in Accidents Involving Dangerous Goods (MFAG) and Emergency Response Procedures for Ships Carrying Dangerous Goods (ES Guide) for use in conjunction with the transport documents.

### **Loading Security and Other Required Documents**

In some cases, specific certificates or documents will be required as specified below.

- An air corrosion certificate, as required for certain entries on the Hazardous Materials List
- A certificate excluding the substance, material or article from the provisions of the IMDG (see separate entries for charcoal, fish meal, seed meal, etc.);
- For new self-reactive substances and organic peroxides or new formulations of currently allocated self-reactive substances and organic peroxides, a notification by the competent authority of the country of origin of the approved classification and transport conditions.

### **Loading Safety**

- Loading-unloading plan before the handling operation,
- Before the ship departs, the results of the draft survey or weighbridge survey are submitted to the harbour master by the ship's officer to determine the amount of cargo loaded.
- the scope of IMSBC , it is mandatory to use the “bulk cargo shipping name” in all documents related to the carriage of dangerous solid bulk cargoes in accordance with SOLAS Chapter VII Part A Rule 7.2.1; the commercial name of the cargo alone is not sufficient.

Within the scope of the IMSBC Code, the following conditions are required for Group A (and Group A and B) cargo to be handled in coastal facilities and carried on ships;

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>59</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

- a) The maximum transportable humidity (TML) certificate and the humidity content (MC) certificate or declaration of the cargo, issued by institutions authorized by the competent authority of the loading port, are delivered to the ship's authorities by the person responsible for the cargo.
- b) Procedures for sampling, testing and controlling moisture content to ensure that the MC value is less than the TML while the cargo is on board are prepared by the ship's officer, taking into account the provisions of the IMSBC Code. The approval and implementation of these procedures are controlled by the harbour master's office. A document indicating that the procedure has been approved is given to the ship's officer.
- c) Group A cargoes can only be accepted to be loaded onto the ship if the actual MC value at the time of loading is lower than the TML value of that cargo. Group A cargoes with a MC value greater than the TML value can only be carried on ships with the features specified in IMSBC Code Section 7.3.2.

If the cargo is bulk cargo, information on the stowage factor and trimming practices of the cargo, and additional information on the moisture content of the cargo and the moisture values allowed during transportation, for concentrated cargo or other liquefiable cargo, will be provided in the form of a certificate.

#### **Multimodal Dangerous Goods Form**

The Multimodal Dangerous Goods Form is a form that can be used as a combined dangerous goods declaration and container packing certificate for the transportation of dangerous goods in more than one mode.

1.Shipper/Consignor/Sender		2.Transport document number	
		3.1 page of...page	4.Shipper's reference
			5.Freight forwarder's reference
6.Consignee		7.Carrier(to be completed by the carrier)	
		SHIPPER'S DECLARATION I hereby declare that content of this consignment are fully and accurately described below by the Proper Shipping Name and are classified, packaged, marked and labelled/placarded and are in all respects in proper condition for transport according to the applicable international and national governmental regulations.	
8.This shipment is within the limitation prescribed for:		9.Additional handling information	
PASSENGER AND CARGO AIR PLANE	ONLY CARGO AIR PLANE		
10.Vessel/flight no.and date	11.Port/place of loading		
12.Port/place of discharge	13.destination		
14.Marks of shipment Number and kind of packages, description, gross mass(kg) net mass(kg)Cube(m <sup>3</sup> )			

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>60</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

15.Container identification no/vehicle registration no	16.Seal number(numbers)	17.Container/vehicle size&type	18.Total cargo mass	19.Total gross mass (including tare)(kg)
<b>CONTAINER/VEHICLE PACKING CERTIFICATE</b> I hereby declare that goods described above have been packed/loaded into the container/vehicle identified above in accordance with the applicable provisions. <b>MUST BE COMPLETED AND SIGNED FOR ALL CONTAINER/VEHICLE LOADS BY PERSON RESPONSIBLE FOR PACKING/LOADING</b>		<b>21.RECEIVING ORGANIZATION RECEIPT</b> Received the above number of packages/containers/trailers in apparent good order and condition, unless stated hereon. <b>ORGANIZATION REMARK:</b>		
20.Name of company		Haulier's name	22.Name of company	
Name /status of declarant		Vehicle reg.no	Name /status of declarant	
Place and date		Signature and date	Place and date	
Signature of declarant		Driver's signature	Signature of declarant	

### Container/Vehicle Packing Certificate

If dangerous goods are loaded or packed in any container† or vehicle, the parties responsible for packing the container or vehicle shall present a "container/vehicle packing certificate" indicating the container/vehicle identification number(s) and certifying that the operation was carried out in accordance with the following conditions: Example below.

1. The cargo transport unit was clean, dry and apparently fit to receive the goods
2. Incompatible substances have not been placed into the cargo transport unit (unless this had been specifically authorized by the competent national authority)
3. All packages have been externally inspected for damage, and only sound packages have been loaded
4. Unless the competent authority has given consent to the contrary, the drums were placed in an upright position, all goods were properly loaded and, where necessary, adequately supported with anchoring material to suit the transport method of the journey;
5. Items loaded in bulk are evenly distributed throughout the container / vehicle;
6. For shipments containing substances in Class 1 with the exception of danger section 1.4, the container / vehicle is structurally fit for service in accordance with 7.1.2.
7. The cargo transport unit and the packages are properly marked, labeled and placarded
8. When substances with the risk of suffocation are used for cooling and ventilation, the container / vehicle is externally marked in accordance with 5.5.3.6.
9. Dangerous goods transport document specified in 5.4.1 has been obtained for each dangerous goods shipment loaded on the container / vehicle.

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>61</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

## **7.2 Procedures for proper and full keeping updated list of dangerous goods in shore facility area and other information:**

Port facility is obliged to submit the information about class, quantity, emergency response methods and locations of all dangerous goods in port facility, to the authorities upon request at any time.

Operation Department will keep the records involving the following information of the dangerous goods handled in our port.

- UN Number,
- PSN name ( Proper Shipping Name),
- Class, (Class 3, 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9 with sub-dangers )
- Packing group (I; II; III)
- Marine Pollutant feature,
- Consignee,
- Shipper,
- Container / Packing number,
- Seal number,
- Additional Information(Ignition temperature, viscosity,etc. )
- Storage Location in Port Field
- Duration of stay in Port

This information is recorded using the terminal automation system at the coastal facility, kept in a way that only authorized personnel can access, and displayed when requested. The port facility keeps up-to-date the class and quantity information of the dangerous goods it handles throughout the year.

## **7.3 Procedures for control of proper identification of dangerous goods in the facility, using proper shipping names,certificating, packaging/packed, labeling and declaring of dangerous goods, loading to approved package, container or good cargo transport unit in accordance with rules and transporting in a safe condition and reporting the results of control.**

Before handling dangerous cargo at the shore facility, the Dangerous Cargo Information Form (Appendix 5) in the IMSBC code appendix is requested to check that the correct shipping name of the dangerous cargo is used. In packaged dangerous cargo, the control is again made on the cargo's transportation documents.

Documents showing that the incoming cargo is packaged, labeled, loaded into the transport units in accordance with the rules and transported are requested from the ship's officer and tracked through the terminal automation system.

Planning and operation coordinated, the dangerous cargo to be accepted to the port checks the accuracy of the following information on the dangerous cargo documents prepared by the sender

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>62</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

- UN Number,
- PSN name (Proper Shipping name),
- Class, (Class 3, 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9 with sub-dangers)
- Packing Group ( I; II; III)
- Marine Pollutant feature,
- Container / packing number,
- Seal number,
- Additional information(Ignition temperature, viscosity,etc.)
- Storage Location in Port Field,

This information is delivered to the tally clerk, Field Supervisors, Storage officers, HSE and to the staff who requires knowing the information, by sending upon terminals/documents, so the control of dangerous goods is provided.

**Maintenance of the vehicles, equipment and equipment used in the handling and stacking of dangerous cargoes in our facility:**

All kinds of tools, equipment and equipment used in the handling and stacking of dangerous goods in our facility are kept in accordance with the maintenance and handling procedures determined after the first production. Lifting equipment is approved by TÜRKAK by an authorized institution or authorized persons registered in TMMOB chambers, their records are kept for at least 1 year.

**7.4 Procedures for obtaining and keeping dangerous goods safety information form(SDS).**

Dangerous Goods Safety Information Form (SDS) involving the following information is required for dangerous goods transported by all modes of transportation (Road, rail, air and marine) according to our national law since 1 January 2014.

- UN number,
- PSN (Proper shipping name,) (required for marine transport. )
- Class, (Class 3, 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9 with sub-dangers)
- Packing group (I; II; III)
- Marine pollutant feature,
- Tunnel Restriction Code (required for road transport. )

In port, there is a check to control this document together with the dangerous goods to be received.

**7.5 Procedures for keeping records and statistics of dangerous goods.**

ADMINISTRATION requests to give a report involving the information of dangerous goods, handled in our Port facility, to Port Authority in 3 month-periods.The example of the report issued by Operation Department is below.

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>63</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

Statistical evaluation from records of dangerous goods handled in our port annually is prepared by trade, operation departments.

Monthly inventory and control reports of dangerous goods stored in the port are issued by operation department and submitted to the Management. Records and reports are archived by the departments in 5 year periods.

## **7.6 Information on Quality Management System**

Sanko Petro Kimya Mamulleri San. ve Tic. A.Ş. has established and implemented a quality management system in accordance with ISO 9001:2015 standards and conditions for warehousing and warehousing services.

Internal audits specifying the requirements within the scope of "Regulation on the Transport of Dangerous Goods by Sea and Loading Safety" and "Directive on the Coastal Facility Dangerous Goods Conformity Certificate" related to the dangerous goods conformity certificate have been integrated into the quality management system, and the Dangerous Goods Safety Consultant and the facility manager carried out under his supervision

 <b>SANKO</b>	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>64</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

## **8. EMERGENCIES, PREPAREDNESS FOR EMERGENCIES AND RESPONSE**

### **8.1 Response procedure for dangerous goods that endangers/able to endanger life, property and/or environment and dangerous incidents involving dangerous goods:**

Dangerous goods received, handled, stored, loaded and discharged to shore facility, can create unique hazards such as explosion, fire, corrosion, poisoning, infectious diseases, radiation. Therefore there are emergency varieties of shore facility could face. In order to cope with these dangers, it's extremely important develop, announce and apply the Emergency Plan that's formed in cooperation with local emergency teams.

The following issues required to be considered to form emergency strategy in shore facility.

- Preventing accidents,
- Preparing Emergency Plan,
- Implementation and Exercise of Emergency Procedures,
- Checking emergency equipment regularly,
- Implementation of plan in occurrence of emergency,
- Analyzing and reporting the incident to prevent the repetition,

Response procedure for dangerous goods that endangers/able to endanger life, property and/or environment and dangerous incidents involving dangerous goods in our facility:

Intervene in dangerous situations prepared by the facility will be conducted by the Emergency Action Plan.

### **8.2 Information for possibility, capacity and capability of shore facility to response emergencies.**

The facility has an approved fire plan. Firefighting teams have been established for each shift. Training, drills and exercises are carried out within the scope of various scenarios at planned and unplanned times and reports and records are created.

The fire equipment facility type, the number of ships and marine vehicles to be docked, the type and amount of cargo to be loaded/unloaded or stored are determined by considering the capacity of the facility, and there are sufficient numbers in the handling and temporary storage area. In accordance with the Regulation on the Protection of Buildings from Fire, the fire plan has been approved by a mechanical engineer with a fire installation engineer certificate registered with the Chamber of Mechanical Engineers of the Turkish Engineers and Architects Association.

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>65</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

The firefighting equipment in our facility is listed below,

- 2 Storage Tanks(2X250 m<sup>3</sup>)
- 1 Diesel Pump(259 HP)
- 1 Electric Pump(200 Kw.)
- 1 Joker Pump
- Fire Circuit Pressure 12,5 Bar
- 8" Fire Pipeline on-jetty,
- 4-8" Fire Pipeline in-site
- 1 Portable Foam Making Machine
- 25 Hydrants and 25 Affiliated Fire Cabinets
- 22 pieces of 6 Kg. Dry Chemical Powder
- 9 pieces of CO<sub>2</sub> Tubes of 6 Kg.
- 

#### **Possibility, capability and capacity against leakage and spillage**

Body and eye showers using fresh water have been installed at the relevant docks for emergency response to personnel exposed to dangerous liquid chemicals. Movable eye and body shower system will be deployed in the area closest to the ship during the hazardous material operation.

	<b>EMERGENCY SECTION</b>	<b>ACTIONS</b>
ALL		Who Have Dangerous Materials Spilled, Personnel Makes Bariches In Front Of The Leaking Product To Prevent Spreading Immediately.
ALL		<ul style="list-style-type: none"> <li>• If The Chemical Substance Is Spilled On You, The Clothes Should Immediately Take Off The Emergency Case Entered Under The Shower. If In Eye Contact, It Is Washed With Lot Of Water In The Eye Shower.</li> </ul>
WORKPLACE DOCTOR	FIRST AID TEAM	<ul style="list-style-type: none"> <li>• First Names Are Given. First Supervisor Gets News To First Aid Unit.</li> </ul>
SECURITY CHEF	INTERVENTION UNIT	<ul style="list-style-type: none"> <li>• Business Responsible / Security Unit Notificates To Intervention Rescue Unit Activates Rescue And Technical Support Team.</li> </ul>
OPERATING OFFICER	INTERVENTION AND LOGISTICS UNIT	<ul style="list-style-type: none"> <li>• Rescue Team And Technical Support Team Intervent By Using The Necessary Equipments To Make The Product Distribute To The Environment.</li> </ul>
OPERATING OFFICER	INTERVENTION UNIT	<ul style="list-style-type: none"> <li>• Intervention Unit Keeps Fire Team Ready Against Fire Output.</li> </ul>
SECURITY CHEF	SECURITY DEPARTMENT	<ul style="list-style-type: none"> <li>• Security Department Takes Security Measures Around The Zone To Intervent.</li> </ul>
OPERATING OFFICER	MARINE OPERATION UNIT	<ul style="list-style-type: none"> <li>• In Case Of Spillage Interfering In The Sea, The Technical Support And Rescue Team Try To Prevent Marine Pollution By Using Fighting Equipment.</li> </ul>

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>66</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

OPERATING OFFICER	SECURITY DEPARTMENT	<ul style="list-style-type: none"> <li>• In The Event Of Failure To Avoid Marine Pollution, Necessary External Institutions Are Informed And Help Is Requested.</li> </ul>
-------------------	---------------------	--

Regarding to marine pollution, a private company is contracted by Service Purchasing for being ready for fighting against marine pollution, supervision, response to pollution and cleaning up the pollution (Level 1, Level 2 and Level 3). Shore cleaning, rehabilitation of shore and sea areas, compensation of pollution damage, waste transfer, waste disposal

### **8.3 Regulations of first response for accidents involving dangerous goods. (First aid procedures, first aid facilities and capabilities ext.)**

Emergency Management at the facility level will be performed by using safe, fast internal and external communication opportunities with well designed organization, personnel prepared with training and exercises, Emergency Plans including procedures and documentation. The Emergency Management processes will be followed and controlled by basically applying the following measures.

<b>FURTHER OPERATIONS</b>	<b>Related Sections</b>
<b>WARNING:</b> Announce the occurrence/probability of emergency and unexpected situations	All Personnel and Ship
<b>CALL FOR HELP:</b> Transfer of the necessary information to relevant organizations	All Personnel
<b>RESPONSE:</b> Respond to the Emergency as soon as possible with the right equipment and trained personnel stated under the Plan	Response teams
<b>FIRST AID:</b> Administration of the first aid activities until professional support team arrives	All Personnel having First Aid Training
<b>RESCUE:</b> Saving material, tools, information, documents and other important papers of Port Facility	First Aid Personnel
<b>PROTECTION:</b> Taking recovered materials, tools, information, documents and other important papers under protection	Security Personnel
<b>INFORMATION:</b> Sending necessary explanations to the customer and other persons and Press	Press and Public Relations
<b>REQUIRED NOTICES:</b> Sending of required notifications in accordance with regulations to the public authority	Authority

Accidents that may be caused by dangerous substances in our port facility are divided into Fire and Leakage / Leakage / Spillage. Their first response procedures are described in sections 8.3.1 - 8.3.2 and 8.4.

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>67</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

**The measures against fire which is occurred by dangerous goods are as follows:**

- In case of fire which is occurred as a result of accident involving dangerous goods that are handled in port facility, Emergency Plan (EMS) annexed to IMDG Code shall be considered.
- Measures in emergency plan, which are taken for fire, are generally as follows.
  - F-A(General Fire Plan)
  - F-B(Explosive Substances and Articles)
  - F-C(Non-Flammable Gases)
  - F-D(Flammable Gases)
  - F-E(Non-Water-Reactive Flammable Liquids)
  - F-F(Temperature-Controlled Self-Reactives and Organic Peroxides)
  - F-G(Water-Reactive Substances)
  - F-H(Oxidizing Substances with Explosive Potential)
  - F-I(Radioactive Material)
  - F-J(Non-Temperature-Controlled Self-Reactives and Organic Peroxides)

In the event that the cargo handled in our port facility is involved in an accident and a fire occurs, the considerations in IMDG Code and IMSBC Code additional tables are as follows:

UN	İSİM VE TANIM	EMS (YANGIN)
-	PETROLEUM COKE	IMSBC CODE
	LİGNİTE	IMSBC CODE
	COAL	IMSBC CODE ANNEX-1
-	FLORSPAT	IMSBC CODE
	Wood Chips	IMSBC CODE
UN 1386 UN 2237	(Ceed Cake)	IMDG CODE
HAZARDOUS SUBSTANCE	PACKAGED DANGEROUS LOAD	IMDG CODE

**The measures taken against flow/leakage/spillage which are occurred by dangerous goods are as follows:**

- In case of flow/leakage/spillage which are occurred as a result of accident involving dangerous goods that are handled in port facility, Emergency Plan (EMS) annexed to IMDG Code shall be considered.
- Measures in emergency plan, which are taken for flow/leakage/spillage, are generally as follows:
  - S-A(Toxic Substances)
  - S-B(Corrosive Substances)

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>68</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

- S-C(Flammable, Corrosive Liquids)
- S-D(Flammable Liquids)
- S-E(Flammable Liquids, Floating On Water)
- S-F(Water-Soluble Marine Pollutants)
- S-G(Flammable Solids and Self-Reactive Substances)
- S-H(Flammable Solids “Molten Material”)
- S-I((Flammable Solids “Repacking Possible”)
- S-J(Wetted Explosives and Certain Self-Heating Substances)
- S-K(Temperature-Controlled Self-Reactive Substances)
- S-L(Spontaneously Combustible,Water-Reactive Substances)
- S-M(Hazard of Spontaneous Ignition)
- S-N(Substances Reacting Vigorously with Water)
- S-O(Substances Dangerous When Wet “Non-Collectable Articles”)
- S-P(Substances Dangerous When Wet “Collectable Articles”)
- S-Q(Oxidizing substances)
- S-R(Organic Peroxides)
- S-S(Radioactive Material)
- S-T(Dangerous Goods with Biohazard)
- S-U(Flammable, Toxic or Corrosive Gases)
- S-V(Non-Flammable, Non-Toxic Gases)
- S-W(Oxidizing Gases)
- S-Y(Explosive Chemicals)
- S-Z(Toxic Explosives)

In the event that the cargo handled in our port facility is involved in the accident and in the case of leakage / spillage, the considerations from IMDG CODE Annex tables are as follows.

**Medical first aid guide (MFAG) will be used for the accidents involving dangerous goods.Issues taken into consideration for use of this guide are stated below.**

- In any case of exposure to dangerous goods, firstly emergency response will be applied.
- Medical first aid guide will be applied in 3 steps.

1.Step : Emergency Action and diagnosis

2.Step : Consider tables.

3.Step : Consider appendices

Start here!

The tables give brief instructions for special circumstances.

The Appendices provide comprehensive information, medicines and chemicals that might be exposed.

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>69</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

Use the following table while emergency action.

Does the casualty need to be rescued from a polluted atmosphere?   NO   V	YES →	See table 1
Has breathing stopped?   NO   V	YES →	See tables 2 and 3
Is the casualty unconscious?   NO   V	YES →	See table 4
Is the casualty convulsing (fitting)?    NO   V	YES →	See table 5
Are the eyes contaminated?   NO   V	YES →	See table 7
Is the skin contaminated?   NO   V	YES →	See table 8
Has the chemical been inhaled?   NO   V	YES →	See table 9
Has the chemical been ingested?   NO   V	YES →	See table 10
Is there severe pain?   NO   V	YES →	See table 13

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>70</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

Is the chemical known?  
(e.g. by UN No., product label, shipping documents)

YES →

Only a few substances need specific treatment (see also appendix 15): Calcium oxide, calcium hydroxide (table 7) Phosphorus, white or yellow (table 8) Coumarin derivated pesticides (table 14) Hydrofluoric acid, hydrogen fluoride, fluorides

| NO  
| V

(table16)  
Organophosphorus and carbamate insecticides (table17)  
Cyanides(table18) Methanol and ethylene glycol (table 19) Radioactive material (table 20)

What is the casualty's present state?	
Breathing is rapid, shallow, irregular or deep:	→ Table 3 and Appendix 3
The casualty has a cough, wheezing, hoarseness or severe breathlessness:	→ Table 9 and Appendix 9
The pulse is slow, weak or rapid:	→ Table 11 and Appendix 11
Blisters, burns or frostbite are present:	→ Table 8 and Appendix 8
The casualty is in a coma:	→ Table 4 and Appendix 4
The casualty has convulsions (seizures, fits):	→ Table 5 and Appendix 5
The casualty is vomiting:	→ Table 10 and Appendix 10
The casualty is restless, excited, confused or hallucinating:	→ Table 6 and Appendix 6
The casualty is jaundiced (yellow discoloration of skin or eyes):	→ Table 15
Urine output is decreased or absent:	→ Table 12 and Appendix 12
Blood is in the urine, vomit, or stool; the gums are bleeding; there are small haemorrhages (petechia) in the skin:	→ Table 14

|  
V

What is the history of the present illness?  
How did the illness start?  
What are the symptoms?  
Which symptoms are most troublesome?

V

What illnesses has the casualty suffered previously?

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>71</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

**Use the following table for diagnosis.**

**Tables involves special conditions for special conditions, the information for tables are as follows.**

Table 1 : Rescue

Table 2 : Cardio-Pulmonary Resuscitation (CPR)

Table 3 : Oxygen Administration and Controlled Ventilation

Table 4 : Chemical-Induced Disturbances of Consciousness

Table 5 : Chemical-Induced Convulsions

Table 6 : Toxic Mental Confusion

Table 7 : Eye Exposure to Chemicals

Table 8 : Skin Exposure to Chemicals

Table 9 : Inhalation of Chemicals

Table 10: Ingestion of Chemicals

Table 11: Shock

Table 12: Acute Kidney Failure

Table 13: Pain Relief

Table 14: Chemical-Induced Bleeding

Table 15: Chemical-Induced Jaundice

Table 16: Hydrofluoric Acid and Hydrogen Fluoride

Table 17: Organophosphate and Carbamate Insecticides

Table 18: Cyanides

Table 19: Methanol and Ethylene Glycol

Table 20: Radioactive Material

**The Appendices provide comprehensive information, medicines and chemicals that might be exposed. Information on appendices are as follows.**

Appendix 1 : Rescue

Appendix 2 : Cardio-Pulmonary Resuscitation (CPR)

Appendix 3 : Oxygen Administration and Controlled Ventilation

Appendix 4 : Chemical-Induced Disturbances of Consciousness

Appendix 5 : Chemical-Induced Convulsions

Appendix 6 : Toxic Mental Confusion

Appendix 7 : Eye Exposure to Chemicals

Appendix 8 : Skin Exposure to Chemicals

Appendix 9 : Inhalation of Chemicals

Appendix 10: Ingestion of Chemicals

Appendix 11: Shock

Appendix 12: Acute Kidney Failure

Appendix 13: Pain Relief

Appendix 14: List of Medicine and Equipment

Appendix 15: List of Materials

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>72</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

#### Places and Contents of First Aid Materials at the Facilit

In case of emergencies or accidents caused by hazardous materials in our Port Facility, first aid supplies to be used for intervention are located in the security, shift management, administrative building (old) and maintenance workshop. Contents:

- Pure Alcohol
- Oxygenated Water
- Gauze
- Cotton
- Box Flaster
- Bandage
- Plaster
- Scissors
- Needle

#### **8.4 Notification to be made inside and outside of facility in emergencies.**

Detailed information on how the emergency or accident occurred and which hazardous materials were involved in the accident is included in ANNEX-16 of the Hazardous Material Incident Notification Form.

<b>Name/Surname</b>	<b>Position</b>	<b>Contact information</b>
Erhan OĞLAKÇI	Harbour Master	Tel: 0530 513 28 94
Ali Rıza ÇİFTLER	Operation Chief	Tel: 0542 786 43 53
Erdem ÇELENK	Shift superintendent	Tel: 0551 244 70 60
Abdullah ONGUN	Shift superintendent	Tel: 0507 026 77 77
Mehmet Fatih YURT	Shift superintendent	Tel: 0542 529 07 69
Emrah BİNBAY	Container Operations Manager	Tel : 0532 608 63 72
Hasan AKDEMİR	DGSC	Tel: 0534 368 73 75

<b>INSTITUTION</b>	<b>TELEPHONE</b>
FIRE DEPARTMENT	110
EMERGENCY SERVICE	112
GENDARME	156 / 6712007
COAST GUARD	158 / 6142311
CEYHAN REGIONAL PORT MENAGMENT	0322 639 21 39
İSKEN THERMAL POWER PLANT	0322 3552455
BOTAŞ	0322 6392465
YUMURALIK MUNICIPALITY	0322 6712017
CEYHAN MUNICIPALITY	0322 6134020
CEYHAN STATE HOSPITAL	0322 6131362
CEYHAN DISTRICT POLICE OFFICE	0322 6138242

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>73</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

YUMURTALIK DISTRICT POLICE OFFICE	0322 6712717
BALCALI STATE HOSPITAL	0322 3386295
CEYHAN DISTRICT GOVERNORSHIP	0322 6139090-6139191
ADANA GOVERNORSHIP	0322 4592743
CIVIL DEFENCE TEAM SEARCH AND RESCUE UNION DIREC.ADANA	0322 3943674

### **8.5 Coordination, support and cooperation method with public authorities.**

All accidents related to Dangerous Goods will first be coordinated with the Port Authority. By informing the Port Authority, support and cooperation will be provided with the Provincial / District Fire Department, AFAD and aid units of neighboring facilities. Coordination procedures will be tested in Emergency Instructions. Communication channels for determining communication methods with outside facilities and effectively managing emergency situations;

- Mobile Phones and the satellite phone
- Computers
- Radio
- Siren
- Messengers

In case of a possible explosion, fire or emergency signs in the nearby facilities;

- First measures will be increased in the facility,
- The teams will be prepared to assist the neighboring facility,

### **8.6 Emergency evacuation plan for ship and sea vehicles from shore facility in emergencies.**

The emergency evacuation plan, which aims to determine the order of the necessary procedures and determine the responsibilities for the ships to leave the Port Facility in the most appropriate way in the emergency situations specified below, has been approved by the Ceyhan Regional Port Authority .

**Facility Information Form:** Located in DGHG section 1.1.

**Coordinates of Harbour Master Administrative Areas, Anchorage Areas, Pilot Pick-up and Drop-off Areas** are included in ANNEX-13.

#### **Emergency Conditions**

Conditions requiring urgent departure of ships connected to the Port Facility Marine systems are stated below.

- Weather conditions

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>74</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

- Conditions requiring fire or emergency on board
- Conditions requiring fire or emergency on the Port Facility site

#### **Other reasons**

- Fire breaks out on a ship or in a facility located in other facilities
- Terrorist acts
- War Situation
- Natural Disasters
- Situations deemed necessary by official institutions
- Pollution
- Disturbance of ship position
- Malfunction on board
- Medical problems

#### **Air Opposition**

<b>Weather Conditions</b>	<b>Operation</b>	<b>Action to be taken</b>	<b>Explanations</b>
Wind > 20 knot	Approach	The ship 's berthing not allowed	The final decision is made by the pilot company.
22< Wind < 27 knots	Unloading/Loading	Discharging/Loading is stopped. A letter of information is given to the ship stating that there will be adverse weather conditions.	The Port Facility reserves the right not to restart the discharge until the wind speed drops below < 22 kts. The rate of increase in wind speed is checked and waited safely .
27≤ Wind < 33 knots	Unloading/Loading	The ships at the pier are instructed to leave.	The decision to leave will be made by the Ship's Master and the Port Facility Representative in consultation with the Pilot.
33< Wind knots	Separation	The Port Facility is in contact with the pilot and tugboat company to ensure the separation of the ships.	
<b>LIGHTNING STRIKE</b>	Unloading/Loading	Discharging/Loading is stopped.	If the lightning is in the immediate vicinity of the Port Facility site.
Side lying > 2 ° Fore - aft slope > 2.0m	Unloading/Loading	Discharge/Loading is stopped,	The ship is requested to take corrective measures.

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>75</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

The values specified in the table above are calculated and given to ensure safe operation of ships in the Port Facility Marine Systems.

**Conditions Requiring Fire or Emergency on Board :**

A fire that may occur in Ships connected to Marine Systems and may grow and get out of control even if it is fought, is a situation that requires the Operation to be stopped immediately and the Ship to be separated. In addition, in cases where there is a breakage, rupture, etc. in any ship tank or pipeline and an unstoppable leak/spill into the atmosphere, the Ship connected to Marine Systems must be removed from the Marine Systems immediately in order to prevent damage to the Port Facility and its surroundings.

**Conditions Requiring Fire or Emergency in the Terminal Area :**

In cases of similar fires, uncontrollable leaks, and emergency situations that may occur within the Port Facility, the ship is urgently removed from the Marine Systems for the purpose of ship and environmental safety. Fires and leaks that will not affect the operation within the Port Facility and can be easily extinguished will be evaluated by the Emergency Management Center and the decision to leave the ship in the Marine Systems will be made.

**Other Reasons :**

In such cases, where the ship is not directly caused by the ship or the Port Facility but there is a possibility of damage to the ship indirectly,

- A fire or explosion occurs on a ship or facility located in other facilities,
  - Terrorist acts
  - War situation
  - Natural disasters
  - Situations deemed necessary by the state.
  - Pollution
  - Disturbance of the ship's position
  - Occurrence of mechanical failures on the ship side
  - Medical issues that may affect the Ship and the Port Facility
- In this case, the ships are urgently removed from the marine systems to which they are connected.

**Communication :**

In case of emergencies on the Port Facility and the Ship or above mentioned emergencies, fast, secure and uninterrupted communication between the Port Facility, the Ship and the relevant Authorities will be provided through the communication tools specified below.

- UHF Radio
- VHF Radio
- Mobile Phone
- Landline Phone
- Reporter / Liaison staff

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>76</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

<b>REASON FOR ALARM</b>	<b>ALARM TOOL</b>	<b>VOICE WARNING</b>
Fire in the facility	Wireless / Telephone	Fire in the facility
On the dock Fire outbreak	Wireless / Telephone	On the dock Fire
Power Cuts	Wireless / Telephone	Attention power outage
Emergency	Wireless / Telephone	Attention Shutdown System came into play

### **Abandon Ship**

- The Captain gives the Abandon Ship alarm.
- Inflatable boats are called in urgently when necessary.
- In case of need, an ambulance and the workplace doctor are called.
- A personnel count is carried out and a search is made in case of missing personnel.
- The life rafts used to abandon ship are prepared and thrown into the sea.
- If possible, valuable documents are taken.
- The crew and guests on board board life rafts safely.
- Life rafts are moved away from the ship and safely landed.
- People who need treatment are sent to the nearest health institutions by ambulance.

### **Emergency Separation System Preparation :**

All emergencies must be reported to the Harbour Master authorities. If a decision is made to urgently depart the ship, the Harbour Master must specify safe places where the ship can be moved under controlled conditions.

In cases requiring emergency separation, the ship captain and the port facility will initiate the emergency separation process by mutual agreement and report the situation to the Harbour Master as soon as possible. In cases where the severity of the emergency and time permits, a representative from the Harbour Master's office or the Harbour Master, Harbour Manager/Operations Officer, Ship Captain, Pilot Captain will agree on the time and method of separation before the emergency separation process is carried out.

The ship's machinery, steering equipment and marine system break equipment will be made ready for immediate use.

All cargo discharge and ballasting operations must be stopped and preparations for separation will be made.

Water will be pumped into the ship's fire system and water mist will be used for strategic sections.

If ventilation to atmosphere is required, engine room personnel must be present, all non-essential intake ports must be closed, all safety precautions relevant to normal operations must be taken, and a warning notice must be issued.

In all emergencies, if the necessary response is beyond the terminal's capabilities, the local security forces and/or fire department will be notified immediately.

The decision to remove the ship under control is based on the principle of life safety and will also include the following conditions:

1. Adequacy of tugboats
2. The ship's ability to take off under its own power
3. Availability of safe places to which a Vessel in distress may proceed or withdraw.

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>77</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

4. Firefighting competence
5. Proximity of other ships
6. Fire Lines

As long as the ship is in the port facility, fire ropes will be kept on the ship's head and shoulder on the sea side. (In Bulk/Solid Cargo Ships) The eye of the ropes should be lowered to sea level and the part above the board should be tightened by wrapping at least five turns around the bollard. The part of the rope above the board should be taut starting from the bollard. A rope that can carry the rope will be tied just before the eye of the rope and the eye of the rope will be positioned three meters above sea level. The eye of the rope will be kept at this level at all times while the ship is in the port facility.

### **Emergency Separation :**

If all the above preparations are examined and deemed appropriate, the ship will be lifted immediately.

Emergency Separation operations will be carried out by performing the following operations in order. Close coordination and cooperation between the Port Facility, the Ship and the Harbour Master is required at each stage.

#### **Emergency Separation Process Order**

<b>1.</b>	Alarming
<b>2.</b>	Providing information about emergency situations via VHF and telephone
<b>3.</b>	Initial situation assessment between the ship captain and the Port Facility official
<b>4.</b>	Stopping the operation
<b>5.</b>	Implementation of Port Facility and ship emergency plan measures
<b>6.</b>	Deterioration of the current situation and the existence of the above-mentioned emergency separation conditions.
<b>7.</b>	Evaluation of the situation between the ship captain, port facility authority, port authority or harbour master, and the pilot captain.
<b>8.</b>	Decision to make emergency separation
<b>9.</b>	Informing environmental facilities and other ships
<b>10.</b>	Tugs are deployed around the ship for emergency separation, complete their preparations and indicate their readiness.
<b>11.</b>	The ship captain completes the preparations for the ship and states that he is ready.
<b>12.</b>	Approval to remove the ropes released by the authorized person from the bollards and release them into the sea

The Ship Emergency Separation Procedure should be considered as the last resort and the ship ropes should not be released until all precautions are taken and the above conditions are met.

### **After Emergency Separation**

After the separation process, the decision on the towing of the ship and the location to which it will be taken is made and declared,

The ship's transfer/mooring to the allocated area accompanied by tugboats or with its own machinery,

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>78</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

Inspection of the Port Facility to detect any possible damage or deficiency,  
 Evaluation of the time when the ship and port facility will be ready to handle cargo again,

Sharing any negative situations that may occur during the Emergency Separation,  
 Agreement between the pilotage and tugboat organization and the coastal facility authorities regarding fire, explosion and similar emergencies that may occur during loading/unloading.

A sufficient number of tugboats with sufficient traction power and equipped to fight fires according to weather and sea conditions should be used to quickly remove the ship from the facility and tow it to a safe point.

**Internal and External Facility Communication List :** It is included in ANNEX-3.

**Hazardous Material Incident Notification Form:** It is located in ANNEX-16.

## **8.7 Procedures for handling of damaged dangerous goods and wastes contaminated by dangerous goods and disposal of them.**

### **Waste Collecting and Handling**

- Consequential waste are collected to waste bins taxonomically and handled to be stored properly. Waste occurred as a result of the maintenance process are handled in that scope.
- Additional waste classes, if available, are provided to be integrated into the current waste classes.

### **Waste Disposal**

- According to the hazardous or non-hazardous properties, the waste collected are isolated from the facility by selling them or using contracted organizations which are in conformity with legal recycling/disposal methods.
- Opportunities of all contractors and carriers within the body of waste management in terms of appropriate methods of waste handling and/or disposal are examined.
- In case of any contracting service received for handling, selling and/or disposal of the waste, those contracting companies are observed whether they fulfill their legal liabilities or perform recycling or disposal without damaging the environment.
- It is an obligation to keep all the records concerning waste disposal.

### **Dangerous Wastes**

These waste are empty barrels. If occurred, should be left to the contaminated package area in the dump site and Environmental Consulting Firm and Environmental Management System Supervisor contact with contracted and licensed company to send those contaminated packages through filling up the

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>79</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

National Waste Handling Form within the time specified in the laws and regulation. Relevant documents of National Waste Handling Form and other documents are stored in environment folder.

**Contaminated Waste;** are used gloves, waste cottons and work uniforms. When occurred, should be collected at the waste barrel which is located at the exit of the production-warehouse department and then moved to the waste area. Within the time specified in the laws and regulation, Environmental Consulting Firm and Environmental Management System Supervisor contact with contracted and licensed company to send those contaminated packages through filling up the National Waste Handling Form. Relevant documents of National Waste Handling Form and other documents are stored in environment folder.

### **8.8 Emergency drills and their records:**

- **Implementation of Practices;** Emergency organization personnel should get various trainings to get ready for their duties with the purpose of providing against emergencies within the facility. If necessary, such trainings must be organized through specialized agencies. In that scope, relevant personnel have received trainings on IMDG CODE regarding Hazardous cargos and have been certified. Practices, which shall be performed in an effort to examine the efficiency of Emergency Plans and be prepared for facts, have to be planned in a way that they will be performed considering the worst scenario likelihood within the facility.
- **Practice Scenarios;** Planning practices needs two anticipations one of which is a single incident that the port experience and the other is the worst scenario with the combination of these single incidents. In accordance with the scenarios prepared, practices are ensured to be performed in the fastest and most efficient way possible.
- **Emergency Practices which will be performed within the facility;**
  - Have to be indicated within annual training plans.
  - May be planned as local or general responses,
  - Safety, Spillage, etc. may be combined in practice scenarios,
  - Practices can be performed with or without notices.
  - Practices are based upon different emergency scenarios.
  - A practice may be actually performed as it can be negotiated as a desk work or a seminary,
  - Each practice is prepared with scenarios of different hours, days, seasons and incident

### **8.9 Information on fire protection system.**

There are water storage tanks, hydrants, fire foam machine, portable fire extinguishers under fire protection systems in our facility. Information on fire protection systems is the same as in Article 8.2.1

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>80</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

### **8.10 Procedures for approval, inspection, test, maintenance of fire protection system and keeping ready to use it.**

Our facility has a document/certificate accredited as an "Inspection Body" by the Turkish Accreditation Agency (TÜRKAK) regarding the implementation of fire equipment and related projects in the facility. The document in question is up to date

Testing, maintenance and keeping the fire protection systems ready for use are done by our facility on a weekly and monthly basis and are recorded in the control forms.

### **8.11 Measures to be taken when fire protection system not working.**

In case the fire protection system does not work in our facility, firstly it will be tried to utilize from neighbourhood and adjacent facilities, then local fire department will be informed. The support of local fire brigade and AFAD units in the region is requested. Taking into account the capabilities of the trailer or marine vehicles with fire extinguishing feature from the sea in the region. Response to incident will be carried out by using all capacity of region.

If possible, other dangerous and flammable materials / vehicles that are likely to be affected by fire are removed from the area.

### **8.12 Other risk controlling equipment.**

The coastal facility has a report / certificate showing that the adequate lighting installation, electrical equipment, grounding installation, lightning and protection equipment are suitable, the certificate is renewed every 5 years by making the necessary tests and controls. Within the scope of these controls, equipment and equipment comply with CE standards and LED lighting fixtures are used in areas where hazardous materials are handled and temporarily stored.

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>81</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

## 9. OCCUPATIONAL HEALTH AND SAFETY

### 9.1 Occupational Health and Safety Measures:

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

- **To protect employees:** It is the main purpose of the occupational health and safety. It aims to protect the employees against working accidents and occupational diseases, provide the mental and physical integrity.
- **To provide production safety:** It is important for economy as providing production safety in workplace will lead an increase in efficiency.
- **To provide facility safety:**

As the measures taken in workplace remove the dangers in facility due to machinery malfunctions and disabled operations, explosions, fire which may arise from working accidents or unsafe and unhealthy working conditions, the facility safety can be ensured.

Measures stated in “Occupational Health and Safety Manual” and “Subcontractor Safety and Security Instructions” issued under Occupational Health and Safety are considered in our facility.

#### Occupational Health and Safety Trainings

- Personnel are on the job by taking basic occupational safety training for work in port facilities before starting work.
- Apart from this training, Ergonomics training for the work done in our facility (by the Workplace Doctor),
- First aid training, fire training, emergency response training for emergency response,
- Training of personnel working in the stuffing and unloading area on the field to work with chemicals,
- Awareness trainings are provided to our maintenance team on issues such as working at heights, working with electricity, etc. for the work they do.
- Apart from these, instant trainings are carried out by occupational health and safety experts.
- Training records are kept jointly with the HR department and the OHS department.

#### Health Considerations

Personnel who will work and will start a new job;

- Chest X-ray (Specialist physician approved)
  - Hemogram (18 parameters)
- Hearing Test (Odiometry) (Specialist physician approved)
- Fasting Blood Sugar

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>82</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

- Report on the Absence of Infectious Diseases (Hepatitis A, Hepatitis B, Hepatitis C, HIV) (Specialist physician approved)

- Tetanus Vaccine Card
- ECG
- Eye Examination Report (Specialist physician approved)
- Altitude Balance Report (Can Work in Night Shift).

Work is not done until the results reach us. Apart from this, all personnel undergo periodic health checks every year. In cases where necessary, advanced examinations are requested from the workplace doctor in our employees.

#### **Field Security**

It has a job security specialist in its staff for all situations that may occur in the field. Occupational safety experts create field reports about the deficiencies they detect in the field and send them to the relevant departments via e-mail. It notifies the maintenance team of the fault conditions detected during the field tour through the fault module and follows the process until their removal.

#### **Risk analysis**

Occupational health and safety specialists identify all risks in the facility and awaiting employees with a team formed in the field and try to develop measures regarding them and minimize these risks. As a result of this work, he identifies the situations such as education etc. that are missing and starts working to eliminate them.

The deficiencies found within the scope of the risk analysis and the deficiencies identified in the field reports are discussed with the other board members in the monthly OHS committees, and the corrections are decided and published.

#### **Periodic Controls**

All lifting devices, grounding installations, fire tubes and lines in the field are checked and records are kept within the period specified in legal frameworks.

It informs the maintenance team of the deficiencies detected during periodic controls and ensures that they are corrected as soon as possible.

#### **Dangerous Work Permits**

Working at height, excavation, working in closed containers, etc. to be done in the facility. All work to be done on the subjects is subject to work permits and work does not start without the necessary checks and appo

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>83</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

### **Legal Terms**

All legal regulations on occupational health and safety issues concerning our facility are followed by the OHS department through the official newspaper.

### **Near-Miss Situations**

All near-miss situations that are likely to occur in the facility are reported by the personnel and the OHS department tries to be corrected by moving to the required OHS board and by taking action quickly.

### **Subcontractor Management**

Occupational health and safety requirements are controlled by the OHS department within the scope of subcontracting activities. In this context;

- o Interviews with the occupational safety experts of the relevant companies,
- o Facility visits of workplace physicians are provided,
- o The relevant records of the companies (risk analysis, emergency plans, etc.) are recorded,
- o Information is provided so that they can make up for the necessary deficiencies (training, PPE, etc.).
- o Participation in OHS committees is ensured.

### **First Aid Cabinet Location and Contents**

In our facility, the first aid cabinet is located at the entrance level as a fixed one. There is also a portable first aid kit. The portable first aid kit is in the administrative building and the contents of the first aid cabinet and bag are as follows.

- 1 Blood Pressure Device

Pure Alcohol

Oxygenated Water

- Gauze
- Idrofil Cotton

Box Plaster

- Bandage
- Plaster
- Stretcher
- Scissors
- Needle

	Revision No	Release Date	RevisionDate	Page No
	09	23.05.2022	13.05.2025	84
	DANGEROUS CARGO HANDLING GUIDE			

## 9.2. Information for personal protective clothing and procedures for using them:

Personal protective clothing is specified as standard tables in stating that these clothes are worn by whom and which, as in Annex 15.

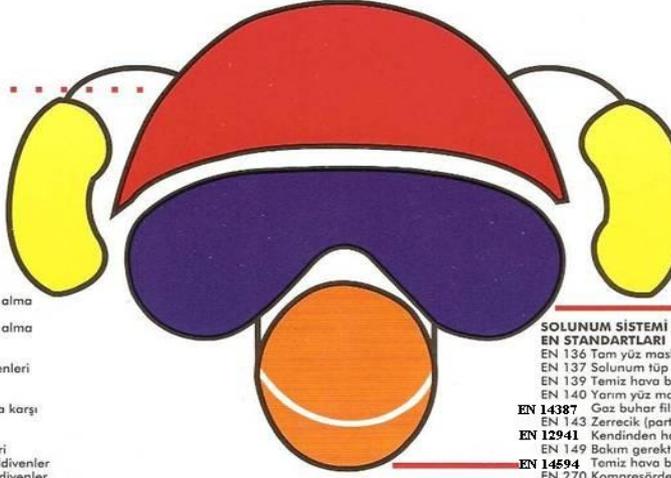
# KİŞİSEL KORUYUCU DONANIMLARINDA EN STANDARTLARI

**KAFA KORUYUCULARINDA EN STANDARTLARI**  
EN 397 Barett  
EN 443 Yangın (Savunma) Bareti  
EN 812 Bariyerli Kap

**KULAK KORUYUCULARINDA EN STANDARTLARI**  
EN 352 - 1 Kulaklıklar  
EN 352 - 2 Kulak tıkacıları  
EN 352 - 3 Kulaklıkları baretler

**EL KORUYUCULARINDA EN STANDARTLARI**

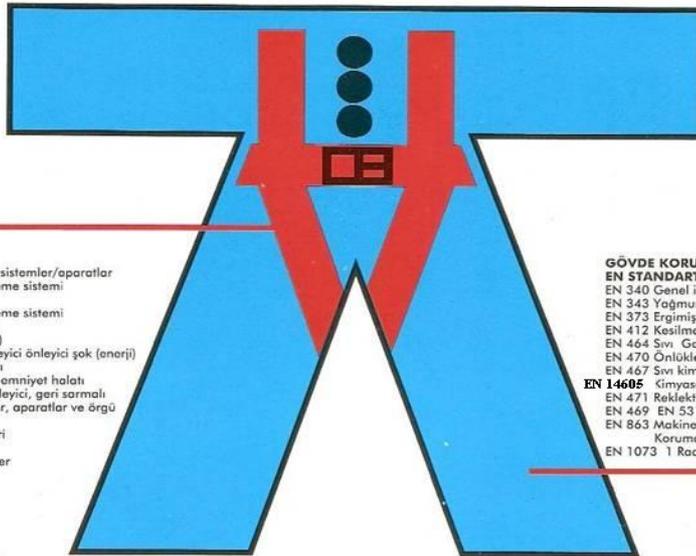
EN 374 Kimyasal madde ve mikro organizma eldivenleri  
EN 374 - 2 Kimyasal maddeyi içine alma direnci (3 Kademe)  
EN 374 - 3 Kimyasal maddeyi içine alma direnci (6 Kademe)  
EN 381 - 1 Çelik örgü eldivenler  
EN 388 Antistatik mekanik iş eldivenleri  
EN 407 Sıcak iş ve sı eldivenleri  
EN 420 Genel amaçlı eldivenler  
EN 421 İyonize ışınlarla Radyasyona karşı eldivenler  
EN 511 Soğuk iş eldivenleri  
EN 659 Yangın mücadele eldivenleri  
EN 60903 Elektrik risklerine karşı eldivenler  
EN 60903 Parmaksız özel amaçlı eldivenler



**GÖZ KORUYUCULARINDA EN STANDARTLARI**  
EN 166 Genel özellikleri  
EN 167 Optik test metodları  
EN 168 Farklı optik test metodları  
EN 169 Kaynak Filtreleri  
EN 170 Ultraviyole Filtreleri  
EN 171 İnfarot Filtreleri  
EN 175 Kaynak siperleri başlıkları  
EN 207 208 Laser Filtreleri  
EN 379 Elektronik kaynak başlıkları

**SOLUNUM SİSTEMİ KORUYUCULARINDA EN STANDARTLARI**

EN 136 Tam yüz maskeleri  
EN 137 Solunum tüp ve sırtlıkları  
EN 139 Temiz hava beslemeli maskeler  
EN 140 Yarım yüz maskeleri  
EN 14387 Gaz buhar filtreleri  
EN 143 Zerrecek (partikül) filtreleri  
EN 12941 Kendinden hava beslemeli başlık maskeleri  
EN 149 Bakım gerektirmeyen maskeler  
EN 14894 Temiz hava beslemeli başlıklar  
EN 270 Kompresörden temiz hava beslemeli başlıklar  
EN 403 Kaçış maskeleri  
EN 405 Bakım gerektirmeyen gaz-buhar maskeleri (Filtreleri değiştirilmeyen maskeler)



**EMNİYET KEMERLERİNDE EN STANDARTLARI**

EN 341 Yüksekten güvenli indiren sistemler/aparatlar  
EN 353 1 Düşmeyi önleyen/frenleme sistemi (Dikey hat üzerinde)  
EN 353 2 Düşmeyi önleyen/frenleme sistemi (Esnok elastik hat üzerinde)  
EN 354 Emniyet halatları (Lanyard)  
EN 355 Yüksekten ani düşmeyi önleyici önleyici çok (enerji) absorberları ve emniyet halatları  
EN 358 Bel tipi emniyet kemeri ve emniyet halatı  
EN 360 Yüksekten ani düşmeyi önleyici, geri sarmalı ve inertia (ataletli) tipi makaralar, aparatlar ve örgü kolunlu halatlar  
EN 361 Paraşüt tipi emniyet kemeri  
EN 362 Emniyet kancası  
EN 363 Düşmeyi durduran sistemler

**GÖVDE KORUYUCULARINDA EN STANDARTLARI**

EN 340 Genel iş elbiseleri  
EN 343 Yağmurluk  
EN 373 Ergonomik metale koruma sağlayan elbiseler  
EN 412 Kesilmeye karşı önlük  
EN 464 Sını Gaz Kimyasal koruyucu elbiseler  
EN 470 Önlüklerin genel özellikleri  
EN 467 Sını kimyasallara karşı koruyucu giysiler  
EN 14605 Kimyasal koruyucu elbise  
EN 471 Relektif (fosforlu) işaretli elbiseler  
EN 469 EN 531 Isı ve alevden koruyucu donanımlar  
EN 863 Makinelere (delinmelere, kesilmelere, vb.) Koruma sağlayan elbiseler  
EN 1073 1 Radyoaktif kirliliğe karşı elbiseler

**AYAK KORUYUCULARINDA EN STANDARTLARI**

EN 20345 Güvenlik ayakkabısı 200 jül  
EN 20346 Güvenlik ayakkabısı 100 jül  
EN 20347 Güvenlik ayakkabısı minimal risk  
EN 381 8 Çelik örgü tozluklar  
EN 381 9 Çelik örgü tozluklar



	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>85</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

### **9.3 Closed Space Entry Permit Measures and Procedures**

In the areas where dangerous cargo is handled at the Sanko coastal facility, there is no enclosed space as defined in Article 4, clause (ö) of the Directive on the Issuance of the Coastal Facility Dangerous Cargo Conformity Certificate. Temporary storage of the handled dangerous goods is not carried out in the closed area, and temporary storage is carried out in the open storage area, which is located outside the borders of the coastal facility and does not have a closed area feature.

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>86</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

## 10. OTHER ISSUES

### 10.1 Validity of Dangerous Goods Compliance Certificate.

Dangerous goods conformity certificate validity date of 17.06.2025.

### 10.2 Duties defined for Dangerous Goods Safety Advisor.

Monitoring compliance with requirements about carriage of dangerous goods. Offering suggestions to shore facility about carriage of dangerous goods. Preparing an annual report to shore facility about the activities of shore facility operator for carriage of dangerous goods. (Annual reports are kept for 5 years, submitted to the authorities on request.)

Controlling the following application and methods;

- Controlling of identifying, using the proper shipping name, certificating, packing/packaging, labelling and declaring of dangerous goods, loading and transporting to the approved and appropriate packs, container and cargo transport units in a safe condition , and procedures for reporting control results.
- Procedure for loading/discharge of dangerous goods handled and stored temporarily,
- Whether taking into consideration of special requirements of shore facility about dangerous goods while buying the transport vehicles regarding to handled dangerous goods,
- Control methods of equipment used for transporting, loading and discharging the dangerous goods,
- Whether the shore facility personnel take appropriate training including the amendments in legislation, and whether the records are kept or not,
- Compliance of emergency methods applied in case an accident or incident that affects safety during transporting, loading or discharging dangerous goods,
- Compliance of reports prepared for serious accidents, incidents or serious violations occurred during transporting, loading or discharging dangerous goods,
- Determination of required measures against repetition of accidents, incident or serious violation and evaluation of the implementation,
- To what extent, considering rules about selection of subcontractors or third parties and dangerous goods carriage,
- Determination whether the employee working in transporting, handling, storing and loading/discharging of dangerous goods, have detailed information about operational procedures and instruction,
- Compliance of measures taken to be prepared for risks during transporting, handling, storing and loading/discharging of dangerous goods,
- Procedures for what the required document, information and papers related to dangerous goods.
- Procedures about berthing, mooring to shore facility, loading/discharging, harbouring or anchoring for ships transporting dangerous goods by day andat night.

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>87</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

- Procedures about additional measures for loading, discharging and transshipment according to seasonal conditions.
- Procedures about fumigation, gas measuring and degassing, Procedures keeping records and statistics of dangerous goods,
- Accuracy of information about ability, capacity and capability of shore facility for emergency response,
- Compliance of regulations for first response to the accidents involving dangerous goods,
- Procedures for handling and disposal of the damaged dangerous goods, wastes contaminated with dangerous goods,
- Information about personal protective clothing and procedures for using them.

**10.3 Issues for carrier of dangerous goods to the shore facility /from the shore facility by land (documents to be kept by road vehicles during entrance/exit of port or shore facility field, equipment and tools kept by these vehicles; port field speed limits, etc.):**

In the coastal facility, in order to be able to intervene in emergencies that may occur in areas where hazardous materials are handled, sufficient entry-exit opportunities are provided, and the transportation routes to the cargo transport units are kept open and emergency equipment is reached as soon as possible.

**Documents required to be carried:**

- Transport documents,
- Dangerous goods Transportation Driver Training Certificate (SRC-5),
- Identification card with photo in charge in vehicle (identity card, driving license or passport),
- Written instruction prepared by carrier to give to driver ,
- Multimodal Dangerous Goods Transportation Form for dangerous goods transported in multimodals,
- ADR conformity certificate for vehicles,
- Copy of transport permission document taken from related competent authority for Class1, class 6 and class 7 dangerous goods transportation,
- Dangerous Goods and Dangerous Waste Compulsory Financial Liability Insurance for vehicles carried out dangerous goods transportation,

**Equipment and apparatus required to have in vehicles:**

- Portable fire extinguishers,
- At least one chock of appropriate size to the wheel diameter and maximum mass for each vehicle,
- Two self-standing warning signs,
- Eye rinsing liquid,

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>88</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

- Warning vest,
- Portable lightening apparatus,
- A pair of protective gloves,
- Eye protection goggles,
- Emergency escape mask,
- Shovel,
- Drain seal,
- Collecting container

#### **Speed limits in Port Area:**

Speed limits determined by our facility and on traffic warning signs will be complied with. The speed limit in our facility is 20 km and it is determined by warning signs.

#### **Packed Loads:**

About packaged dangerous goods coming to our coastal facility by road, the cargo officer is notified to our shore facility by the cargo officer before the cargo arrives at the coastal facility, the notifications made include the following information and documents:

- a) Title and contact information of the person concerned,
- b) Proper shipping name,
- c) UN Number,
- ç) Hazard class and secondary risk, if any,
- d) Packing group, if any,
- e) The type and number of packages,
- f) Net and gross weight or volume (kg / lt),
- g) Container number,
- ğ) Confirmed gross weight information of full containers to be exported,
- h) Container / vehicle packing certificate,
- i) Vehicle plate or wagon number,
- i) Safety data form of the load.

If dangerous goods are transported in a container before the sea voyage, the "Container / Vehicle packaging certificate conforming to the 5.4.2 part of the IMDG code must be kept together with the transport document." The transport document can be arranged to include the information on the Container / Vehicle packaging certificate and can be arranged as a single document, otherwise it must be attached to the transport document. In addition, the container / vehicle loading certificate of a cargo transport unit arriving at the coastal facility to be transported by sea is

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>89</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

checked by the coastal facility operator. Cargo transport units that do not have the mentioned certificate are not allowed to be loaded on the ship.

**10.4 Issues regarding to the carriers of dangerous goods to coming the shore facility/leaving from shore facility by sea (exhibition of signals by ships and sea vehicles to the port or shore facility by day/at night, cold and hot working procedures aboard ship)**

**Exhibition of signals by ships and sea vehicles to the port or shore facility by day/at night:**

The ship which arrives to port and carries dangerous goods will have “B” (Bravo) international code of signals by day, an all-round fixed red light by night.

**Cold and Hot Work procedures aboard ships in the shore facility and carrying dangerous goods:**

The ships carrying dangerous goods and staying in shore facility shall take the required permission for hot and cold work from Port authority and inform the shore facility responsible.

The hot working principles to be carried out in ships carrying dangerous goods and located in the coastal facility are given below and the procedure is explained in ANNEX-19.

**10.5 Additional issues added by shore facility.**

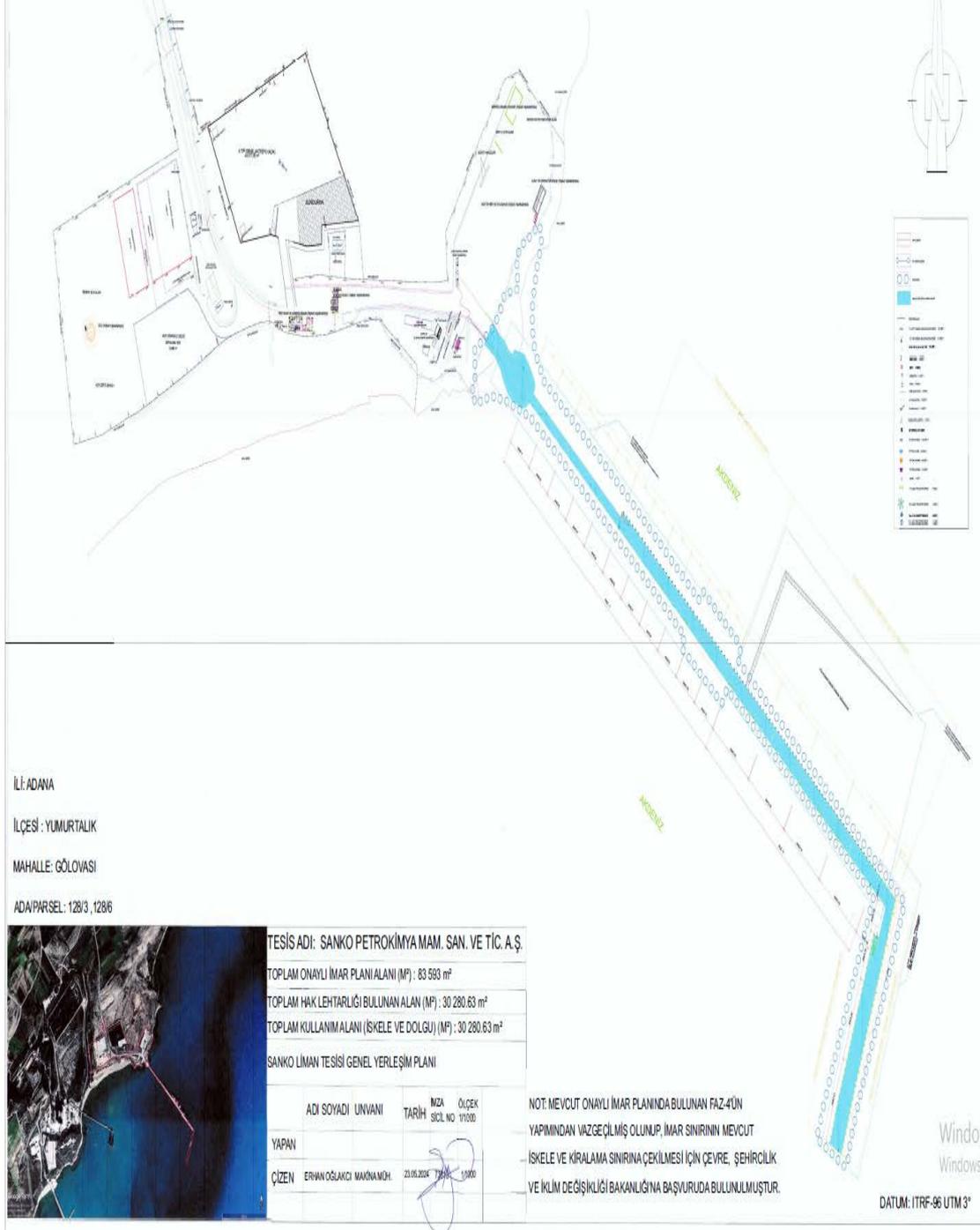
The management should ensure that all deck and shore personnel involved in the transport or handling of dangerous cargoes or their inspection are properly trained in proportion to their organization's responsibilities.

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>90</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

## 11. ANNEXES

Revision No	Release Date	RevisionDate	Page No
09	23.05.2022	13.05.2025	91

## ANNEX-1 GENERAL LAYOUT OF SHORE FACILITY



	Revision No	Release Date	RevisionDate	Page No
	09	23.05.2022	13.05.2025	92
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

## ANNEX-2 PHOTO OF GENERAL APPEARANCE OF SHORE FACILITY



	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>93</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

### **ANNEX-3 EMERGENCY CONTACT POINTS AND CONTACT INFORMATION**

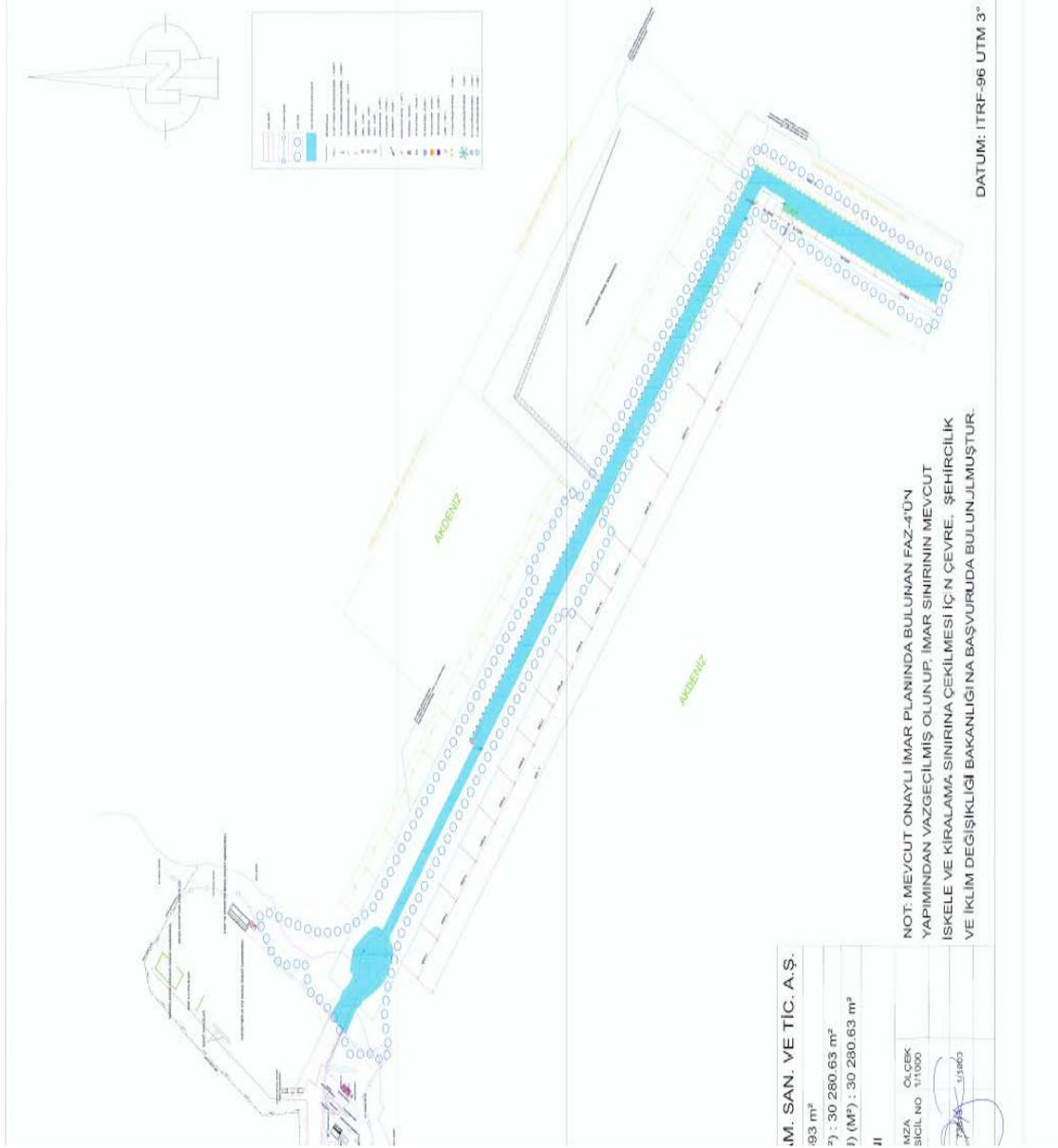
<b>Name/Surname</b>	<b>Position</b>	<b>Contact information</b>
Erhan OĞLAKÇI	Harbour Master	Tel: 0 530 513 28 94
Ali Rıza ÇİFTLER	Operation Chief	Tel: 0542 786 43 53
Erdem ÇELENK	Shift superintendent	Tel: 0551 244 70 60
Abdullah ONGUN	Shift superintendent	Tel: 0507 026 77 77
Mehmet Fatih YURT	Shift superintendent	Tel: 0542 529 07 69
Emrah BİNBAŞ	Container Operations Manager	
Hasan AKDEMİR	Dangerous Goods safety Advisor	Tel: 0 534 368 73 75

	Revision No	Release Date	RevisionDate	Page No
	09	23.05.2022	13.05.2025	94
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

<b>INSTITUTION</b>	<b>TELEPHONE</b>
<b>FIRE DEPARTMENT</b>	110
<b>EMERGENCY SERVICE</b>	112
<b>GENDARME</b>	156 / 6712007
<b>COAST GUARD</b>	158 / 6142311
<b>CEYHAN REGIONAL PORT MENAGMENT</b>	0322 639 21 39
<b>İSKEN THERMAL POWER PLANT</b>	0322 3552455
<b>BOTAŞ</b>	0322 6392465
<b>YUMURALIK MUNICIPALITY</b>	0322 6712017
<b>CEYHAN MUNICIPALITY</b>	0322 6134020
<b>CEYHAN STATE HOSPITAL</b>	0322 6131362
<b>CEYHAN DISTRICT POLICE OFFICE</b>	0322 6138242
<b>YUMURTALIK DISTRICT POLICE OFFICE</b>	0322 6712717
<b>BALCALI STATE HOSPITAL</b>	0322 3386295
<b>CEYHAN DISTRICT GOVERNORSHIP</b>	0322 6139090-6139191
<b>ADANA GOVERNORSHIP</b>	0322 4592743
<b>CIVIL DEFENCE TEAM SEARCH AND RESCUE UNION DIREC.ADANA</b>	0322 3943674

	Revision No	Release Date	RevisionDate	Page No
	09	23.05.2022	13.05.2025	95
	DANGEROUS CARGO HANDLING GUIDE			

## ANNEX-4 GENERAL LAYOUT PLAN OF FIELDS THAT DANGEROUS GOODS HANDLED







 <b>SANKO</b>	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>98</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

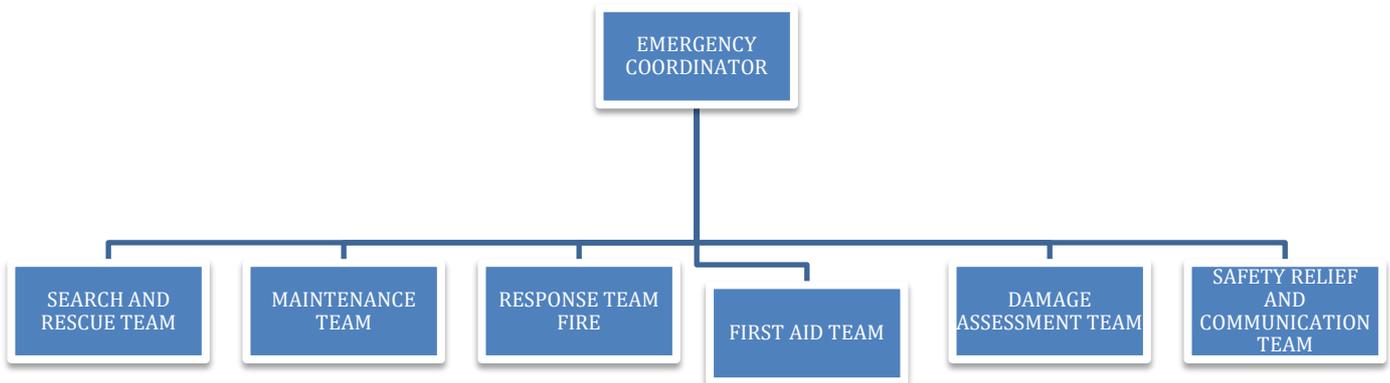
## **ANNEX-7 EMERGENCY ACTION PLAN**

Sanko Petrokimya Mamüleri San. and Tic. Inc. Emergency Action Plan has been prepared within the scope of Annex-1 Article 22 and Annex-9 of the Directive on the Issuance of Coastal Facility Dangerous Load Conformity Certificate.



	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	09	23.05.2022	13.05.2025	100
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

## ANNEX-9 EMERGENCY MANAGEMENT PLAN



 <b>SANKO</b>	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>101</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

## ANNEX-10 DANGEROUS GOODS MANUAL

### HAZARDOUS SUBSTANCE HANDBOOK

IMDG CODE SOCOPETROCHEMICAL INDUSTRIAL PRODUCTS INDUSTRY AND TRADE INCORPORATED TO BE A GUIDE TO HAZARDOUS DANGEROUS GOODS. VE TİC. PREPARED FOR INC.



The hazardous material handbook has been prepared for use in emergencies such as fire, leakage, and spillage during the transportation of hazardous cargo. The hazardous material classes, labels, packaging groups, and separation rules included in Section 5 are detailed in TYER Section 4.

In addition, emergency meeting places, emergency organization chart, on-site and off-site telephones to be contacted in emergency situations, and accident prevention policy are included in ANNEX-8, ANNEX-9, ANNEX-3, ANNEX-21, respectively.

The handbook was created by taking the operational procedures related to hazardous solid bulk cargoes and hazardous packaged cargoes from ANNEX-18, ANNEX-19, and ANNEX-20.

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>102</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

## **ANNEX-11 LEAKAGE AREAS, EQUIPMENT, ENTRANCE/EXIT DRAWING FOR CTU AND PACKAGES**

Work and operations for damaged cargo transport units or packages containing hazardous materials at the shore facility will be carried out by taking the necessary precautions at the CFS site. In case of leakage in the said cargo transport unit or packages, the operations related to them will be carried out in portable leakage pools with a capacity of 2 40- foot containers.

There are 2 CRS (full container) and 1 ECS (empty container) port stacking field machines in the container stacking area. These equipment are used by taking the necessary safety precautions within the framework of the safe storage procedure.

### **Container Storage Area Safe Storage Procedure**

**Purpose:** To place containers in accordance with the separation and stacking rules determined by IMO and to take fire and environmental safety measures in order to ensure the safe storage of packaged dangerous cargo arriving at the container storage area .

#### **Scope**

IMO MSC/ Circ 1216

IMDG CODE, CTU CODE

EMERGENCY PLAN

#### **APPLICATION**

- There is a tally officer with IMDG code training who is responsible for the container stock area in each shift.
- The tally officer works in coordination with the operations manager and shift managers for the load to arrive at the storage area and provides safety data sheets before the hazardous load arrives.
- The hazard class of the cargo to be delivered is determined from the safety data sheets and the transport document, and its location in the container storage area is determined. When determining the location, the terminal automation system, which is organized according to the separation and stacking rules in IMO MSC/Circ 1216 Table 1, is used.
- Containers are placed at the outermost part of the stacking area with the entrance doors facing outwards.
- The transport document and Vehicle/Container packaging certificate of the cargo transport unit that will carry the container to the stock area are checked to verify

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>103</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

the cargo to be taken to the site and the suitability of the cargo transport unit is checked.

- It is ensured that the access roads through which freight transport units will enter and exit are open.
- The tallymen are also responsible for monitoring the hazardous material stacking area and the rain-protected storage area 24 hours a day.
- It is checked whether the personnel working in the loading area have received the necessary training and untrained people are not allowed to handle dangerous loads.
- Ensures that damaged hazardous cargo is taken to a designated area and that cargo does not leave this area until the damage is repaired and it is safe for transport and loading.
- If requested, the location of the container within the field is immediately reported to the relevant person.
- Within the scope of occupational safety rules to be applied in the Loading-Unloading area, emergency measures are taken and it is checked that fire and environmental safety measures have been taken.
- The tally officer records the transactions made by filling out the container stock area control form regarding the dangerous cargo arriving at the temporary storage area.

### **Container/Vehicle Packing Certificate / Stock Area Control Form**

#### **Container/Vehicle Packing certificate**

	<b>YES</b>	<b>NO</b>
Container / vehicle clean , dry And goods to take ready is in the situat		
Separate eclipse required packages together not packaged		
Packages damage opposite inspection made And Only durable packages ha loaded		
All products suitable in the form of loaded And necessary when seen safety with its material is connected		
Stack in Loaded products container / vehicle into equal aspect distributed		
Container / vehicle structural aspect It is useful		
Container / vehicle suitable in the form of marked , tagged And to th Suitable plates It is attached		
CO2 dry ice if used , the container / vehicle outside : "THERE IS A DANGER FROM CO2 (DRY ICE ) . BEFORE ENTERING "VENTILATING AROUND" sign is hanging .		
Container / vehicle into Every Dangerous Loaded Article for One Dangerous Article transport document delivery receipt		

 <b>SANKO</b>	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>104</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

### Stock Area Control

	YES	NO
Security information forms (MSDS) supply was done		
To MSDS First aid according to Topics And personal protector hardwa It was determined		
Danger class determined counter for suitable stack field control was		
Container door outward will look in the way stack to the field placed		
Load transport of the unit transport their ways open is control was de		
Containers And of packages damage situation control was done		
Of vehicles My maximum from the volume more load not carrying cor was done		
Forklifts And lifting of their vehicles control And care done		
Heavy loads below light ones on top settlement provided		
Class 4.3 substances for set to the field , from the rain And sea From the water will not be affected in the way stack was made contro done		
Container stock in the field fire And environment safety risk in terms o Able to create all measures received , observation points It was deter		
Stack process ending containers the doors of closed And locked is control was done		

**NOTE: If a deficiency is detected in one of the above mentioned items, the loading/unloading operation is stopped until the deficiency is corrected.**

**Loading/Unloading Date:**

**TITLE COUNTER NAME/SURNAME/SIGNATURE**

 <b>SANKO</b>	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>105</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

## **ANNEX-12 INVENTORY OF PORT SERVICE SHIPS**

There Is No Service Ship In Facility Inventory

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>106</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

## ANNEX-13 CEYHAN REGIONAL PORT PRESIDENCY ADMINISTRATIVE BOUNDARIES, ANCHORING LOCATIONS AND MARINE COORDINATES OF HARBOR PILOT LANDING/BOARDING POINTS

### A) Port administrative area boundaries

Port administrative area of Ceyhan Regional Port Presidency is sea and shore zone within the lines formed by the following coordinates.

- a) 36° 34' 03" K – 035° 33' 24" D
- b) 36° 25' 15" K – 035° 35' 57" D
- c) 36° 44' 54" K – 036° 03' 12" D
- d) 36°55' 18" K – 036° 02' 14" D

### B) Anchoring areas

a) 1 numbered anchoring area: Anchoring area for ships transporting dangerous goods, nuclear powered military ships, ships to be quarantined, ships which degassing process is carried out, is the sea area formed by the following coordinates.

- 1) 36° 49' 06" K - 035° 57' 00" D
- 2) 36° 47' 00" K - 035° 58' 48" D
- 3) 36° 47' 00" K - 036° 01' 12" D
- 4) 36° 51' 12" K - 036° 01' 12" D
- 5) 36° 51' 48" K - 035° 59' 12" D

b) Number 2 anchoring area : Anchoring area for the military ships and ships which do not transport dangerous goods, is the sea area formed by the following coordinates .

- 1) 36° 49' 30" K - 035° 54' 42" D
- 2) 36° 49' 30" K - 035° 55' 17" D
- 3) 36° 48' 30" K - 035° 54' 24" D
- 4) 36° 48' 30" K - 035° 53' 50" D

c) Number 3 anchoring area : Anchoring area for the military ships and ships which do not transport dangerous goods, is the sea area formed by the following coordinates .

- 1) 36° 52' 18" K - 035° 59' 18" D
- 2) 36° 51' 42" K - 036° 01' 36" D
- 3) 36° 52' 48" K - 036° 02' 18" D
- 4) 36° 53' 30" K - 036° 00' 06" D

ç) Number 4 anchoring area : Anchoring area for the military ships and ships which do not transport dangerous goods, is the sea area formed by the following coordinates .

- 1) 36° 46' 00" K - 035° 52' 00" D
- 2) 36° 46' 00" K - 035° 53' 12" D
- 3) 36° 47' 36" K - 035° 54' 30" D
- 4) 36° 47' 36" K - 035° 53' 24" D"

### C) Place for taking and leaving harbor pilot:

- 1) 1) 36° 52' 30" K – 035° 58' 48" D
- 2) 2) 36° 51' 21" K – 035° 57' 18" D
- 3) 3) 36° 50' 18" K – 035° 56' 24" D
- 4) 4) 36° 47' 00" K – 035° 56' 00" D"

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>107</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

## **ANNEX-14 EMERGENCY RESPONSE EQUIPMENT AGAINST MARINE POLLUTION IN PORT FACILITY**

Regarding to marine pollution, a private company is contracted by Service Purchasing for being ready for fighting against marine pollution, supervision, response to pollution and cleaning up the pollution (Level 1,Level 2 and Level 3). Shore cleaning, rehabilitation of shore and sea areas, compensation of pollution damage, waste transfer, waste disposal.

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>108</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

## **ANNEX-15 PERSONAL PROTECTIVE EQUIPMENT(PPE) USE MAP**

### **EQUIPMENTS GIVEN TO ALL STAFF**

1. Work gloves (when wear off)
2. Raincoat (when wear off)
3. Helmet (when lifetime ends)
4. Safety Footwear (one pair for summer and winter (when wear off for administration staff))
5. Leather jacket or coat ( once in three years)

### **EQUIPMENTS GIVEN TO TECHNICAL PERSONNEL**

1. Working cloths (non-flammable) (one suit per summer and winter)
2. Coat (non-flammable) ( once in two years)
3. Snow mask or cap (once in a year)
4. Neoprene gloves (once in three months)

### **EQUIPMENTS GIVEN TO GUARDS (PRIVATE SECURITY)PERSONNEL**

1. Shirt (two pieces per summer and winter)
2. Pants (two pieces per summer and winter)
3. Tie (two pieces in a year)
4. Cap (one piece in a year)
5. Helmet cap (when lifetime ends)
6. Parka (one piece in two years)
7. Socks (two pairs for summer and winter)
8. Belt (two pieces in a year)
9. Vest (one piece in a year-summer)
10. Pullover (one piece in a year-winter)
11. Gloves (a pair in a year-winter)

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>109</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

**Additional protective equipment and equipment related to dangerous cargo is as follows.**

- o MSDSs of hazardous cargoes will be provided and examined.
- o A coordination meeting will be held at least 1 day before the arrival of the dangerous cargo at the port facility, taking into account the information contained in the IMSBC code book and MSDS forms. Dangerous items The meeting will be held with the participation of DGSC and other interested persons (OHS Expert, Healthcare, Environmental Consultant company). (The decision to conduct this meeting for the dangerous cargoes that are routinely handled in Liman can be decided by the Operation or DGSC).
- o At the coordination meeting; Liman will be determined by taking into consideration the MSDS and IMSBC CODE documents and the additional equipment and personal protective equipment required for hazardous cargoes to be accepted.
- o If the end result of the meeting is decided to accept the dangerous burden, the responsible persons shall apply and implement the additional measures required by the IMSBC Code, taking into account the information in MSDS.
- o After the acceptance of the dangerous load, the need for equipment and materials will be determined in the IMSBC Code and MSDS for urgent intervention. If there is a need for missing equipment, equipment and materials, the procurement unit will be notified and the case will be urgently provided.
- o Protective clothing to be used in the event of an accident or in the event of an accident shall be identified and provided in accordance with the load type and the use shall be made available.
- o Personnel are provided with personal protective equipment and equipment against risks that may be caused by petroleum coke handled in our shore facility. Protective helmets, safety glasses, work gloves (phosphorous), gloves, steel nose and steel sole are distributed to our staff who work with static load-bearing work shoes.

Additional safeguards and equipment that must be kept in an emergency for petrocake handled at our facility are as follows.

- Protective clothing (fire resistant boots, gloves, overalls, hood)
- Gas mask
- Gas measuring device.
- Breathing apparatus (to be kept in the excavator to work in the room)

There is an administrative building in our facility in terms of proximity to the protective clothing and gas mask handling areas that need to be kept for emergencies. In addition, the gas measuring device will be kept in continuous operation on the excavator working in the ambard.

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>110</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

## ANNEX-16 NOTIFICATION FORM FOR DANGEROUS GOODS INCIDENT

Issue number – Date			
Company / Institution			
Sender		<b>CONTACT INFORMATION</b>	
Office			
<b>PORT PLANT "DANGEROUS MATERIAL EVENTS NOTIFICATION"</b>			
<b>1.</b>	HISTORY AND TIME OF EMERGENCY:		
<b>2.</b>	THE PLACE WHERE THE BOILER IS IN THE FIELD (PORT PLANT AND / OR SHIP), POSITION AND IMPACT AREA:		
<b>3.</b>	EMERGENCY TYPE (eg FIRE, FUEL DUTY, PERSONNEL INJURY) AND BOILER SURFACE DEVELOPMENT)		
<b>4.</b>	HOW TO KNOW WHAT YOUR WINNER GIVES AND THE CASE:		
<b>5.</b>	INVOLVED, DEAD AND LOSS NUMBER AND IDENTITY INFORMATION:		
<b>6.</b>	DIFFERENT INJURY / POLLUTION SIZE:		
<b>7.</b>	ACCORDING TO COMPETITION SHIPPING INFORMATION (NAME, BAYRAĞI, IMO NO, DONATANI, OPERATION, QUANTITY AND QUANTITY, CAPITAL NAME AND SIMILAR INFORMATION):		
<b>8.</b>	METEOROLOGICAL CONDITIONS:		
<b>9.</b>	HAZARDOUS SUBSTANCE INFORMATION;		
<b>10.</b>	DANGEROUS GOODS		
<b>11.</b>	MANUFACTURER COMPANY INFORMATION:		
<b>12.</b>	SENDER INFORMATION:		
<b>13.</b>	TRANSPORT INFORMATION:		

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>111</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

<b>14.</b>	RECEIVER INFORMATIONS:
<b>15.</b>	CONTROL MEASUREMENTS FOR VEHICLES AND TAKING THE EMERGENCY DURING CONTROL:
<b>16.</b>	DAMAGE PLANT / EQUIPMENT DAMAGE:
<b>17.</b>	LOSS OF PRODUCT IF YOU AND / OR YOU HAVE RECOVERED PRODUCT AMOUNT:
<b>18.</b>	THE EFFECT OF THE ROUTINE OPERATIONS IN THE BOILER PLANT:
<b>PREPARING FORM:</b> <b>Name and surname :</b> <b>Position:</b> <b>Signature:</b>	

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>112</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

## ANNEX-17 NOTIFICATION FORM FOR CONTROL RESULTS OF DANGEROUS GOODS CARGO TRANSPORT UNITS (CTUS)

Year/Term	..... / .....	Number	Percentage
Packages controlled:			
Defective packages			
-total			
-filled in domestic			
-filled in abroad			
Defects:			
Documentation:			
-Dangerous Goods Declaration			
-Container/Vehicle Packaging Certificate			
Planning and marking			
Approval plate for Container Safety Agreement			
Serious structural defects			
Road tanker connecting plugins			
Portable tank or road tankers (inappropriate or defective)			
Labelling (for packages)			
Packaging (inappropriate or defective)			
Segregation of Load			
Stowing/connecting of package's inside			

### Stock Area Control

	YES	NO
Security information forms (MSDS) supply was done		
To MSDS First aid according to Topics And personal protector hardware It was determined		
Danger class determined counter for suitable stack field control was done		
Container door outward will look in the way stack to the field placed		
Load transport of the unit transport their ways open is control was done		
Containers And of packages damage situation control was done		
Of vehicles My maximum from the volume more load not carrying control was done		
Forklifts And lifting of their vehicles control And care done		
Heavy loads below light ones on top settlement provided		
Class 4.3 substances for set to the field , from the rain And sea From the water will not be affected in the way stack was made control was done		
Container stock in the field fire And environment safety risk in terms of Able to create all measures received , observation points It was determined		
Stack process ending containers the doors of closed And locked is control was done		

**NOTE: If a deficiency is detected in one of the above mentioned items, the loading/unloading operation is stopped until the deficiency is corrected.**

**Loading/Unloading Date:**

**TITLE COUNTER NAME/SURNAME/SIGNATURE**

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	09	23.05.2022	13.05.2025	113
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

## ANNEX-18 PROCEDURE FOR SAFE HANDLING OPERATION OF PACKAGED HAZARDOUS LOADS

### Purpose:

For the safe handling and loading / unloading of Dangerous Packaged Cargoes, the Dangerous Goods Operations Officers and other personnel who will take part in the operation; to determine the safety measures they will take and the principles they will apply.

### Legislation:

IMDG-CODE (International Maritime Dangerous Goods code)

IMSBC-CODE (International Solid Bulk Cargo Code)

CTU-CODE (Code of Practice for Packaging of Cargo Transport Units)

Handbook for the loading and unloading of solid bulk cargoes for Terminal Representatives (MSC / CIRC 1160 and amendments 1230, 1356)

Dangerous Cargo Handling Principles at the Port (MSC / CIRC 1216)

Regulation on Transport of Dangerous Goods by Sea

Directive on Arrangement of Dangerous Goods Conformity Certificate

### Basis for Operation of Hazardous Solid Bulk Carriers:

The personnel assigned to handle dangerous packaged cargo in our port facility, who is experienced in this field and who is assigned to provide the relationship between the ship and the shore facility, is Erhan OĞLAKCI and their job descriptions are as in ANNEX-21.1.

The records regarding the positions of the packaged dangerous cargo loaded or discharged in our facility in the shore facility are recorded using the terminal automation system and the personnel responsible for the handling of packaged dangerous cargo are Emrah BİNBAY and Erdem ÇELENK and their job descriptions are specified in ANNEX-21.2.

The following persons have been assigned regarding the issues regarding the additional safety and security measures to be taken in the handling of dangerous packaged cargo and the implementation of these measures.

<b>Name/Surname</b>	<b>Position</b>	<b>Contact Information</b>
Erhan OĞLAKÇI	Harbour Master	Tel: 0 530 513 28 94
Ali Rıza ÇİFTLER	Operation Chief	Tel: 0542 786 43 53
Erdem ÇELENK	Shift superintendent	Tel: 0551 244 70 60
Abdullah ONGUN	Shift superintendent	Tel: 0507 026 77 77
Mehmet Fatih YURT	Shift superintendent	Tel: 0542 529 07 69
Harun ULUS	Shift superintendent	Tel: 0538 850 23 71
Emrah BİNBAY	Container Operations Manager	Tel. 0532 608 63 72
Hasan AKDEMİR	Dangerous Goods Safety Advisor	Tel: 0 534 368 73 75

In our facility, a storage area has been created in accordance with the segregation and stacking rules for packaged dangerous cargo and containers carrying dangerous goods.

### Container

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>114</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

- The container transporting dangerous materials subject to customs regime has been declared to the Customs Authorities; and the Customs Administration, as per the declaration, orients such container to RED line for physical examination and document control, to YELLOW line for control of correctness without need to physical examination, to BLUE line where the declarations and documents will be controlled later, to GREEN line where documents are not controlled and goods are not physically checked and determines the conduction of COMPLETE DETERMINATION, PARTIAL EXAMINATION or EXTERNAL EXAMINATION.
- Customer or the representative Agent thereof will make a request at the agency port (registry office, commercial tariff unit, CFS office) and a service order will be formed. Opening and closing minutes shall be signed by the customs examiner and a request will be made to CFS office with these minutes and the declaration.
- If the dangerous material inside the container does not have material safety data sheet (SDS), it will be requested from the customer or his representative. Proceedings shall not be started for dangerous cargoes which do not have SDS. SDS is reviewed by operation and HSE/TMGD departments and the required measures are taken and assignment of teams is carried out.
- The container, requested in line with the Service Order issued by CFS office, is brought to CFS site.
- The container is loaded on the Port Vehicle at the stowage area and brought to the CFS area and unloaded at the planned location. The examination of container is completed under the control of the customs examiner, customer/his representative and port CFS operation authority and the Opening and Closing minutes is prepared.
- During the Examination and Sampling process, teams wearing Protective Clothing will intervene the wastes (packaging paper, plastics, fixing materials etc) and leakage from the container in which there are Dangerous Materials and will perform the cleaning. The wastes will be taken to the waste collection center to be disposed.
- The container will be taken to the container stowage area following the field assignment performed subsequent to the completion of required proceedings.
- Containers containing Dangerous Materials are not placed in the “temporary storage place closed warehouse” but they are placed in general or specific warehouses in line with features of these containers as per 77th article of Customs Regulation.

### **Packaged Dangerous Goods Handling Requirements**

- The facility is equipped with water pump with electrical and diesel motor for cooling having connections with water tanks with adequate volume, fire hydrant connected with fire pipes in adequate number/size in required places, fire cupboard, spare energy production devices with adequate power (generators), fire equipments, details of which are provided in Article 8.10 containing fire extinguishing devices consisting of those operating with foam (for fire extinguishing works other than buildings and liquidated gas fires) dry chemical/powder which are fixed/mobile, depending on the capacity of the facility and the location thereof.
- Personnel working at the port facility in loading or unloading works as well as those working in processes of packaged dangerous cargoes shall be provided with trainings in line with their job descriptions and working fields on issues such as emergency situations (fire, explosion, leakage etc) and intervention, work health and security, ISPS code safety awareness and safety issues specified in Article 10.4.
- Works and processes related with damaged cargo carrying units and packagings containing dangerous materials shall be carried out by taking necessary measures at CFS’s worksite. If there are any leakages in the said cargo carrying units or packagings, works related to them will be performed at the mobile leakage pools with capacity of 2 40-feet containers.
- IMO work area has been allocated which is in compliance with segregation and storage rules for packed dangerous cargoes and containers carrying dangerous materials and temporary storage of the said packaged dangerous cargoes will be carried out as per segregation and storage rules stated in section 4. Required fire,

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>115</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

environmental and other safety measures will be taken at these worksites. If handling and storage of dangerous materials are done at the entire worksite, then the roads will be open for reaching the units carrying cargo containing dangerous materials and the equipments enabling emergency response for intervening within a short period shall be made available at the worksite.

- The communication means used will be working, in good condition and adequate number and capacity to provide safe usage and uninterrupted communication in loading or unloading and handling operations of dangerous cargoes
- It will be controlled to ensure that the required warnings, signs and alarm buttons are placed at a visible and easily reachable location. The related personnel will be equipped with protective clothing and equipment in accordance with the work safety and health criteria at locations and situations which are dangerous. Personnel who don't have protective clothing and adequate equipment in line with their job descriptions and their working areas will not be employed.
- Cargo transport units transporting temperature-controlled dangerous materials can only be temporarily stored at IMO area where the necessary measures are taken. The temperature values of the cargo transport units will be followed up constantly and also be remotely monitored as much as applicable.
- Packages containing Class 4.3 dangerous substances which, in contact with water, emit flammable gases and cargo transport units containing these types of packages will be stored at closed areas which are not affected from factors like rain, sea water and etc. Warning signs specifying the risks will be placed at the areas of storage. Cargo Transport Units (CTUs) containing the said dangerous materials could be stored in open facility areas if they are not affected from factors like rain, sea water and etc.
- The drivers will be kept at the specified point away from the vehicle during the loading and unloading of the vehicle. It will be checked that the driver has the necessary protection equipment.
- The shift supervisor is in charge of occupational safety, control of equipment, entry and exit of outsiders, safe handling of the load, environmental cleaning and proper performance of these works.
- The working order is organized by the tallyman, helm and the 2nd captain of the ship. The tallyter ensures that the loading / unloading is done according to the approved cargo plan. The responsibility of loading and unloading in accordance with the cargo plan belongs to the tallymen.

## Documentation

On board a ship carrying packaged dangerous cargoes a special list or manifest setting out the dangerous goods and marine pollutants and their location is required. A detailed stowage plan, which identifies by class and sets out the location of all dangerous goods and marine pollutants on board, may be used in place of such a special list or manifest. IMO FAL form 7 provides a format for such a manifest.

The dangerous goods and/or marine pollutants list or manifest shall be based on the documentation and certification required by chapter 5 of the IMDG Code and will contain the stowage location and the total quantity of dangerous goods and/or marine pollutants on board.

## Supervision

After the approach of the ship to interface, the master and port authority will supervise the transport of dangerous cargoes within their respective areas of responsibility while the shift superintendent or the berth operator will ensure performance of proceedings in line with the risks related to the cargo and they shall notify the master regarding steps to be taken in emergency cases.

The responsible person for the ship will usually be the chief officer or cargo officer. These persons will ensure the continuity of communication with the shift superintendent or the person responsible with operations.

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>116</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

## Information For Operational And Emergency Purposes

The persons responsible from operation, within their respective areas of responsibility, should have the following information with respect to all dangerous cargoes transported or handled immediately available:

- a) The description of dangerous cargoes in accordance with Chapter 5.4 of the IMDG Code;
- b) Details of special equipment needed for the safe handling of a particular dangerous cargo; and
- c) The emergency procedures, including action to be taken in the event of a spillage or leakage, counter measures against accidental contact, fire-fighting procedures and suitable fire-fighting media.
- d) Information in respect of required special equipment and relevant testing and examination certificates should be immediately available to the master, the berth operator and the responsible persons.
- e) Information as to emergency case procedures will be provided to the ship and people responsible from handling of cargo. The information should be placed in a location immediately accessible to the persons concerned, e.g., aboard ship in the cargo office, at the berth in a place which is easily accessible by the responsible people.
  1. This information at the berth should include the emergency procedures on the berth, fire and emergency arrangements on the berth and the telephone numbers of the fire service, ambulance, police and the authorities to be informed in case of an incident concerning dangerous cargoes.
  2. The telephone number of the responsible person of the berth and the emergency telephone number to be dialed in case of an incident concerning dangerous cargoes shall also be included.
- f) Berth operator will be responsible of keeping record of positioning of dangerous materials being transported on the ship or in port facility and the berth operator will notify the duties in writing. Berth operator will keep these records about the positioning of dangerous materials and make them available in case of emergency to relevant persons and keep them in an easily accessible way for the relevant persons

## General Handling Precautions

Berth operator within its respective areas of responsibility, should ensure that:

1. Every person engaged in the handling of dangerous cargoes exercises reasonable care to avoid damage to packages, unit loads and cargo transport units.
2. Whilst dangerous cargoes are being handled, precautions are taken to prevent unauthorized access to handling areas.
3. If there is any loss of containment of dangerous cargo, every practical step is taken to minimize risks to persons and adverse effects to the environment.
4. Wrappings and packaging to be used in the activities of changing of cargo transport units, repair thereof or placing of the damaged packages inside the saving packages should be in accordance with the structure of dangerous materials and they shall be produced and certified as they are set out in chapter 6 of the IMDG Code
5. Provisions of Code of Practice for Packing of Cargo Transport Units (CTU code) will be considered during internal loading process and/or loading process of other transport mode vehicles of the cargo transport units within the port facility. CFS personnel responsible of area shall issue a Container/Vehicle Packing Certificate if loading of a container or vehicle is performed at the areas of the facility where cargo transport units are unloaded and/or at the closed warehouses (CFS areas). Example for this is provided in Chapter 4. It will be checked whether each cargo transport unit coming to the port facility for transportation by the sea has got "Container/vehicle packing certificate" or not at the entry points to the port and it will not be permitted for cargo transport units to make loading to the ship if they don't have the required certificate.
6. The handling and temporary storage operations shall be conducted as per the rules specified on table 1 (Schedule for segregation of the dangerous cargoes at the port facility) within the annex of "Recommendations

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>117</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

on the Safe Transport of Dangerous Cargoes and Related Activities in Port Areas” as part of circular with no MSC/Circ.1216 of the International Maritime Organization. Details are provided in Chapter 4.

7. Fumigated cargo transport units and/or cargo transport units containing poisonous gases shall be stowed in a manner that their covers cannot be opened in an uncontrolled way.
8. Cargo transport units by which dangerous materials with temperature control are transported will be temporarily stored at the IMO area after the required precautions are taken. The temperature values of these cargo transport units will be constantly monitored and followed up through the camera system.
9. There is no closed area for packages containing dangerous materials releasing flammable gases when contacted with water and for cargo transport units containing them. If containers including class 4.3 type cargo possess qualities which won't be affected by wind, sea water or similar factors, they can be stowed at the IMO facility by considering the related rules. In other cases, it will not be allowed to handle and let them enter the port facility

### **Determination, Notification of Gross Weights of Loaded Containers and Non-shipment of Non-DBA Containers**

Will be operated under the Legislation of Transportation of Dangerous Goods by Sea and Directive on the Determination and Notification of Gross Weights of Containers Transported by Sea.

It is a legal obligation to verify the gross weights of the full containers to be loaded into ships from our coastal facilities in order to ensure the safer maritime transport, to notify the gross gross-weights (DBA) and to comply with the responsibilities of the parties.

DBA Information System created by Ministry of Transportation will be used for preparation of DBA documents and follow of gross weights of containers while preparing the DBA Documents.

#### **The DBA Document Should Include Following Information:**

- Container Number
- Maximum Carrying Capacity Value of Container (Payload)
- Verified Gross Weight and Weight Measurement Unit
- Date of Weighing
- The Identity of The Weighing Instrument (Registration No / Serial No / Authorization No etc.)
- DBA Detection Method (Method-1 / Method-2)
- Trade Name of The Possible Coastal Facility Where The Container Will Be Loaded to The Ship
- Trade Name and Authorization Certificate Number of The Weighing Device Operator
- Trade Name and Contact Information of The Shipper or Representative
- The Name, Surname and Title of Approver of DBA Certificate

DBA information can be sent as electronic documents or electronic communication systems such as Electronic Data Interchange (EDI) or Electronic Data Processing (EDP) or by electronic mail.

When the loading of a full container without DBA information to the ship is rejected under the Directive by the relevant parties, matters relating to the temporary storage of the container in question, the return to the shipper, the cost of demurrage and the like shall be subject to the provisions of the contract between the commercial parties.

The declarations of the DBA made by the shipper or his/her representative shall be deemed to have been made to the carrier.

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>118</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

### Intermodal Container Movements and Transfers

1. In the case of intermodal transport, the DBA information is given to the person receiving the delivery by the deliverer in the delivery of the container between the modes.
2. If a full container is delivered to the shore facility with a ship that is within the scope of the Directive to be interchanged, the full container must have knowledge of the DBA before the ship is loaded.
3. It is not necessary to reweigh the containers which have DBA information from containers to be discharged from the ship to be transferred to another ship.
4. The DBA information of the full container shall be notified to the coastal facility operator to whom full containers are transferred by the carrier conducting the transfer. The shore facility to be transferred by the captain of the ship to which this full container will be transferred relies on the DBA information provided by the conveyer.

### Inconsistency Detected in Gross Weight Information

1. The DBA is valid when there is an inconsistency between the gross weight which is declared before verification of gross weight of full container by determination and DBA.
2. The difference between the actual gross weight of the filled container and the declared DBA is not more than  $\pm 5\%$ . The error rate of  $\pm 5\%$  is determined as an administrative sanction limit and does not eliminate the obligation of the shipper to determine the DBA value of the full container with the least error by the methods specified in this Directive.
3. It is the responsibility of the coastal facility operator to regulate the final DBA certificate in case of a difference of more than  $\pm 5\%$  between the gross weight obtained by the shore facility as a result of the DBA and the coastal facility due to the reasons resulting from the shore facility operations. The coastal facility operator transmits the final DBA certificate to the carrier or his representative for the notification of the bearer or his / her representative and notifies the relevant port authority.

### Containers Exceeding The Maximum Payload

According to SOLAS-74 Section 6, Rule 5, a container under the CSC Convention cannot be loaded to exceed the maximum carrying capacity specified on the mandatory safety approval plate.

### Empty Containers and c Dirty Tank Containers

1. DBA information is not required for empty containers. However, those who offer empty containers to maritime transport (owners of empty containers, operators, etc.) should ensure that the containers are empty.
2. DBA information of tank containers must be conveyed by those who present them to maritime transport to the carrier or representative or the coastal facility operator.
3. According to the International Standardization Organization's (ISO) Container Marking and Identification Standard, the tare weight of the container shall be visible on the container. This tare weight is used to verify the gross weight of the filled container when necessary.

### Heavy Loads, Project Loads and Other Loads

DBA information of full containers, regardless of type, must be determined and notified to the relevant parties. However, DBA information is not required in situations that containers where an artificial platform / deck is created by using more than one foldable (top, two or four edge open rack) containers and heavy loads, project

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>119</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

loads or other loads will be placed on them. When the ship loading plan is created, stability calculations are made by taking into consideration the weight of the loads placed on it and the tare weights of these containers.

#### **Incorrect Notification and Cancellation of DBA Certificate**

1. In the case of incorrect entry of the information in the DBA document by the organizer of the DBA document, the correction shall be made via the DBA Information System before reaching of the full container to the shore facility and this period shall not exceed 72 hours.
2. Records of errors and regular corrections are kept regularly.
3. Commercial losses arising from the failure to notify DBA information to the related parties or misrepresentation are subject to the contractual provisions between the parties.
4. DBA certificate can be cancelled by notifying it to the DBA certificate to the General Directorate of Dangerous Goods and Combined Transport if the packed container is returned to the shipper without being transported and without being loaded to the ship. However, in this case, the control fee is charged.

#### **Full Container Without Verified Gross Weight**

1. When the full container with no DBA information is accepted to the shore facility, it shall be determined by the coastal facility in writing or electronically to the installer or its representative in accordance with Method-1 before loading the DBA of the container on board.
2. A full container without DBA information cannot be loaded into a ship.
3. If requested by the General Directorate of Dangerous Goods and Combined Transport, information regarding the full containers loaded from ships of the coastal facilities shall be submitted.
4. To make invoicing for DBA detection service to the installer or her/his representative.
5. The full container loaded with exceeding the maximum load capacity (payload) shall not be loaded into the vessel. If the payload is detected in the container, the load will be notified to related parts. Under the supervision of the port personnel, the cargo reload is opened and the container is discharged through so that it remains within the payload limit range. It is closed and sealed again. Final weight control is performed.
6. DBA certificate not issued through DBA Information System is not accepted. Each DBA document will be issued only through the DBA Information System.
7. The facilities shall not use the weighing instruments which do not comply with the criteria and lose their competence in the authorization period to determine the DBA.
8. DBA information shall be recorded and stored in physical or electronic form for at least three years. In addition, these documents will be submitted when requested by the General Directorate of Dangerous Goods and Combined Transport Regulation.

#### **Temperature Controlled Dangerous Cargo (IMO MSC/Circ.1216)**

Where necessary, dedicated areas with coastal facilities should be provided to transfer temperature-controlled cargo shipments to shore auxiliary facilities. These facilities should also include backup systems.

Certain dangerous cargoes such as self-reactive substances (class 4.1), organic peroxides (class 5.2) and related substances will be transported and treated within the framework of the temperature control provisions specified in sections 2.4, 2.5, and 7.7 of the IMDG Code. These sections provide information on their control temperature and emergency temperature and temperature control methods. Some infectious substances (class 6.2) must be transported and treated under special temperature control provisions necessary for their safe and successful delivery from a shipper to a recipient.

This will provide guidance to port authorities / port operators if these cargoes need to be held in a port area for a short period of time.

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>120</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

Some dangerous cargoes are transported at controlled temperatures or stabilized by temperature control for quality assurance purposes rather than security purposes.

For the loading or unloading of these cargoes, it is recommended that direct deliveries be arranged especially if they are in cargo shipping units. When this is not possible, ports may assign special areas or warehouses where cargoes can be held. These areas or warehouses should have facilities, including backup systems, to connect temperature-controlled cargo transport units to shore power supplies.

Certain dangerous cargoes can be transported in cargo shipping units of the type cooled by liquid or solid refrigerators such as solid carbon dioxide (dry ice) or liquid nitrogen. In these cases, adequate refrigerant should be transported within or within the cargo shipping units, with a reasonable delay margin. Neither liquid oxygen nor liquid air can be used as a coolant. In the case of carbon dioxide, the cargo transport unit must be marked according to the relevant special provisions in the IMDG Code.

Temperature controlled dangerous cargoes carried in insulated, refrigerated and mechanically refrigerated vehicles can be transported by ships if the vehicles comply with the relevant sections 7.7.3, 7.7.4 and 7.7.5 and 7.7.6 of the IMDG Code.

During the transport and handling of these low ambient dangerous cargoes or during short international trips, less stringent temperature controls or artificial cooling may be used, with the written permission of the competent authority.

Due to the characteristics of this dangerous cargo type (some may require an explosive auxiliary risk label), it is necessary to control the temperature of any cargo transport to determine whether dual refrigeration units are required. If a certain unit temperature, ie emergency temperature, is reached, emergency procedures (eg disposal of packages) may be required. This is particularly important for ports in hot regions where the need for a warehouse with open sides should be considered to hold these units.

If the content of the cargo carrying dangerous goods is within temperature control, appropriate electrical and infrastructure systems are available in the stock area. In line with the request, appropriate additional connection will be provided to the stock area and it will be kept under constant observation and follow-up.

NO	STATUS	OP.	SUPERVISOR
<b>HANDLING</b>			
1.	Environmental safety is provided by SEÇ. Personnel are not assigned in the ship's hold and in the field before gas measurements are made.	X	X
2.	Occupational safety in the work area, control of equipment, entry and exit of outsiders, safe handling of the cargo, environmental cleaning and control of the proper performance of these works.		X
3.	The working order is organized by the shift supervisor, helmsman and the 2nd captain of the ship. The shift supervisor ensures that the loading / unloading is made according to the approved cargo plan. Responsibility for loading and unloading in accordance with the cargo plan belongs to the operation manager / shift supervisors.	X	X
4.	Packages containing Class 4.3 dangerous substances that emit flammable gas in contact with water and cargo transport units containing such packages will be affected by rain, sea water and similar factors.	X	X
5.	It is checked that the communication equipment used in the operation area is expof.		X

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>121</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

6.	The Captain and the Port operator will coordinate with the 2nd Captain in order to ensure that the operations are carried out according to the risks included in the cargo in order to control the transportation of dangerous goods within their responsibility areas and to inform the captain of the steps to be taken in case of an emergency.	X	
7.	Information on emergency procedures will be given to the ship and the persons responsible for cargo handling.	X	
8.	Necessary warnings will be made in order that the trucks do not make loading exceeding loading limit.		X
9.	The drivers will be kept at the specified point away from the vehicle during the loading and unloading of the vehicle. It will be checked that the driver has the necessary protection equipment.		X
10	When dangerous cargoes are transported, necessary measures will be taken to prevent unauthorized access to transport areas.		X
11.	The operation will be carried out in accordance with the separation rules specified in the Decomposition Schedule for Dangerous Goods.	X	X

If the contents of cargo carrying hazardous materials are within temperature control, there are appropriate electrical and infrastructure systems in the storage area. Additional appropriate connections will be provided to the storage area upon request and will be kept under constant observation and monitoring.

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	09	23.05.2022	13.05.2025	122
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

## ANNEX-19 SAFETY HANDLING OPERATION PROCEDURE FOR DANGEROUS SOLID BULK CARGO

### Purpose:

Safety Handling for dangerous solid bulk establish procedures for the operation of Dangerous Goods for loading / unloading.

### Legislation:

- Regulation on the Transport of Dangerous Goods by Sea
- Limit Dangerous Cargo Handling Principles (MSC / CIRC 1216)
- IMSBC-CODE (International Marine Solid Bulk Cargo Code)
- Solid Bulk Carriers and Evacuation Handbook for Terminal Agents (MSC / CIRC 1160 and amendments 1230, 1356)
- IMDG-CODE (International Marine Dangerous Good Code)

### Basis for Operation of Hazardous Solid Bulk Carriers:

Erhan OĞLAKCI and Ali Rıza ÇİFTER, who are assigned to handle, load and discharge hazardous solid bulk cargoes in our port facility, are responsible for this operation and their job descriptions are specified in ANNEX-21.1. The following personnel have been assigned as shift managers and their duties and responsibilities are as in ANNEX-21.2.

The following persons have been assigned to handle additional safety and security measures to be taken for handling hazardous solid bulk cargoes and to implement these measures.

<b>Name/Surname</b>	<b>Position</b>	<b>Contact Information</b>
Erhan OĞLAKÇI	Harbour Master	Tel: 0 530 513 28 94
Ali Rıza ÇİFTLER	Operation Chief	Tel: 0542 786 43 53
Erdem ÇELENK	Shift superintendent	Tel: 0551 244 70 60
Abdullah ONGUN	Shift superintendent	Tel: 0507 026 77 77
Mehmet Fatih YURT	Shift superintendent	Tel: 0542 529 07 69
Harun ULUS	Shift superintendent	Tel: 0538 850 23 71
Emrah BİNBAŞ	Container Operations Manager	Tel. 0532 608 63 72
Hasan AKDEMİR	Dangerous Goods Safety Advisor	Tel: 0 534 368 73 75

He port facility, the employees and the vessels in the port are in the safety of handling the dangerous cargoes coming to Limanah, the harbor at the port, waiting and storage. MSDSs of hazardous cargoes will be provided and examined.

Taking into account the information contained in the IMSBC Code Book and MSDS forms, a coordination meeting will be held before the arrival of dangerous cargo at the port facility. Hazardous substances The meeting will be responsible for operation, DGSC, Occupational Health and Safety Specialist and Environmental Expert (HSE). (The decision to hold this meeting for dangerous cargoes that are routinely handled accepted into the port may be taken by the Operation or DGSC)

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>123</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

Regarding the hazardous cargo to be accepted to the port, the following items are considered within the scope of IMSBC CODE documents and the acceptance/rejection of the material is discussed.

- I. Be at risk of danger,
- II. Interact with current dangerous loads,
- III. Interacting with loads planned to be accepted close to the ship
- IV. Requires materials and equipment in the event of an Emergency Response,
- V. Adequacy of the Intervention Response teams,
- VI. Communication facilities interaction

If a decision has been made to accept the dangerous cargo, the responsible persons shall take into account the information in the MSDS and implement and enforce the additional measures required within the scope of the IMSBC Code.

If the decision is made to accept the dangerous load, the management, operation, storage, security emergency response units will be informed and the preparation and acceptance process will be started. Limited acceptance If there is a need to inform the Port Authority, the Port Authority will be notified in writing to the Port Authority together with the grounds.

After accepting the hazardous load, the equipment and material requirements will be determined in the IMSBC Code and MSDS for urgent intervention. If there is a need for missing equipment, equipment and materials, the procurement unit will be notified and the case will be urgently provided.

After the acceptance of the meeting, the material MSDS (Material Safety Data Sheet), IMDG-Code and IMSBC Code will be examined and the precautions to be taken in case of fire and leakage of the dangerous material will be determined and ready to be used at any time. According to the possible hazards for emergency first aid, the relevant tables and annexes of the MFAG will be prepared.

Employees working according to the characteristics of hazardous materials and the risks they carry will be informed, and information about MFAG and emergency response methods will be provided.

Protective clothing to be used during handling or in case of an accident will be determined and supplied in accordance with the type of load and will be kept ready for use.

Measuring devices / modules shall be available to ensure proper measurement by detecting gases which will be inadequate in terms of dust emissions, toxic flammable vapor emissions and oxygen, according to the specifications of the dangerous substance being handled, prior to handling.

All personnel (including vehicle / truck operators) who will take part in the handling before the start of the handling shall be informed about the hazards of the hazardous material and warning signs indicating the danger to the areas handled shall be attached.

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>124</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

The control of the existing alarm system and the camera system which will be in control and recording will be done. The Hazardous Matter will be checked to ensure that it does not interfere with the way of transporting the harbor as soon as possible leaving the port.

Before handling, the details of the unloading / loading plan should be discussed with the ship's captain, to confirm whether there are any previous burdens or other dangerous cargoes that need to be separated in the warehouses, to ensure that the captain or the ship's personnel are the foundation of the hazardous cargo hazard.

In order to prevent the load from being poured into the sea and pier during the evacuation / evacuation, the necessary precautions shall be taken with the fixed / mobile systems, the operators shall be warned about the handling and if the accidental hazardous material is poured into the scaffold, personnel shall be assigned for the proper collection.

We will ensure that the hazardous substance is transported by means of appropriate labels and plates and equipment fitted with the necessary equipment. Handling of dangerous solid bulk cargoes will be carried out within the framework of the relevant legislation related to loading / unloading.

Following the acceptance of a new dangerous substance to be handled, the handling procedure will be established and this procedure will be added to the TMR and relevant staff training and information will be given.

When establishing the procedure, the objective is to determine the measures to be taken, the decisions to be taken during the meeting, the risks in terms of work safety and health, the rules and measures to be applied, the rules, recommendations and recommendations contained in the IMSBC Code and MSDS, and the measures and measures to be taken by using EmS Guide and MFAG.

**Possible Hazards to Dangerous Solid Bulk Cargoes:**

The hazards of Hazardous Solid Bulk Cargoes to be handled at the Port Facility are indicated in the relevant MSDSs and in the IMDG CODE book. However, irrespective of the nature of the dangerous cargoes, the measures for the following hazards will be taken for each dangerous cargo.

**Emission of dangerous powders:**

Where the transport, transport or stacking of hazardous bulk solids may result in dust emissions, all necessary measures shall be taken to prevent or minimize dust emissions and to protect people and the environment from such emissions. Personal washing and hygiene will also be notified to all employees that the clothes used must be washed after the handling of the hazardous material. Appropriate protective clothing, depending on the type of skin being handled during handling, will be provided to employees by providing respiratory protection and protective creams when needed.

**Hazardous steam emission / oxygen deficiency:**

Where transport, transport or stacking of dangerous liquid bulk can cause toxic or flammable vapor emissions, all necessary precautions shall be taken to prevent or minimize the occurrence of such vapor emissions and to protect people and the environment from such emissions. Appropriate equipment shall be available to measure

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>125</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

toxic or flammable vapor concentration when dangerous solid bulk is to be transported, transported or stacked, which may release toxic or flammable vapors. Except in an emergency situation; no one will be introduced into a confined space where dangerous bulk solids burdened with such toxic or flammable steam are stored or oxygen is inadequate unless the atmosphere in the area is determined to be dangerous for human health or safety. If it is necessary to enter this area during an emergency, an individual breathing apparatus shall be used in accordance with enclosed area entry procedures.

**Explosive dust emissions:**

All necessary applicable measures shall be taken to minimize the effects of the detonation if dangerous solid bulk loads, which may be responsible for the explosion and which are responsible for the detonation, are transported or transported, to prevent such explosion and to occur. Measures to be taken include ventilation of the enclosed space to limit the concentration of dust in the atmosphere, inhibition of ignition sources, minimization of material wall thickness, and withdrawal with no suction.

**Concurrently flammable substances and substances which react with water:**

Hazardous solid bulk products, which, if brought into contact with water, may become flammable or toxic vapors or cause simultaneous explosion, shall be kept as dry as possible. Such cargoes will only be transported under dry weather conditions.

**Oxidising substances:**

Hazardous solid bulk materials, an oxidizing agent, will be transported, transported and stacked to prevent contamination with flammable or carbon containing materials. The oxidizing substances shall be kept away from any heat or ignition source.

**Inappropriate materials:**

Hazardous solid bulk loads shall not be transported, transported or stacked to prevent dangerous interaction with unsuitable materials.

	Revision No	Release Date	RevisionDate	Page No
	09	23.05.2022	13.05.2025	126
	<b> DANGEROUS CARGO HANDLING GUIDE </b>			

## ANNEX-19.1 SAFETY HANDLING OPERATION PROCEDURE FOR DANGEROUS SOLID BULK CARGO CHECK LIST

NO	STATUS	OP.	SUPERVISOR
<b>HANDLING</b>			
1.	Warnings are issued to ensure that trucks do not overload the truck. After loading, the trucks will definitely be shut down.	X	X
2.	Drivers will be kept away from the vehicle during loading and unloading. The chauffeur will be checked that it has the necessary protection equipment.	X	X
3.	The working area will be checked for occupational safety, control of equipment, entry and exit of external persons, safe handling of the load, environmental clean-up, and proper handling of such work.		X
4.	Loading discharge control shall be carried out in accordance with the cargo plan.		X
5.	In the event that the ship's evacuation is partially completed, gas measurements will be made before commissioning for the evacuation of the burden remaining in the ship's hold.	X	X
6.	A tarpaulin is laid between the ship and the dock and a responsible person is designated for a clearance for the loads distributed around the area.	X	X
7.	When the areas handled according to risk of dangerous load are determined; administrative buildings, other neighboring facilities and the types of loads handled in these facilities, the characteristics of temporary loading and handling, and the most rapid and safe access to emergency situations	X	X
8.	The toxic or flammable gas concentration and the possible emission of toxic or flammable gas which may be generated in the areas where the dangerous solid bulk is released in the handling area will be regularly checked with gas meters and the measurements will be recorded		
9.	Irrigation operations will be carried out around the areas where the self-burning, water-free, hazardous materials are stored, such as coal, to prevent flooding and flooding. When a temporary storage area is declared, it will be taken into account whether the surrounding area has a drainage system to collect contaminated water.	X	X
10.	Stands that prevent dangerous bulk loads from falling into the sea during evacuation or loading into the ship will be kept between the ship and the dock during the operation.	X	X
11.	The hazardous solid bulk carrier will be picked up by the operation officer prior to the loading / unloading of the detailed loading / unloading plan for which the ship's captain is located, details of which are detailed with respect to the ship's position and amounts. A consensus will be reached between the shipbuilder's operational responsibility for the said loading / unloading plan.	X	X

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>127</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

## ANNEX-19.2 PETRO COKE AND COAL HANDLING PROCEDURE

For additional information on Petrocoke and Lignite coal, the relevant section of the IMSBC Code should be consulted. For coal, the IMSBC Code Coal Supplement should be consulted.

### PETROLEUMCOKE ( calcined or uncalcined )

#### EXPLANATION

They are black, finely chopped residues of petroleum refining in the form of powder and small particles. The conditions specified in this section should not be sought for materials with a temperature below 55°C when loading.

#### CHARACTERISTICS

<b>SLIP ANGLE</b>	<b>BULK DENSITY (kg/m<sup>3</sup>)</b>	<b>STACKING FACTOR (m<sup>3</sup>/t)</b>
Valid not	599 - 800	1.25 - 1.67
<b>MATERIAL DIMENSIONS</b>	<b>CLASS</b>	<b>GROUP</b>
powder , small parts	MHB	B

#### DANGER

In case of not complying with the conditions specified in this section during loading and transportation, non-calcined petcoke may self-heat and catch fire.

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

#### STACKING AND SEPARATION CONDITIONS

"Separate" from foodstuffs.

All products of Class 1, Divisions 1.1 and 1.5 shall be "separated in the longitudinal direction by a complete partition or hatch".

It will be "separated by a full compartment or hatch" from all other dangerous materials and dangerous goods (in packaged and solid bulk).

#### WAREHOUSE CLEANING

Holds should be kept clean and dry, taking into account the hazards specific to the load.

#### PRECAUTIONS AGAINST WEATHER CONDITIONS

There are no special conditions.

#### LOADING

1- If this cargo is to be loaded into the cargo volume on a tank containing fuel or similar materials with a flash point below 93°C; When the temperature of the load is 55°C or higher, some load with a temperature of 44°C or below first shall be at least 0.6 m thick and completely cover the surface to be loaded. will be laid.

2- If the thickness of the remaining hot load will be higher than 1.0 m after the loading preparation is made in accordance with the above condition when the load temperature is 55°C or above, the hot load loading will first be in the form of a layer with a thickness between 0.6 m and 1.0 m. will be done.

3- After laying the layer(s) in accordance with the above paragraphs, continue loading as normal. will be.

The load level leveling will be made according to the conditions specified in section 4 of the Code.

#### MEASURES

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>128</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

If the temperature of the load is higher than 107°C, no loading will be done. The captain will send warnings where the temperature of this load is high in areas close to the cargo volumes.

#### **VENTILATION**

There are no special conditions.

#### **TRANSPORT**

There are no special conditions.

#### **EVACUATION**

There are no special conditions.

#### **CLEANING**

There are no special conditions.

#### **EMERGENCY PROCEDURES**

<p><b><u>BULUNDURULMASI GEREKLİ ÖZEL ACİL DURUM EKİPMANI</u></b> Koruyucu giysi (yangına dayanıklı botlar, eldiven, tulum, başlık). Tüplü gaz maskesi.</p>
<p>Su püskürtme nozulları.</p>
<p><b><u>ACİL DURUM PROSEDÜRLERİ</u></b> Koruyucu giysileri giyin, Tüplü gaz maskesi takın.</p>
<p><b><u>YANGIN DURUMUNDA ALINACAK ACİL DURUM ÖNLEMLERİ</u></b> Yangını havasız bırakın; kullanımı geminin sabit yangın söndürme kurulumu bulunuyorsa. Havasız bırakma yangını kontrol altına almak için yeterli olabilir.</p>
<p><b><u>TIBBİ İLK YARDIM</u></b> Bakınız, tadil edilmiş güncel haliyle Tıbbi İlk Yardım Kılavuzu (MFAG).</p>

#### **During Petrocoke Handling;**

They are black, finely chopped residues of petroleum refining in the form of powder and small particles. The conditions specified in this section should not be sought for materials with a temperature below 55°C when loading.

- All personnel in charge of petcoke handling keep their protective clothing and equipment fully ready for use. These;

**Eyes:** In case of excessive dusting, goggles should be used.

**Skin:** Gloves should be used.

**Inhalation: Avoid breathing** dust / smoke / gas / mist / vapor. Have a dust mask ready in case of dusting.

- Additional protective equipment and equipment for petroleum coke for emergencies are kept ready in the handling area.
- It is ensured that the team in charge of responding to emergencies receives the necessary training in line with their duties. Personnel who are not informed about the emergency plan and medical first aid guide and who

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>129</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

are not trained in how to use this guide will not be assigned to this operation.

- Personnel who do not have the necessary training and information about petcoke handling will not be assigned to this operation.
- All port personnel should be warned against the risks of carbon monoxide gases that will occur in the warehouses and handling should be started after the warehouses are ventilated upon arrival of the ship.
- Employees in charge of the operation should not enter the void spaces between the warehouses for whatever reason.
- At the end of the operation, port personnel are allowed to enter the warehouse for warehouse cleaning, except for this condition, it is ensured that they do not enter a closed area for any reason.
- Onboard cooling system (pressurized water extraction), breathing devices (excavators to work in the warehouse) and first aid materials should always be available at the port.
- Gas measurements in excavators working in warehouses should be continued throughout the work. Protective clothing (fire resistant boots, gloves, overalls, headgear, equipment and gas mask) to be used for emergencies should be ready for use in the administrative building.
- The construction equipment operator and those working in the warehouse should never be left alone. It must be constantly observed by the cox from outside the hatch.
- Eating, drinking and smoking are strictly prohibited during handling. Remove the deformed and excessively contaminated personal protective materials after the operation, wash them before reuse or inform the operation chief to provide a new one.

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>130</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

## COAL

### Coal Handling;

Coal (bituminous and anthracite) or lignite coal is a natural, solid, flammable material consisting of amorphous carbon and hydrocarbons.

- Coals can produce methane, a flammable gas. Methane/air mixtures containing 5% to 16% methane are explosive, sparks or open flames such as electrical or frictional sparks, striking a match or lighting a cigarette may be sufficient to cause an explosion. Methane is lighter than air and therefore accumulates at high points in cargo volumes or other confined spaces. If cargo volumes are not tightly sealed, methane may leak into confined spaces adjacent to the cargo volume.
- Coals can oxidize, causing depletion of oxygen in the cargo volume and an increase in carbon dioxide or carbon monoxide concentrations. Carbon monoxide is an odorless gas slightly lighter than air, its mixtures with air between 12% and 75% by volume are flammable. Toxic by inhalation, 200 times more hemoglobin in blood than oxygen is connected.
- Some coals can self-heat in the load volume and self-heating can lead to self-combustion. Various flammable and toxic gases, including carbon monoxide, are produced. may come out.
- Some coals can react with water to release acids that can cause corrosion. Various flammable and toxic gases, including hydrogen, may be produced. Hydrogen is an odorless gas, lighter than air and mixes with air from 4% to 75% by volume. it is flammable.
- Port personnel should be reminded of the smoldering feature of coal, especially as a result of contact with water during transportation.
- Port personnel should be reminded of the coal's ability to produce METHANE gas and the risk of POISONING, DEATH and explosion as a result.
- Since the start of combustion in the warehouse will cause the formation of CARBON MONOXIDE, the port personnel should be reminded that the amount of carbon monoxide above 50 ppm indicates combustion in the warehouse and that there is not enough oxygen.
- Before the start of the ship evacuation operation, Cargo Information from the captain and the gas and temperature measurements (Gas Monitoring- CH4 - Temperature) that the ship personnel measure daily during the cruise should be given to us.
- Ship evacuation plan (discharging plan) is made by us together with the ship official.
- Before evacuation, hatch covers will be opened and ventilation will be performed.

<b>SLIP ANGLE</b>	<b>BULK DENSITY(kg/m<sup>3</sup>)</b>	<b>STACKING FACTOR (m<sup>3</sup>/t)</b>
Valid Not	654-1256	0.79-1.53
<b>MATERIAL DIMENSIONS</b>	<b>CLASS</b>	<b>GROUP</b>
50mm. It can go up	MHB	B ( and A)

### Hazards:

Coal can create flammable atmospheres, self-heat, cause oxygen depletion, metal structures can cause corrosion. Liquefaction may occur in coal loads if particles smaller than 5 mm are present at a rate of 75% or more.

### Stacking and Separation Conditions:

1. Unless otherwise expressly stated, the walls of the load volumes where this load is carried are resistant to fire and liquid leaks. will be.

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>131</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

2. This cargo is included in classes 1 (section 1.4), 2, 3, 4 and 5 and is "separate from packaged products (see IMDG Code) and solid bulk materials of Classes 4 and 5.1". will be held".
3. The products included in Class 5.1 will not be allowed to be loaded in packages above or below this load in solid bulk condition.
4. The captain must ensure that this load is not loaded adjacent to hot areas. will.
5. This cargo is for Class 1 products other than Division 1.4 "with a full bulkhead or hatch in the longitudinal direction". will leave".

**Against Ventilation Conditions Measures:**

Dangerous Solid Bulk Cargoes that will require ventilation conditions are not handled and stored in our port facility. It is not allowed to store the coal load in the closed area.

**Measures:**

- In case of fire, the measures specified in Article 8 of this document and in the Hazardous Material Emergency Plan are applied.
- All port personnel should be warned against the risks of METHANE and CARBON MONOXIDE gases that will occur in the warehouses, and the warehouses should be ventilated and entered into the warehouses upon arrival of the ship. In case of burning, a safe and suitable area should be determined outside the stock area where the goods can be taken from the warehouse and laid to be cooled.
- Onboard cooling system (pressurized water squeezing), breathing apparatus (excavators to work in the warehouse) should always be available at the port.
- Gas measurements are not only in the warehouses, if there will be work; It should also be done in closed areas adjacent to the warehouse, in closed areas such as roller shutters, warehouses, portholes on the deck. Port personnel should be reminded not to enter a closed area where measurements have not been made, for any reason. Evacuation officers should not enter the void spaces between the holds, for whatever reason.
- Since methane gas is lighter than air, it will accumulate at the top of the closed section. Therefore, gas measurements should be continued in excavators working in the warehouses as the evacuation continues.
- A construction machine operator and those working in the warehouse should never be left alone in the warehouse. Employees inside the warehouse are constantly observed by the helm from outside the warehouse.
- Evacuation workers should be warned not to enter void spaces between holds and closed areas on the deck without measuring.
- If the combustion is close to the surface, the coal in this region can be extinguished by taking it to the beach. If the coal is on fire on the beach, it is appropriate to spray intense water, spray foam or throw sand on it.
- Water should not be sprayed into the warehouse. However, it can be applied to squeezing cold water out of the warehouse for cooling purposes.
- If the location of the heating is uncertain, it can be expected that foam will be sprayed on the warehouses, the lids will be closed, and the combustion will stop by consuming the oxygen.

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	09	23.05.2022	13.05.2025	132
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

## 19.3 LIGNITE HANDLING PROCEDURE

### Lignite Briquettes

#### EXPLANATION

brown coal ( lignite) briquettes are lignite particles compressed into blocks by drying and pressing.

#### CHARACTERISTICS

<b>SLIP ANGLE</b>	<b>BULK DENSITY (kg/m<sup>3</sup>)</b>	<b>STACKING FACTOR (m<sup>3</sup>/t)</b>
It is invalid	750	1.34
<b>MATERIAL DIMENSIONS</b>	<b>CLASS</b>	<b>GROUP</b>
The vast majority, up to 50 mm	MHB	B

#### DANGER

Briquettes can easily ignite, spontaneously ignite and consume the oxygen in the cargo volume.

#### STACKING AND SEPARATION CONDITIONS

See the Appendix to this section.

#### WAREHOUSE CLEANING

Holds should be kept clean and dry, taking into account the hazards specific to the load. The wedges of the previous transport will be cleaned and removed from the cargo volumes.

#### PRECAUTIONS AGAINST WEATHER CONDITIONS

There are no special conditions.

#### LOADING

See the Appendix to this section.

#### MEASURES

Necessary measures will be taken to protect machinery components and living quarters against load dust. Bilge wells in the cargo volumes will be protected so that the cargo does not escape. Due care shall be taken to protect equipment against load dusting. Persons who may be exposed to load dust must wear protective goggles or dust filter masks to provide equivalent protection for the eyes. will use.

#### VENTILATION

There will be no ventilation during the voyage in the cargo volumes where this load is carried. See the Appendix to this section.

#### TRANSPORT

See the Appendix to this section.

#### EVACUATION

See the Appendix to this section.

#### CLEANING

After the discharge of this load, it will be checked whether there is any blockage in the bilge wells and syphilis holes of the load volumes, and the detected blockages will be removed.

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>133</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

## EMERGENCY PROCEDURES

<p><b><u>SPECIAL EMERGENCY EQUIPMENT REQUIRED TO HAVE</u></b></p> <p>no</p>
<p><b><u>EMERGENCY PROCEDURES</u></b></p> <p>no</p>
<p><b><u>EMERGENCY MEASURES TO BE TAKEN IN CASE OF FIRE</u></b></p> <p>Leave the fire without air. Airing may be sufficient to contain the fire. <b>Do not use water.</b> Get expert opinion, consider the option of heading to the nearest and most convenient port.</p>
<p><b><u>MEDICAL FIRST AID</u></b></p> <p>See the current Medical First Aid Guide (MFAG) as amended.</p>

## NOTES

CO<sub>2</sub> or inert gas should not be resorted to until the fire is visibly visible .

### Considerations in Handling of Lignite Briquettes

#### DANGER

1. This load can easily ignite, self-heat and consume the oxygen in the load volume.
2. It is possible for this charge to be oxidized, resulting in an increase in the carbon dioxide ratio as oxygen is depleted in the charge volume (see also section 3).
3. This load may self-heat and ignite in the enclosed space. In the event of self-heating , various flammable and toxic gases may be produced, including carbon monoxide. Carbon monoxide from the air a little more light odorless a is gas, by air by volume %12 - Mixtures in the 75% range are flammable. Toxic if inhaled, it binds to hemoglobin in the blood 200 times more than oxygen. The recommended exposure limit (TLV) for carbon monoxide is 50 ppm.

#### STACKING AND SEPARATION CONDITIONS

1. The walls of the cargo volumes where these loads are carried will be resistant to fire and liquid leaks.
2. This cargo is "separate" from packaged products (see IMDG Code) in classes 1 (Section 1.4), 2, 3, 4 and 5 and solid bulk materials in classes 4 and 5.1. will be held".
3. Class 5.1 products are not allowed to be loaded into volumes above or below this load in packaged or solid bulk condition. will not be given.
  4. This cargo is for Class 1 products other than Division 1.4 "with a full bulkhead or hatch in the longitudinal direction". will leave".
  5. this load is adjacent to hot areas will not stack.

#### LOADING

1. Prior to loading, the loader or his designated agent shall give the Captain in writing the characteristics of the Cargo and the recommended safe handling procedures to be followed during the loading and transportation of the cargo. In this written statement, the contract specifications are stated at a minimum in terms of moisture percentage of the cargo, sulfur content and material dimensions. will be.
2. This load will be stored starting 7 days before loading. This practice significantly reduces the risk of self-ignition during subsequent transport, storage and handling.

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>134</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

3. Before loading this cargo, the captain has fulfilled the following conditions. will:
  - 3.1 It will be checked whether the hatches of the exposed decks and hatches are regularly closed, and the air tightness will be maintained throughout the voyage. will be.;
  - 3.2 All electrical wiring and components in load volumes and adjacent enclosed spaces shall be intact. Said electrical cables and components shall be of a safe type suitable for use in flammable and/or dusty atmospheres or shall be positively insulated. The provisions of this article do not need to be applied in engine rooms that are separated from the cargo volume by a gas-tight bulkhead and there is no direct access between them. there is none.
4. Smoking and use of open flames will not be allowed in cargo volumes and adjacent volumes, necessary warning signs will be hung in visible places. No fire or open flame welding, cutting or similar operations are permitted in or near the cargo volumes containing this cargo. will not be given.
5. To minimize the negative effects such as dust and fine particles during loading, this load can be carried from a distance of more than one meter. will not be released.
6. Loading into a cargo volume shall be completed as soon as possible without interruption . Hot spots may occur in cargo volumes that are kept open for more than six days (or shorter if the temperature is above 30°C). may come out.
7. In order to prevent the formation of gas pockets in the cargo and to allow air to penetrate into the structure of the briquettes, the captain will see that the material surface is sufficiently leveled by spreading towards the walls of the cargo volume before sailing. Doors opening to the cargo volume will be closed sufficiently hermetically. The shipper will ensure that the loading terminal offers the captain the cooperation he will need .
8. After the completion of the loading to a cargo volume, the covers of the relevant cargo volume will be closed and closed as soon as possible. will be held.

#### **MEASURES**

1. The ship shall have suitable equipment for the measurement of the following values without the need to enter the cargo volume and it shall be ensured that these equipment are in working condition throughout the voyage:
  - 1.1 methane in the atmosphere above the cargo and at the outlets of the cargo volume concentration
  - 1.2 Oxygen concentration in the atmosphere above the load ;
  - 1.3 carbon monoxide concentration in the atmosphere above the load ;
  - 1.4 pH value in warehouse bilge samples.

These instruments will be regularly serviced and calibrated. Ship personnel will be trained in the use of such tools.

2. It is recommended to have equipment that can monitor the temperature range of 0°C to 100°C so that the load temperature can be measured during the voyage without the need to enter the load volume. is done.
  - .1 number of cargo volumes where the problem is seen ;
  - .2 measurements of carbon monoxide, methane and oxygen concentrations ;
  - .3 if data is available, load temperature, location where measurement is made and measurement method used ;
  - .4 date/time of gas analysis (follow-up chart);
  - .5 amount of cargo in the cargo volume(s) experiencing the problem ;
  - .6 explanation about the load based on the declaration of the loader and the special

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>135</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

precautions specified in the declaration in question ;

.7 loading date and estimated time of arrival (ETA) at destination port of discharge (port name to be specified); and

.8 , if any, or observations that the captain thinks should be reported.

## **EVACUATION**

Before and during evacuation:

1. The cargo volume will be kept closed until evacuation begins. Applying a fine spray with water on load to reduce dust will be done.
2. No personnel will enter the cargo volume until the atmosphere on the load has been tested. Personnel who will enter a cargo volume where the oxygen level in the atmosphere is below 21% will wear a scuba gas mask. Levels of carbon dioxide and carbon monoxide gases will also be tested prior to entry into the cargo volumes. Recommended exposure limit (TLV) for carbon monoxide 50 ppm.
3. During evacuation, attention will be paid to signs specific to hot spots in the cargo (such as steam release). If a hotspot is detected, the area will be cooled with a fine water spray and the hotspot will be promptly cleaned to prevent spread. The load from the hot spot is on the scaffold and the rest of the load in a remote location will spread.
4. interrupted for more than eight hours , the hatch covers and all other ventilations of the cargo volume should be removed before the suspension of the discharge. will be clo

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>136</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

## 19.4 FLORSPAT (CALCIUM FLUORIDE) HANDLING PROCEDURE

Within the scope of the Regulation on the Transport of Dangerous Goods by Sea and Loading Safety, Floraspar cargo, whose properties are given below in the IMSBC code Attachment-1, is included in the solid bulk cargoes in the dangerous cargo class when unloaded in bulk.

Handling will be carried out at our shore facility in accordance with the relevant provisions of the IMSBC Code. According to the relevant Code, the hazards of the Floraspar substance are taken into account in the handling rules of the Calcium Fluoride substance and the handling is carried out according to these rules.

### FLORSPAT

#### EXPLANATION

It consists of yellow, green or purple crystals. It is a coarse powder.

#### CHARACTERISTICS

<b>SLIP ANGLE</b>	<b>BULK DENSITY (kg/m<sup>3</sup>)</b>	<b>STACKING FACTOR (m<sup>3</sup>/t)</b>
Valid not	dry : 1429 - 1786 wet : 1786 - 2128	dry : 0.56 - 0.70 wet : 0.47 - 0.56
<b>MATERIAL DIMENSIONS</b>	<b>CLASS</b>	<b>GROUP</b>
Valid not	MHB	A and B

#### DANGER

It may liquefy if shipped with a moisture percentage higher than the Portable Maximum Humidity (TML). See Chapter 7 of the Code. Inhalation of dust causes irritation and is harmful to health.

#### STACKING AND SEPARATION CONDITIONS

"Separate" from foodstuffs and all Class 8 materials (packaged and solid bulk).

#### WAREHOUSE CLEANING

There are no special conditions.

#### PRECAUTIONS AGAINST WEATHER CONDITIONS

If the carriage is to be carried out on a ship other than a specially built or specially equipped ship complying with the requirements set out in paragraph 7.3.2 of this Code, the following conditions are met: will:

- .1 moisture content of the load during the voyage is lower than the TML value will be held;
- .2 Unless otherwise expressly stated in this section, cargo will not be handled in rainy weather conditions;

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>137</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

.3 Unless otherwise expressly stated in this section, all unused service / hatch covers of the cargo volumes where the cargo is loaded or to be loaded are closed during the handling of the cargo. will be held;

.4 The load can be handled in rainy weather conditions, provided that the measured moisture percentage of the load is so low that the TML value cannot be exceeded even with the expected increase under any precipitation; and

.5 Provided that all of the cargo in a certain cargo volume will be unloaded at the same port, the cargo in the mentioned cargo volume can be discharged in rainy weather conditions.

**LOADING**

The load level leveling will be made according to the conditions specified in sections 4 and 5 of the Code.

**MEASURES**

Necessary measures will be taken to protect machinery components and living quarters against load dust. Bilge wells in the cargo volumes will be protected so that the cargo does not escape. Due care shall be taken to protect equipment against load dusting. Persons who may be exposed to load dust will wear protective goggles or use dust filter masks that will provide equivalent protection for the eyes. The personnel in question will wear the necessary protective clothing. Protect machinery, living space and bilge wells from dust.

**VENTILATION**

There are no special conditions.

**TRANSPORT**

There are no special conditions.

**EVACUATION**

There are no special conditions.

**CLEANING**

There are no special conditions

**EMERGENCY PROCEDURES**

<p><b>SPECIAL EMERGENCY EQUIPMENT TO BE CARRIED OUT</b></p> <p>No</p>
<p><b><u>EMERGENCY PROCEDURES</u></b></p> <p><b><u>NO</u></b></p> <p><b><u>EMERGENCY MEASURES TO BE TAKEN IN CASE OF FIRE</u></b></p> <p><b><u>NO</u></b></p> <p><b><u>MEDICAL FIRST AID</u></b></p> <p><b><u>See the Medical First Aid Guide (MFAG) as amended.</u></b></p>

**Considerations in Florspat Handling**

- For the cargo to be handled at the Coastal Facility, the handling procedure of dangerous solid bulk cargoes given in ANNEX-20 will be applied.
- The cargo that is not supplied with a safety data sheet will not be handled.

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>138</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

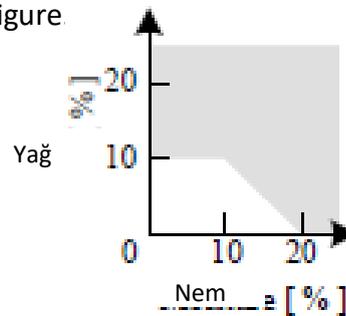
- According to the safety data sheet and IMSBC Code provisions, personal protective equipment will be supplied at the shore facility before handling.
- It is ensured that the team in charge of responding to emergencies receives the necessary training in line with their duties. Personnel who are not informed about the emergency plan and medical first aid guide and who are not trained in how to use this guide will not be assigned to this operation.
- Since florspar is included in the class of liquefiable loads, it will be checked that the moisture content of the load is lower than the TML value.
- During the handling of the cargo, all unused service / hatch covers of the cargo volumes where the cargo is loaded or to be loaded are closed. will be held
- It will be kept separate from foodstuffs and IMDG CODE class 8 corrosive substances in the temporary storage area.
- In case of loading from the shore facility for the florspar substance, the provisions specified in chapter 7 of the IMSBC Code shall be taken into account.

### **EK 19.5 SEED MEAL (CEED CAKE) HANDLING PROCEDURE**

#### **SEED MEAL, form containing vegetable oil , UN 1386**

mechanically crushed seeds, oil content above 10% or combined oil and moisture above 20%.

The oil and moisture percentage range is shown in the figure.



Bulk transport may only be carried out with the special permission of the competent authority.

#### **EXPLANATION**

oil seeds is removed by mechanical means. Plants and herbal products included in this section are:

**Bread ingredients Malt barley pellets**                      **Porridge, oily**  
**Sugar beet**  
**Bran, pellets**  
**Pellets of malting industry cereals Citrus**  
**pulp, pellets of coconut**  
**copra**  
**Corn Gluten Cottonseed Pulps**  
**gluten pellets**  
**Ground nuts Corn porridge**  
**Flaxseed Corn**

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>139</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

The above materials can be transported in the form of mash, coarsely ground flour , bagasse, pellets and pulp.

#### **CHARACTERISTICS**

<b>SLIP ANGLE</b>	<b>BULK DENSITY (kg/m<sup>3</sup>)</b>	<b>STACKING FACTOR (m<sup>3</sup> /t)</b>
It is invalid	478 - 719	1.39 - 2.09
<b>MATERIAL DIMENSIONS</b>	<b>CLASS</b>	<b>GROUP</b>
It is invalid	4.2	B

#### **DANGER**

Spontaneously ignite if wet or contains large amounts of unoxidised oil . It can lead to oxidation and, accordingly, to a decrease in the oxygen in the cargo volume. Carbon dioxide may occur.

#### **STACKING AND SEPARATION CONDITIONS**

Are no special terms in this Code other than those described in Section 9.3 .

#### **WAREHOUSE CLEANING**

Holds should be kept clean and dry, taking into account the hazards specific to the load.

#### **PRECAUTIONS AGAINST WEATHER CONDITIONS**

This load will be kept as dry as possible. This load will not be handled in rainy weather conditions. During the handling of this cargo, all unused service / hatch covers will be kept closed in the cargo volumes where this cargo is loaded or will be loaded.

#### **LOADING**

The load level leveling will be made according to the conditions specified in sections 4 and 5 of the Code.

#### **MEASURES**

Loading of this load will be accepted provided that the load temperature is below the limit temperature value equal to the ambient temperature plus 10°C or 55°C whichever is lower . Prior to shipment, this load will be duly aged ; The aging time requirement varies according to the oil content. The competent authority may permit the transport of the seed cakes described in this section in accordance with the provisions set out in the Seed cake (b) title, but the tests will show that there is no harm in granting this permission (see next section). In such permits, the oil rate and moisture percentage will also be specified in the certificates to be issued by the competent authority . During the voyage, the temperature of this cargo will be regularly measured and recorded from various depths in the cargo volumes. If the load temperature reaches 55°C and the increase continues, the ventilation will be stopped. If self-heating continues, carbon dioxide or inert gas will be pumped into the cargo volume. Before the atmosphere is tested and the oxygen level is confirmed to be at a normal value, personnel access to the cargo volumes containing this load is

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>140</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

not allowed. will not be given.

#### **VENTILATION**

In order to prevent self-heating of the cargo, mechanical ventilation will not be performed in the cargo volumes where this cargo is carried during the voyage, except in emergencies.

#### **TRANSPORT**

In order to prevent water ingress to the cargo volumes where this load is stored, the service / hatch covers of these sections will be waterproof.

#### **EVACUATION**

There are no special conditions.

#### **CLEANING**

There are no special conditions.

#### **EMERGENCY PROCEDURES**

##### **SPECIAL EMERGENCY EQUIPMENT REQUIRED TO HAVE**

Scuba gas mask

##### **EMERGENCY PRODESURED**

Wear a scuba gas mask.

##### **EMERGENCY MEASURES TO BE TAKE IN CASE OF FIRE.**

Stuff the fire, use the ship's fixed mounted fire suppression systems.

##### **MEDICAL FIRST AID**

See update MFAG.

#### **SEED MEAL, with vegetable oil , UN 1386**

**with solvent extraction made and crushed seeds, oil rate most more 10% and moisture rate**

**If more than 10%, the total oil and moisture content is 20% maximum.**

1. Solvent-extracted rapeseed meal, soybean meal, cottonseed meal, sunflower meal, containing not more than 4% oil and more than 15% oil and moisture composition and substantially free of flammable solvents;
2. Mechanically peeled with not more than 2.5% oil and not more than 14% oil and moisture combination citrus pulp pellet;
3. Mechanically peeled corn gluten containing not more than 11% fat and no more than 23.6% fat and moisture combination pulp;
4. Mechanically peeled with not more than 5.2% oil and not more than 17.8% oil and moisture combination corn gluten feed pellet; and
5. than 2.8% oil and not more than 15% oil and moisture composition.

A certificate recognized by the competent authority of the sending country, containing information that the exemption provisions have been met, shall be provided

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>141</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

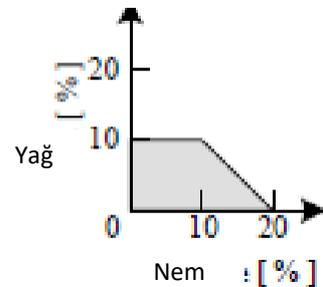
by the shipper before loading.

**Note:** The following items are covered in this section:

.1 All solvent with extraction and crushed seed pulp, oil rate most more 10% and moisture rate most more 10%; and

.2 All solvent-extracted and crushed seed cakes with oil content no more than 10% and moisture content greater than 10%, total oil and moisture content of the maximum 20%.

Oil and moisture percentage range as shown.



oil or total oil plus moisture exceeds the specified limits in solvent-extracted seed cakes, the opinion of the competent authorities should be sought.

#### **EXPLANATION**

oil seeds is extracted by mechanical means or solvent processes. Plants and herbal products included in this section are:

**Bread materials Mill material pallets**  
**Malt barley pellets Niger seed pulp**  
**Sugar beet Oily mash**  
**Bran, pellets Palm kernel**  
**Malting industry grains pellets Peanut**  
**Citrus pulp, pellets Pellets, crush**  
**Coconut Pollard pellets**  
**Copra Rapeseed seed**  
**Corn gluten Rice bran**  
**Cottonseed Pulp Rice flakes**  
**Gluten Pellets Safflower seed**  
**Ground nuts Seed pulp, oiled**  
**Corn porridge Soybeans**  
**Flaxseed Strussa pellets**  
**Corn Sunflower seed**  
**Porridge, oiled Roasted, coarsely ground**

The above materials can be transported in the form of mash, coarsely ground flour, bagasse, pellets and pulp. The conditions specified in this section should not be sought for solvent-extracted rapeseed meal, pellets, soybean meal, cotton meal and sunflower seed meal, which do not contain more than 4% oil and whose total oil and moisture content does not exceed 15%. Before loading, a certificate prepared by a person accredited by the

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>142</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

competent authority of the country of loading , stating that the requested exemption conditions exist, will be given by the loader.

#### CHARACTERISTICS

<b>SLIP ANGLE</b>	<b>BULK DENSITY (kg/m<sup>3</sup>)</b>	<b>STACKING FACTOR (m<sup>3</sup>/t)</b>
It is invalid	478 - 719	1.39 - 2.09
<b>MATERIAL DIMENSIONS</b>	<b>CLASS</b>	<b>GROUP</b>
It is invalid	4.2	B

#### DANGER

spontaneously ignite if wet or contains large amounts of unoxidised oil . It can lead to oxidation and, accordingly, to a decrease in the oxygen in the cargo volume. Carbon dioxide may also be released.

#### STACKING AND SEPARATION CONDITIONS

are no special terms in this Code other than those described in Section 9.3 .

If the bulkhead between the load volume and the engine room is not insulated in accordance with Class A-60 standards, solvent-extracted seeds will be stacked "away" from the screen.

#### WAREHOUSE CLEANING

Holds should be kept clean and dry, taking into account the hazards specific to the load.

#### PRECAUTIONS AGAINST WEATHER CONDITIONS

This load will be kept as dry as possible. This load will not be handled in rainy weather conditions. During the handling of this cargo, all unused service / hatch covers will be kept closed in the cargo volumes where this cargo is loaded or will be loaded.

#### LOADING

This cargo will be accepted to be loaded provided that there is almost no solvent left in the cargo and there is a certificate issued by a person accredited by the competent authority of the country of loading and stating the percentages of oil and moisture in the cargo. Load leveling according to the conditions specified in sections 4 and 5 of the Code will be done.

#### MEASURES

Prior to shipment, this load will be duly aged ; The aging time requirement varies according to the oil content. During the voyage, the temperature of this cargo varies from various depths in the cargo volumes. organised aspect to be measured and will be saved. Load of the temperature to 55°C reach and If the increase continues, the ventilation will be stopped. If self-heating continues, carbon dioxide or inert gas will be pumped into the cargo volume. When transporting solvent-extracted seed cakes, carbon

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>143</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

dioxide or inert gas will not be used until it is confirmed that the fire does not occur in the cargo volume, in order to eliminate the possibility of solvent vapors igniting in fires. Personnel will not be allowed to enter the cargo volumes containing this cargo until the atmosphere is tested and the oxygen level is confirmed to be at a normal value. If the time between the beginning of the loading of this cargo and the completion of its discharge exceeds 5 days according to the plan, the cargo will not be loaded if there is no possibility of pumping carbon dioxide or inert gas into the volume where the cargo will be transported.

While loading and unloading and entering the cargo volumes, smoking and open fire will not be allowed near the cargo volumes containing this cargo under any circumstances. The electrical connection of the electrical equipment located in the load volumes but not suitable for use in explosive atmospheres with the system will be cut off by a suitable means other than the fuse. There will be spark arresting screens in ventilators operating in load volumes with this load.

#### VENTILATION

In order to remove solvent vapor residues, natural or mechanical ventilation will be made from the surface as necessary. If mechanical ventilation is used, care must be taken to prevent the load from self-heating. will be displayed.

#### TRANSPORT

In order to prevent water ingress to the cargo volumes where this load is stored, the service / hatch covers of these sections will be waterproof.

#### EVACUATION

There are no special conditions.

#### CLEANING

There are no special conditions.

#### EMERGENCY PROCEDURES

##### **SPECIAL EMERGENCY EQUIPMENT REQUIRED TO HAVE**

Not  
**EMERGENCY PROCEDURES**  
no

##### **EMERGENCY MEASURES TO BE TAKEN IN CASE OF FIRE**

None (not flammable). Do not use water to fight a fire involving this material.

##### **MEDICAL FIRST AID**

See the current Medical First Aid Guide (MFAG) as amended.

#### Notes

2 should not be resorted to until the fire is visible .

CO<sub>2</sub> will only be for the purpose of controlling the fire, it may be necessary to press a little from time to time to reduce the oxygen content in the hold while cruising. Excavation of

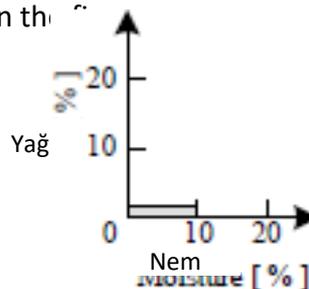
	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>144</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

the cargo to reveal the true center of the fire upon arrival at the port will be required.

**SEED MEAL, UN 2217**

Oil rate is maximum 1.5% Moisture rate is maximum 11%.

The oil and moisture percentage range is shown in the



**EXPLANATION**

oil they contain from oilseeds is extracted by solvent processes. Plants and herbal products included in this section are:

- Bread materials Mill material pallets**
- Malt barley pellets Niger seed pulp**
- Sugar beet Oily mash**
- Bran, pellets Palm kernel**
- Malting industry grains pellets Peanut**
- Citrus pulp, pellets Pellets, crush**
- Coconut Pollard pellets**
- Copra Rapeseed seed**
- Corn gluten Rice bran**
- Cottonseed Pulp Rice flakes**
- Gluten Pellets Safflower seed**
- Ground nuts Seed pulp, oiled**
- Corn porridge Soybeans**
- Flaxseed Strussa pellets**
- Corn Sunflower seed**
- Porridge, oiled Roasted, coarsely ground**

The above materials can be transported in the form of porridge, coarsely ground flour , bagasse, pellets and pulp. The above materials can be transported in the form of porridge, coarsely ground flour, bagasse, pellets and pulp. The conditions specified in this section should not be sought for rapeseed meal, pellets, soybean meal, cotton meal and sunflower seed meal with solvent extraction, which have a maximum oil content of 1.5%, a maximum moisture content of 11% and almost no flammable solvent residues. Before loading, a certificate prepared by a person accredited by the competent authority of the country of loading , stating that the requested exemption conditions exist, will be given by the loader.

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>145</b>
	<b> DANGEROUS CARGO HANDLING GUIDE</b>			

## CHARACTERISTICS

<b>SLIP ANGLE</b>	<b>BULK DENSITY (kg/m<sup>3</sup>)</b>	<b>STACKING FACTOR (m<sup>3</sup>/t)</b>
It is invalid	478 - 719	1.39 - 2.09
<b>MATERIAL DIMENSIONS</b>	<b>CLASS</b>	<b>GROUP</b>
0.1mm - 5mm	4.2	B

## DANGER

Spontaneously ignite if wet or contains large amounts of unoxidised oil . It can lead to oxidation and, accordingly, to a decrease in the oxygen in the cargo volume. Carbon dioxide may also be released.

## STACKING AND SEPARATION CONDITIONS

Are no special terms in this Code other than those described in Section 9.3 .  
If the bulkhead between the load volume and the engine room is not insulated in accordance with Class A-60 standards, this load will be stacked "away" from the bulkhead.

## WAREHOUSE CLEANING

Holds should be kept clean and dry, taking into account the hazards specific to the load.

## PRECAUTIONS AGAINST WEATHER CONDITIONS

This load will be kept as dry as possible. This load will not be handled in rainy weather conditions. During the handling of this cargo, all unused service / hatch covers will be kept closed in the cargo volumes where this cargo is loaded or will be loaded.

## LOADING

This cargo will be accepted to be loaded provided that there is almost no solvent left in the cargo and there is a certificate issued by a person accredited by the competent authority of the country of loading and stating the percentages of oil and moisture in the cargo. Load leveling according to the conditions specified in sections 4 and 5 of the Code will be done.

## MEASURES

During the voyage, the temperature of this cargo will be regularly measured and recorded from various depths in the cargo volumes. If the load temperature reaches 55°C and the increase continues, the ventilation will be stopped. If self -heating continues, carbon dioxide or inert gas will be released into the cargo volume. When transporting solvent-extracted seed cakes, carbon dioxide or inert gas will not be used until it is confirmed that the fire does not occur in the cargo volume, in order to eliminate the possibility of solvent vapors igniting in fires. Personnel will not be allowed to enter the cargo volumes containing this cargo until the atmosphere is tested and the oxygen level is confirmed to be at a normal value. If the time between the beginning of the loading of

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>146</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

this cargo and the completion of its discharge exceeds 5 days according to the plan, the cargo will not be loaded if there is no possibility of pumping carbon dioxide or inert gas into the volume where the cargo will be transported. While loading and unloading and entering the cargo volumes, smoking and open fire will not be allowed near the cargo volumes containing this cargo under any circumstances. Electrical equipment that is located in load volumes but is not suitable for use in explosive atmospheres will be disconnected from the system by a suitable means other than fuses . There will be spark arresting screens in ventilators operating in load volumes with this load.

#### **VENTILATION**

In order to remove solvent vapor residues, natural or mechanical ventilation will be made from the surface as necessary. If mechanical ventilation is used, care must be taken to prevent the load from self-heating. will be displayed.

#### **TRANSPORT**

In order to prevent water ingress to the cargo volumes where this load is stored, the service / hatch covers of these sections will be waterproof.

#### **EVACUATION**

There are no special conditions.

#### **CLEANING**

There are no special conditions.

#### **EMERGENCY PROCEDURES**

##### **SPECIAL EMERGENCY EQUIPMENT REQUIRED TO HAVE**

Not

##### **EMERGENCY PROCEDURES**

no

##### **EMERGENCY MEASURES TO BE TAKEN IN CASE OF FIRE**

None (not flammable). Do not use water to fight a fire involving this material.

##### **MEDICAL FIRST AID**

See the current Medical First Aid Guide (MFAG) as amended.

#### **Notes**

2 should not be resorted to until the fire is visible . The use of CO 2 will only be for the purpose of controlling the fire, it may be necessary to press a little from time to time to reduce the oxygen content in the hold while cruising . Upon arrival at the port, the cargo must be excavated to reveal the true center of the fire

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	09	23.05.2022	13.05.2025	147
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

## **ANNEX-19.6 WOODCHIPS HANDLING PROSEDURE WOODCHIPS**

### **DESCRIPTION**

Natural timber mechanically chipped into the approximate size of a business card.

### **CHARACTERISTICS**

<b>ANGLE OF REPOSE</b>	<b>BULK DENSITY (kg/m<sup>3</sup>)</b>	<b>STOWAGE FACTOR (m<sup>3</sup>/t)</b>
Not applicable	326	3.07
<b>SIZE</b>	<b>CLASS</b>	<b>GROUP</b>
As above	MHB	B

### **HAZARD**

This material possesses a chemical hazard. Some shipments may be subject to oxidation leading to depletion of oxygen and increase of carbon dioxide in cargo and adjacent spaces.

With moisture content of 15% or more this cargo has a low fire-risk. As the moisture content decreases the fire risk increases. When dry, woodchips can be easily ignited by external sources; are readily combustible and can ignite by friction. A condition with complete depletion of oxygen may be present in less than 48 hours.

### **STOWAGE & SEGREGATION**

Segregation as for class 4.1 materials.

### **HOLD CLEANLINESS**

No special requirements.

### **WEATHER PRECAUTIONS**

No special requirements.

### **LOADING**

Trim in accordance with the relevant provisions required under sections 4 and 5 of the Code.

### **PRECAUTIONS**

Entry of personnel into cargo and adjacent confined spaces should not be permitted until tests have been carried out and it has been established that the oxygen level is 20.7%. If this condition is not met, additional ventilation should be applied to the cargo hold or adjacent enclosed spaces and re-measuring shall be conducted after a suitable interval.

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>148</b>
<b>DANGEROUS CARGO HANDLING GUIDE</b>				

An oxygen meter shall be worn and activated by all crew when entering cargo and adjacent enclosed spaces.

In dry weather, dust which settles on deck will dry out quickly and is easily ignited. Appropriate precautions shall be taken to prevent fire.

**VENTILATION**

Ventilation of enclosed spaces adjacent to a cargo hold before entry may be necessary even if these spaces are apparently sealed from the cargo hold.

**CARRIAGE**

No special requirements.

**DISCHARGE**

No special requirements.

**CLEAN-UP**

No special requirements.

**EMERGENCY PROCEDURES**

**SPECIAL EMERGENCY EQUIPMENT TO BE CARRIED**

Self-contained breathing apparatus and oxygen meters should be available.

**EMERGENCY PROCEDURES**

Nil

**EMERGENCY ACTION IN THE EVENT OF FIRE**

Batten down; use ship's fixed fire-fighting installation if fitted.  
Exclusion of air may be sufficient to control fire.

**MEDICAL FIRST AID**

Refer to the Medical First Aid Guide (MFAG), as amended.

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>149</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

## **ANNEX- 20 DANGEROUS MATERIAL OPERATION RESPONSIBLE TASK DEFINITION**

1. Dangerous Goods Operation Officer is required to have the following qualifications.
  - a. Stop ship operation, process dangerous items in the start-up areas, and instruct the assigned port staff / subcontractors. must be duly authorized in writing.
  - b. The IMDG code should be trained and have relevant certifications.
  - c. It should have sufficient experience in the port operations.
  - d. Must have at least a college degree and must have a foreign language in the level where they can communicate with both the ships and foreign senders.
  
2. Examining the documents coming to the acceptance facility before the dangerous goods coming to the port facility arrive at the port facility:
  - a. Determines the name of the dangerous materials,
  - b. Handling of Hazardous Material will observe procedures related to drilling / unloading.
  - c. Determines the necessary safety precautions to be taken by studying the hazards arising from the dangerous material
  - d. It specifies the protective equipment for the staff to handle / evacuate and handle with regard to the dangerous substance
  - e. Do notify them by coordinating meetings with persons who will handle / handle and handle hazardous materials.
  
3. Prevention of accidents that may occur during the handling of dangerous cargoes helps to implement the "Accident Prevention Policy" established at the port facility in order to minimize the damage to people and the environment by ensuring the safety of life, property and the environment and possible accidents.
  
4. When handling dangerous goods, the handling operation is stopped when an inconvenience is detected, and the non-compliance is removed.
  
5. It constantly checks the fire, safety and safety measures taken on the premises and ensures that the deficiencies are eliminated immediately.
  
6. Provide coastal facility personnel and seafarers wearing protective clothing during loading, unloading and storage when handling dangerous goods.
  
7. Handling of hazardous materials ensures that fire-fighting personnel are equipped with fire-fighting equipment and fire-extinguishers and first aid units and equipment are ready for use at any time.
  
8. Coordinates the operation of the emergency evacuation plan for evacuation of ships and marine vehicles in offshore installations in emergency situations
  
9. Checks that persons engaged in the loading, unloading and handling of hazardous cargo have received hazardous material training and have a certificate. Inadequate personnel only allow short-term working of personnel with sufficient certifications.

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>150</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

10. Ensures that hazardous cargo is carried, handled, disassembled, stacked, temporarily suspended and inspected in a safe and proper manner by qualified, trained, occupational safety precautions personnel.

11. Check all of the compulsory documents, information and documents that need to be found in connection with the dangerous cargo. It does not allow handling of the burden when it detects a deficiency.

12. Inspect the relevant documents to confirm that hazardous cargo entering the facilities is properly identified, classified, certified, packaged, labeled, declared, safely loaded and moved

13. Keeps an up-to-date list of all hazardous loads on the premises.

14. We shall take the necessary safety measures for dangerous goods which are unsuitable, unsafe or dangerous to persons or the environment.

15. Provide emergency status registrations and inform all relevant persons in these matters.

16. Notify the port authority of dangerous cargo accidents

17. Provide the necessary support and cooperation in the controls made by the registrars.

18. Prevents vessels and marine vessels carrying dangerous goods from entering berths and berths without permission of the port authority.

19. In case of an accident caused by dangerous goods, EmS and Emergency Plan shall be taken into consideration and the necessary emergency intervention shall be initiated.

20. Keeps publications and other documents required for cargo handled in port facilities ready for use.

21. Allows the application of the hot work and process procedure, taking into account the prepared procedure for hot operations to be carried out during the handling and / or storage of hazardous materials at the lime plant.

22. It shall take necessary measures and precautions to prevent the dangerous cargo handled at the liquefaction facility from being infiltrated to the sea, soil, water or water draining areas.

23 Medical first aid will be transferred to the nearest hospital as soon as possible considering the persons affected by the damages of dangerous cargoes and the "Medical First Aid Guide (MFAG)" attached to the IMDG CODE supplement for persons requiring first aid after accidents involving these loads.

24. The hazardous material shall be inspected for the use and maintenance of all equipment used for handling and stacking operations and not powered or powered by the instructions specified in the instructions and transmitted to the relevant units.

 <b>SANKO</b>	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>151</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

## **ANNEX-20.1 DUTIES AND RESPONSIBILITIES OF THE SHIFT SUPERVISOR**

1. Personnel equipped with necessary protective equipment check before operation.
2. Make warnings for trucks not to overload.
3. The drivers check that the vehicle is away from the vehicle during loading and unloading and that the chauffeur has the required protection equipment and certification.
4. The working area controls job security, equipment control, entry and exit of external persons, safe handling of loads, environmental cleaning and proper handling of these jobs
5. Organize the working order with Ship 2 Captain.
6. Coordinated with the Planning Specialist Ensures that the cargo is made according to the approved cargo plan.
7. It performs the necessary sorting according to the classes of hazardous loads.
8. When dangerous cargoes are carried, they take precautions to prevent access by unauthorized persons to transport areas.
9. If there is a problem with taking dangerous cargo into the cargo, it will enable the applicable steps to be taken to minimize the existing risks and negative effects on the environment.
10. In the event that the ship's evacuation is partially completed, it will make the gas measurements before commissioning for the evacuation.
11. During the handling of dangerous solid loads, canvas is laid between the ship and the port and a responsible person is assigned for cleaning the cargo scattered around.
12. Regularly check the concentration of toxic or flammable gases and their possible emissions, which they may create, in the areas where dangerous solid bulk products emit toxic or flammable gas and which can be generated, with gas measuring devices and record the measurements.
13. Provides waterproofing of areas where dangerous materials such as coal are burned but not affected by water by storing the surrounding areas with water collecting and preventing burning.
14. The shift supervisor instantly receives the amount of the cargo handled and transported from the ship captain and scale officer when required and required.

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>152</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

### SAFETY HANDLING OPERATION PROCEDURE FOR DANGEROUS GOODS (GENERAL)

NO	STATUS	OP.	S. SUPERVISOR
<b>AWAKE ACCEPTANCE</b>			
1.	Operation meeting is held at before unloading.	X	
2.	The SDS form is provided.	X	
3.	A ship carrying packed dangerous cargo is required to have a specific list or manifestation of dangerous cargo, sea pollutants and their location on board. (IMO FAL form 7)	X	
4.	The Certificate of Conformity for the ship carrying the dangerous cargoes will be checked.	X	
5.	Approved cargo handling / evacuation plan requested	X	
6.	Regarding dangerous cargoes to be accepted in Liman; 1. Risk from dangerous load 2. Interaction with existing hazardous cargoes at the coastal facility, 3. Interaction with the loads planned to be accepted in the near future to the coastal facility, 4. Stack conditions 5. Decomposition conditions 6. Material and equipment need for urgent intervention 7. Competence of Emergency Response teams 8. Neighbor facilities / den interaction The subjects are taken into consideration in the scope of current IMDG COD documents and acceptance / rejection or managerial decision is taken.	X	
7.	If it is decided to accept dangerous cargo, management, operation, storage, security, emergency response units are informed and preparation and acceptance process is started.	X	
8.	Useful equipment, cranes, crew, number of posts and dock are determined.	X	
9.	Information on the danger of injury to the personnel working in the operation and in case of emergency is provided and necessary protective equipment is provided.	X	X
10.	The necessary warnings, warning signs are placed around the area being handled.	X	X

Note. : Meeting is optional for standard handled loads. Previous meeting decisions can be implemented.

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>153</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

## ANNEX-21 ACCIDENT PREVENTION POLICY

The Port Facility has been determined to prevent fires and accidents, not to harm people and the environment, based on the Accident Prevention Policy, which will be implemented in full compliance with the Occupational Health and Safety Policy.

### During Dangerous Material Handling, Sewage and Discharge:

- In all activities undertaken at the beginning, the first priority is to completely prevent accidents or reduce risks to a minimum,
- Preventing our employees from being injured in work accidents or being exposed to any negative effects.
- On the ships and in the working areas in our coastal facility; to take all kinds of precautions to ensure that our employees, customers, stakeholders and the environment are safe and secure,
- Monitoring the continuous development policy to put the best technologies available for the prevention of accidents into practice,
- Taking precautions to minimize the effects of accidents on life, property and environment safety by applying appropriate emergency response procedures in the event of an accident and constantly implementing it,
- Identification of all the activities that may lead to accidents in our facility and taking the necessary precautions to fulfill the obligations to prevent such accidents,
- Critical operations that affect safety and security during operational business processes; appointing personnel with appropriate knowledge, skills, training and experience,
- Risk assessment for the identification and evaluation of the accidents
- We are committed to ensuring continuous development of training and personnel, complying with relevant national and international legislation and standards and undertake to fulfill the following requirements in order to reach these targets
  - Material Safety Data Sheet of all kinds of hazardous materials to be collected / handled at the Port Facility and handled shall be provided; specific requirements for handling, exposure to personal exposure, prevention measures in the event of harm to the environment, and the need to analyze in detail the issues to be addressed, including the definition of the substance-specific hazard, first aid measures, fire precautions, intervention measures in case of leakage /.
  - The necessary equipment and equipment will be provided to prevent the potential harmful effects of such dangerous goods.

In order to keep the dangerous substance handling areas under constant supervision by the relevant plant personnel and / or security officers, the necessary monitoring equipment shall be taken and the alarm systems shall be checked.

- In case of emergencies, adequate intervention will be provided for hazardous materials handling areas.

The implementation of our policy is a basic duty for our employees and it is among our priorities that this policy should be handed to other staff working with us.

 <b>SANKO</b>	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>154</b>
<b>DANGEROUS CARGO HANDLING GUIDE</b>				

## 12. DEFINITIONS AND ABBREVIATIONS

**Handling:** Dangerous cargo; loading and unloading, stacking, sorting, relocation, loading and unloading of the cargo transport unit, degassing, ventilation, replacement or repair of the cargo transport units and their packaging, and similar transportation transactions,

**Temporary storage:** For a temporary period of time at the coastal facility of dangerous goods subject to transport storage,

**Accident:** During the transportation of dangerous goods by sea or during their handling and/or storage in coastal facilities ; Incident or events that have harmful consequences such as death, injury, property damage and environmental pollution , originating from or involving dangerous substances your chain,

**Coastal edge line:** Sandy, pebbly, rocky, stony, reed, swampy and swampy areas formed by water movements in the direction of land after the shoreline in sea, natural and artificial lakes and streams . the natural boundary of similar areas ,

**Coastal facility:** The shore edge line defined in the Coastal Law No. 3621 , where ships or marine vessels can safely take or take shelter . sea on the side found temporary storage fields including dangerous load handling port, quay, wharf, berth, fuel oil, liquefied gas or chemical pipeline and buoy system or dolfen/platform

**Existing coastal facility:** The coastal facility that has been granted a coastal facility operation permit/coastal facility temporary operation permit within the scope of the Regulation on the Procedures and Principles Regarding the Granting of Operation Permit for Coastal Facilities published in the Official Gazette No. 26438 and dated 18/2/2007,

**Incident:** Occurring in a coastal facility in connection with operations and activities and endangering the safety of the facility, people in the facility or other persons, or the environment . or not corrected in case of endanger able to insert the one which... and accident outside remainder event or events sequence,

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

**Dangerous Cargo conformity certificate (TYUB):** Coastal facilities engaged in dangerous goods handling and temporary storage activities are obliged to take under the regulation and regulated by the Administration. document,

**Dangerous Goods (dangerous goods):** Dangerous load;

	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>155</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

- 1) Oil and petroleum of the International Convention for the Prevention of Pollution of the Seas by Ships ( MARPOL ) 73/78 Annex I, Attachment 1 their products,
- 2) packaged goods given in Part 3 of the IMDG Code and objects,
- 3) "B" and "A and B" in the group box in the characteristic table of the loads given in IMSBC Code Attachment 1 bulk cargoes,
- 4) Liquid with the words "S" or "S/P" in column "d", titled " hazards" of the table given in Chapter 17 of the IBC Code substances,
- 5) gaseous state given in IGC Code Chapter 19 substances

**Port Authority:** Each port authority established by legislation in our country,

**IMSBC Code:** International Maritime Solid Bulk Cargoes Code,

**IMDG Code:** International Maritime Dangerous Goods Code,

**IBC Code:** International code on the construction and equipment of ships carrying dangerous chemical cargo in bulk,

**IGC Code:** International code for the construction and equipment of ships carrying liquefied gas in bulk,

**ISPS Code:** International ship and port facility security code,

**Grain Code:** International code for the safe transportation of bulk grains

**VHF :** Radio communication made over very high frequency,

**CTU:** Freight Transport Unit

**IMO:** International Maritime Organization

**UN:** United Nations

**MSDS:** Material Safety Data Sheet

**ADR:** European Agreement on the International Carriage of Dangerous Goods by Road

**TÜRKAK:** Turkish Accreditation Agency

**DGHG :** Dangerous Goods Handling Guide

 <b>SANKO</b>	<b>Revision No</b>	<b>Release Date</b>	<b>RevisionDate</b>	<b>Page No</b>
	<b>09</b>	<b>23.05.2022</b>	<b>13.05.2025</b>	<b>156</b>
	<b>DANGEROUS CARGO HANDLING GUIDE</b>			

## **PRESENTATION**

This guide is published by the Ministry of Transport and Infrastructure; It has been prepared within the framework of “Regulation on the Transport of Dangerous Goods by Sea and Loading Safety dated 14 November 2022 and numbered 31659” and “Dangerous Cargo Handling Guide Implementation Instruction dated 20 April 2022 and numbered 281879”.

This Guide applies to the entry and presence of dangerous goods in port areas, both on board and on shore. These are intended to be made applicable to all ships visiting a port, regardless of their flag .

It should not be applied to ships' stores and equipment, or to troop transports and warships. It is to help the persons and institutions that prepare the legal requirements to ensure that these requirements are made as effective as possible by specifying all possible situations of dangerous goods in the cargo areas, but without creating validity for exceptional situations.

This guide and its content can never be in violation of the requirements of national and international legislation and do not remove the responsibilities of the parties within the framework of national and international legislation. When there is a conflict between this guide and the relevant national and international legislation, the relevant national and international legislation provisions are valid.

It is obligatory to follow up the matters specified in this Dangerous Goods Handling Guide (DGHG) by the ship's captains and cargo officials in accordance with the changing national and international provisions. This guide has been prepared only as a guide and it is the legal responsibility of the relevant parties to take the necessary preventive measures/measures, even if they are not specified in this DGHG.