# NEMPORT PORT MANAGEMENTS

# HAZARDOUS CARGO HANDLING GUIDE

PREPARED ON:11.10.2022

(See Revision Page for Revisions)

PLANT AUTHORITY

HAKAN TURUNÇ

SEAL AND SIGNATURE

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| REVISION PAGE | | | | | |
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| 1 | 1 | Port information update | 12.02.2019 | KÜBRA ÇİMEN | |
| 2 | 2 | Scaffolding information update and DGSA information added | 24.04.2019 | KÜBRA ÇİMEN | |
| 3 | 3 | TMGD information, classes of dangerous goods, packages and packages, plaques and labels, signs and packaging groups have been updated. Responsibilities of 3rd Persons Operating in the Coastal Facility and Cargo/Ship Agencies and dangerous cargo documents sections have been added. | 02.02.2020 | ZİŞAN CANDAN | |
| 4 | 4 | Necessary changes were made within the scope of the Regulation on the Transport of Dangerous Goods by Sea and Loading Safety. | 30.12.2021 | ZİŞAN CANDAN | |
| 5 | 5 | It has been revised in accordance with the Dangerous Goods Handling Guide Implementation Instruction dated 20.04.2022 and numbered E-63137251-010.07.01-281879. | 19.09.2022 | ZİŞAN CANDAN ÖZKAN | |
| 6 | 6 | It has been revised according to the result of the inspection report of the Dangerous Cargo Compliance Out-of-schedule Inspection of Aliağa Regional Harbour Master. | 11.10.2022 | ZİŞAN CANDAN ÖZKAN | |
| 7 | 7 | The person responsible for the Hazardous Substance operation of the plant section of the facility has been regulated. | 22.09.2023 | ZİŞAN CANDAN ÖZKAN | |
| 8 | 8 | It has been revised within the scope of the revisions made as a result of the construction activities carried out in the port area within the scope of the port expansion project. | 20.12.2023 | ZİŞAN CANDAN ÖZKAN | |
| 9 | 9 | Information regarding the dangerous goods conformity certificate and the coastal facility operating permit / temporary operating permit has been revised. | 03.05.2024 | ZİŞAN CANDAN ÖZKAN | |
| 10 | 10 | The " Load handling equipment and their capacities" section in the facility information form has been revised. | 05.12.2024 | ZİŞAN CANDAN ÖZKAN | |
| 11 | 11 | All sections have been revised. | 26.05.2026 | HATİCE EROL | |

# 1. INTRODUCTION

## 1.1 PLANT FACT SHEET

| | | | | |
|---|---|---|---|---|
| 1 | Plant Operator Name and title | NEMPORT LİMAN İŞLETMELERİ VE ÖZEL ANTREPO NAK. TİC A.Ş. | | |
| 2 | Contact details of the Plant Operator (address, telephone, fax, e-mail and web site ) | SİTELER MAH. KARDESLİK CAD. NO:12 NEMPORT LİMAN İŞLETMELERİ NEMRUT KÖRFEZİ/ALİAĞA<br>Tel : 0232 618 3001 FAKS : 0232 618 3020<br>müsterihizmetleri@nemport.com.tr<br>www.nemport.com.tr | | |
| 3 | Trade Title | NEMPORT LİMAN İŞLETMELERİ VE ÖZEL ANTREPO NAK. TİC A.Ş. | | |
| 4 | Province | İZMİR | | |
| 5 | Contact details of the Plant (address, telephone, fax, e-mail and web site ) | SİTELER MAH. KARDESLİK CAD. NO:12 NEMPORT LİMAN İŞLETMELERİ NEMRUT KÖRFEZİ/ALİAĞA<br>Tel : 0232 618 3001 FAKS : 0232 618 3020<br>www.nemport.com.tr | | |
| 6 | Geographic Region where the plant is located | EGEAN REGION | | |
| 7 | Port Authority of the Plant and communication details | ALIAGA REGIONAL PORT MANAGEMENT<br>Kültür mah. Fevzi Paşa Cad. No:10 Aliağa/İZMİR<br>Tel: 0232 616 1999 – Faks: 0232 616 4106 | | |
| 8 | Municipality the Plant is attached to and communication details | ALIAGA MUNICIPALITY<br>Kültür mah. Lozan Cad. No:47 Aliağa/İZMİR<br>Tel: 0232 399 0000 – Faks: 0232 616 3719 | | |
| 9 | Free Zone or the Organized Industry Zone where the plant is located | - | | |
| 10 | Validity Date of the Shore Plant Operation Permit/provisional operation license | 28.12.2026 (Coastal Facility Operation Permit Document No: 000633) | | |
| 11 | Activity Status of the plant (x) | Own load and additional 3rd party (...) | Own Load (...) | 3rd Party (X) |
| 12 | Name, surname and communication details of the plant owner (telephone, fax and e-mail) | KÜBRA ÇİMEN<br>05348951663<br>kcimen@nemport.com.tr | | |
| 13 | Name, surname and communication details of the person responsible for the Hazardous Substance operation of the plant(telephone, fax and e-mail) | CENK KABACAOĞLU / KÜBRA ÇİMEN<br>05549764249 / 05348951663<br>ckabacaogluemport.com.tr / kcimen@nemport.com.tr | | |
| 14 | Name, surname and communication details of the security advisor of the hazardous substance of the plant(telephone, fax and e-mail) | HATİCE EROL<br>055536534923<br>hatice.erol@entegretmgd.com | | |
| 15 | Marine coordinates of the plant | 38-46,07 N; 26-55,51 E | | |

| | | |
|---|---|---|
| **16** | **Types of the hazardous substance handled in the plant (loads within the framework of Marpol ANNEX-1, IMDG CIDE, IBC CODE,IGC CODE, IMSBC KOD,GRAIN KOD,TDC KOD and the load of asphalt,/bitumen and junk loads)** | **Packaged cargoes within the scope of IMDG CODE (excluding radioactive cargoes)<br>Liquid Bulk Cargoes<br>Cargoes within the Grain Code** |
| **17** | **Dangerous goods handled at the facility (loads other than IMDG Code, among the cargo types in Article 16, will be written separately. Additional cargo request will be sent to the port authority with Annex-1 form. It will be added to TYER when appropriate.)** | **Class 1, Class 2, Class 3, Class 4.1, Class 4.2, Class 4.3, Class 5.1, Class 5.2, Class 6.1, Class 6.2, Class 8, Class 9<br>Liquid Bulk Cargoes (Vegetable Oil)<br>Cargoes under the Grain Code (Wheat, Corn, Sunflower, etc.)** |
| **18** | **Classes for handled loads subject to IMDG Code** | **Class 1, Class 2, Class 3, Class 4.1, Class 4.2, Class 4.3, Class 5.1, Class 5.2, Class 6.1, Class 6.2, Class 8, Class 9** |
| **19** | **Groups in characteristic table for handled cargo subject to IMSBC Code** | **-** |
| **20** | **Vessel types that can Quay at the plant** | **CONTAINER – GENERAL CARGO -RO-RO- LIQUID TANKER** |
| **21** | **Distance to the main road (in km)** | **1.2 km** |
| **22** | **Distance to the railway (kilometer) or railway connection (Yes/NO)** | **0.8 km<br>Var** |
| **23** | **Distance to the closest airport (km) and the name of the airport** | **Adnan Menderes Airport / 93 km** |
| **24** | **Plant Load handling capacity (Ton/Year; TEU/Year; Vehicle/Year** | **1.750.000 TEU** |
| **25** | **Whether junk handling will be performed at the plant** | **NO** |
| **26** | **Border Crossing (Yes/NO)** | **NO** |
| **27** | **Air Side (Yes/NO)** | **YES** |
| **28** | **Load handling equipment and their capacities** | **STS: 65 ton (5 pcs)<br>MHC: 140 ton (1 pcs) -100 ton (2 pcs) – 125 ton (2 pcs)<br>SMT: 41 ton (6 pcs)<br>SQT: 50 ton (6 pcs) - 51 ton (1 pcs)<br>OHF: 50 ton (3 pcs)<br>BCT: 130 ton (1 pcs) – 65 ton (2 pcs) – 200 ton (1 pcs) – 50 ton (2 pcs) – 75 ton (1 pcs)<br>SCG: 800 kg (1 pcs) – 6000 kg (1 pcs) – 2 pcs<br>TTCS: 30 ton (1 pcs)<br>CHK: 40 ton (1 pcs)<br>LTC: 85 ton (1 pcs)<br>GRB: 12 $m^3$ (1 pcs) – 25 $m^3$ (1 pcs)<br>BNK: 30 $m^3$ (1 pcs)<br>MLF: 40 ton (2 pcs)<br>GTR: 2 ton (2 pcs)<br>FBE: 1.8 ton (1 pcs)<br>RTG: 40 ton (15 pcs)<br>SRS: 41 ton (17 pcs)<br>CRS: 45 ton (11 pcs)<br>ECS: 10 ton (2 pcs)<br>FRK: 33 ton (1 pcs) – 5 ton (1 pcs) – 3 ton (7 pcs) – 4 ton (2 pcs)<br>ECH: 9 ton (2 pcs) – 8.5 ton (1 pcs) – 8 ton (2 pcs)** |

| | | | |
|---|---|---|---|
| | | **SML: 400 kg (1 pcs)**<br>**YTT: 42 pcs**<br>**TTC: 65 ton (53 pcs)**<br>**TTC5: 38 ton (3 pcs)**<br>**TTCF: 38 ton (1 pcs)** | |
| **29** | **Storing Tank capacity (m3)** | **-** | |
| **30** | **Outdoor storage area (m2)** | **230.234,81 m²** | |
| **31** | **Semi-closed storage (m²)** | **880 m²** | |
| **32** | **Indoor storage area (m²)** | **20 m²** | |
| **33** | **Determined fumigation and/or defumigation area (m²)** | **-** | |
| **34** | **Name/title and communication details of guiding and pilotage services provider** | **UZMAR UZMANLAR DENİZCİLİK/ 0232 445 76 00**<br>**SANMAR SHIPYARDS / 0216 458 59 00**<br>**MARİN RÖMORKÖR ve KLAVUZLUK A.Ş. / 0232 617 00 11** | |
| **35** | **Was Security Plan produces? (YES/NO)** | **YES** | |
| **36** | **Waste Acceptance Plant Capacity (This section will be arranged separately according to the wastes accepted by the plant)** | Waste Type | Capacity ($m^3$) |
| | | Bilge Water | 60 (1 pcs)<br>60 (1 pcs) |
| | | Bilge Water | 10 (Mobile Tank) – 1 pcs |
| | | Dehydrated Bilge Oil Tank | 60 (2 pcs) |
| | | Chemical Wastewater Treatment Plant | 50 (1 pcs)<br>100 (1 pcs) |
| | | Slaç | 20 (6 pcs) |
| | | Slaç | 20 (Mobile Tank) – 2 pcs |
| | | Waste Oil | 5 (2 pcs)<br>20 (1 pcs)<br>30 (1 pcs) |
| | | Waste Oil | 10 (Mobile Tank) – 1 pcs |

| 37 | **Specifications of the Quay/ pier area** | | | | | |
|---|---|---|---|---|---|---|
| Dock / Pier No | | Length (meter) | Windth (meter) | Maximum Water Depth (meter) | Minimum Water Depth (meter) | The tonnage and length of the biggest vessel to berth (DTW or GRT-meter) |
| 1S | | 507 m | 55 m | 19 m | 19 m | 480 m |
| 1N | | 342 m | 55 m | 14 m | 14 m | 310 m |
| 2S | | 445 m | 45 m | 16 m | 16 m | 400 m |
| 2N | | 410 m | 45 m | 14 m | 14 m | 380 m |
| Pipeline Name (if available on site) | | Amount (Pieces) | | Length (meter) | | Diameter (inch) |
| Is there a fire hydrant system? | | 68 | | 6400m | | Q 225 MM |

### 1.1.1 Preparation, Revision and Publication Procedure of Hazardous Cargo Handling Guide

The Dangerous Goods Handling Guide prepared will be available to all relevant port personnel, public authorities and facility users. In order to achieve this, the port facility operator will publish the Dangerous Goods Handling Guide on the website (www.nemport.com.tr) by providing a link on the official website, make revisions and allow access to the relevant institutions.

Within the scope of the relevant Regulation, continuous updates of the Dangerous Goods Handling Guide by the facility operator will be made within 1 month at the latest and the updates will be recorded on the REVISION page.

## 1.2 LOADING, DISCHARGE, HANDLING AND STORAGE PROCEDURES FOR HAZARDOUS CARGO HANDLED AND/OR TEMPORARILY STORED AT THE SHORE FACILITY

Loading/unloading, handling, packaging, and labeling of the hazardous substances are performed by the port authority at the port on condition that all the required security measures are in compliance with the instructions and regulations as well as within the framework of all the International Covenants our Country is a party to.

1. In order to get mate's receipt for docking, owner, operator, master or agency of the vessel that carries hazardous substances will apply the Port Authority, 24 hours in advance of arrival to the port, with a list specifying the amount of the load, stowage position, packaging forms, flash point of the load, if flammable, the amount to be unloaded at the other ports and the classification of the hazardous substances specified according to IMO (I.M.D.G. Code) principles.
   If the duration between the departure from the loading port and arrival to the unloading port is less than 24 hours, this notification is performed before docking at the unloading port.
2. The quays, docks, storage places and the antrepos reserved for the hazardous substances should be determined by the Port Authority. The Administration shall also determine the keeping duration of such substances between the vessels and storage places and on the carriers as well as the maximum amount to be allowed on the port area and the required fire, environment and security measures should also be taken.
3. In the cases when the Port Authority cannot provide storage place for the hazardous substances at the port area, the purchaser of the load shall ensure the transport of such substances out of the port in the shortest time possible.
4. A separate anchoring place will be determined for the vessels that carry hazardous substances and this anchoring place will be cleared of other vessels.
5. The hazardous substances with flash point of 600C can be loaded or unloaded during the day at the port fields spared for them.
6. For the hazardous substances loaded/unloaded in the containers at the ports, there should be a container stowage area spared for them by the Port Authority. No other containers will be stowed in the stowage field, except for the hazardous substances containers and all the required measures against fire, environment, etc. will be taken.
7. The flammable substances will be kept away from the sources that create sparks and no tools or devices that create sparks will be allowed to be operated in the dangerous area to be determined at the port.
8. The hazardous substances will be sufficiently packed and the packages will bear the information defining the hazardous substance and the risk and security measures.

9. The port employees and workers that will deal with the hazardous substances will wear protective clothing during handling and storing. These protective clothes are defined under PPE article below.
10. Those to fight against any fire at the hazardous substances area will be furnished with the firefighter equipment and such equipment will always be kept as ready for use.
11. Handling operations of temperature-controlled dangerous cargo are not carried out in our port facility. In case of handling cargo transport units where temperature-controlled dangerous goods are carried due to force majeure, necessary measurements will also be made in reefer containers.
12. Vessels carrying explosive, flammable and inflammable substances pull up "B" flag during the day and, at nights, turn on a red light that can be seen from any angle (3600).
13. Loading and unloading of explosive, flammable and inflammable hazardous substances is performed during the time between the sun rise and the sun set.
14. When there is no facility for a separate storing of explosive, flammable and inflammable hazardous substances that are unloaded from the vessels, they are immediately loaded on the highway vehicles and taken away from the port area. Such material to be exported from the port can be loaded on the vessel without keeping them at the port area.
15. While loading/unloading the flammable and inflammable hazardous substances or while transshipment, vessel people as well as the people loading, unloading or transshipping should take all the necessary precautions, especially in warm seasons, against heat and all other dangers.
16. Vessels carrying explosive, flammable, inflammable and similar hazardous substances cannot leave their allocated places, anchor at a different place or dock at the quays and piers of the Port Authority without getting the approval of the Port Authority.
17. Fuel oil needs of all the vessels will be supplied off the port. However, in the case of obligatory conditions, small tonnage oil carrier vessels can refuel the vessels in the port area after getting permission from the Port Authority and after taking all the necessary precautions.

## 2. LIABILITIES

### 2.1 General Responsibilities

a) They are obliged to take all necessary precautions to make the transportation safe, secure and harmless to the environment, to prevent accidents and to minimize the damage in case of an accident.

b) In emergency situations such as fire, leakage, spillage that occur during the transportation of dangerous goods, they benefit from the 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 IMDG Code annex in order to provide the necessary medical first aid for the people affected by the damages of the dangerous goods and the health problems that occur as a result of the accidents involving these loads.

### 2.2 Responsibilities of 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) It provides classification, packaging, marking, labeling and 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.

**2.3 Responsibilities of Carrier**

a) Requests the 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.

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

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

**2.4 Responsibilities of the Shore Facility Operator**

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

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

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 berth suffer by planning in this context.

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 make any changes in the operation without the knowledge of the person concerned.

e) It determines the working limits by taking into account the safe working capacity of the facility and the weather forecasts, takes the necessary measures for the ship to be safely moored at the pier and for handling.

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

g) It ensures that the personnel involved in the handling of dangerous goods and the planning of this handling are certified by receiving the necessary training, and does not assign the personnel who do not have the documents in these operations.

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

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.

ı) Performs activities related to dangerous cargoes at piers, 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 cargoes on the ships berthed and in the closed and open areas of the facility and gives this information to the relevant parties upon request.

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

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

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

n) Provides the transport of Class 1 (Class 1 Compatibility Group 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.

o) Temporarily stores the cargo transport units where dangerous goods are transported in accordance with the separation and stacking rules, and takes fire, environment and other safety measures in accordance with the class of the dangerous cargo in the storage area. It keeps fire extinguishing systems and first aid units ready for use at any time in the areas where dangerous cargoes are handled and 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.

**2.5 Responsibilities of Ship Person**

a) It ensures that the cargo to be carried by the ship 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.

ç) 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 goods 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 instantaneous risk posed by the dangerous cargoes on the ship berthing to 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.

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

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 characteristics of the cargo during handling.

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

**2.6 Responsibilities of Dangerous Goods Safety Advisor**

a) In addition to the IMDG Code, the DGSA (Dangerous Goods Safety Advisor) is knowledgeable about the relevant IBC Code, IGC Code, IMSBC Code, and MARPOL 73/78 regulations, as well as the general dangerous goods activities of the coastal facility, within the scope of dangerous goods handled at the coastal facility. They shall report their assessment of whether the dangerous goods handled at the coastal facility are handled in accordance with the rules to the coastal facility operator in writing, at agreed-upon intervals not exceeding six (6) months.

b) DGSAs shall prepare reports in the format determined by the Administration every six months regarding the responsibilities of the coastal facilities where they work or provide services, as defined in the Regulation and the Directive. These reports shall be approved by the coastal facility operator and submitted to the Administration.

c) Except for coastal facilities receiving their first TYUB (Dangerous Goods Safety Certificate), the DGSA shall be present at the coastal facility during TYUB inspections and shall actively participate in the inspections.

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

**3. PRINCIPLES AND MEASURES TO BE APPLIED/TAKEN BY THE SHORE PLANT**

3.1 Our plant provides suitable storage facilities in the area where the hazardous substance is unloaded at the quay or pier; when a secure unloading cannot be provided due to the reasons such as port traffic etc., the planning department arranges the hazardous substance to be transported without being stored.

3.1.1 Following Principles be considered for secure transportation of the hazardous substances in or plant: We attach importance to the fact that the load coming in the container or as general cargo is carefully and correctly packed as leak-proof.

3.1.1.2When the packets are torn or when the containers containing explosives are shaken up or fall down from a high place, the precautions specified in the emergency action plan are taken. If there are dangerously damaged packets, they are not allowed outside the port before all the required measures are taken.

3.1.1.3 Ambulance and fire brigade should be kept ready by the agency and the load owner during loading and unloading of explosive, caustic and easily flammable and inflammable substances. The agency and the load owners may inform the law enforcers in the cases they deem necessary. In the cases when the loads within this context are handled, the mate's receipt is controlled to see whether the port authority has been informed.

3.1.1.4 The driver and the handling personnel are not allowed to smoke in and around the vehicles during loading and unloading operations.

3.1.1.5 The haulage of the vehicle should definitely be checked before loading.

3.1.1.6 The packages and information labels of all the loads loaded on the vehicle within the framework of hazardous substance.

3.1.1.7 After loading, the driver controls whether the load was securely fixed to avoid the insecure navigation of the vehicle that will be driven on the highway.

3.1.1.8 The material such as guy rope, stemming rope, air bag, pallets, etc. should be checked in terms of conformity to the standards.

3.1.1.9 The engine should definitely be stopped during loading and unloading unless it is used for cooling purposes.

3.2 Whether all the shore personnel, seamen and all other authorized people working during loading, unloading and storing are wearing protective clothing according to the physical and chemical properties of the load (within the context of IMDG CODE) will be controlled.

3.3 The procedure explained in Article 6.1 and approved by the port authority will apply for the situations that might occur at our facilities during the loading and unloading of the vessels.

3.4 Personnel that do not have the required training and the certificates are not allowed to enter the hazardous load handling area, according to the Regulation on the Training and Authorization within the framework of International Code Pertaining to the hazardous substances transported by Seaway.

## 4. CLASSIFICATION, TRANSPORT, LOADING/UNLOADING, HANDLING, SEGREGATİON, STACKING AND STORING OF THE HAZARDOUS SUBSTANCES

### 4.1 CLASSIFICATION OF THE HAZARDOUS SUBSTANCES

The hazardous substance Classes according to the IMDG Code has been defined below:

| **Class 1: Explosives** | |
|---|---|
|  | **Sub Group 1.1: Explosives with a mass explosion hazard**<br><br>Substances and articles that have a mass explosion hazard. (An explosion in mass is an explosion that can affect almost the entire load in an instant). |
|  | **Sub Group 1.2: Substances and articles which do not have a mass explosion hazard but have a scattering hazard**<br><br>Substances and objects that have a blast hazard but not a mass explosion hazard. |

| | |
|---|---|
|  | **Sub Group 1.3: Substances and articles which present a fire hazard, a minor explosion hazard or minor scattering hazard, or both, but not a mass explosion hazard.**<br>Substances and articles that present a fire hazard or a slight explosion hazard or a minor ejection hazard, or both, but not a mass explosion hazard. When burned, they produce a significant amount of radiant heat or burn one after the other, producing a slight explosion or popping effect. |
|  | **Sub Group 1.4: Substances and articles that do not present an obvious hazard**<br><br>Substances and articles with only a low explosion hazard if they ignite or start a reaction during transport. |
|  | **Sub Group 1.5: Substances with a mass explosion hazard but of very low sensitivity**<br>They are insensitive substances that pose a mass explosion hazard, but which, under normal conditions of transport, have a very low probability of starting a reaction or changing from a combustion state to an explosive state. |
|  | **Sub Group 1.6: Extremely insensitive articles which do not have a mass explosive hazard**<br><br>Extremely low sensitivity objects that do not have a mass explosion hazard |
| **Sınıf 2: Gasses** | |
|  | **2.1 Flammable Gas**<br><br>Gases at a standard pressure of 101.3 kPa and 20 °C, which can ignite when mixed with 13% by volume or less by volume, or have a flammability range of at least 12% with air, regardless of the low flammability limit. |
|  | **2.2 Gases which are neither flammable nor poisonous.**<br><br>This class includes compressed gases, liquefied gases, pressurized cryogenic gases, compressed gases in a solution, and oxidizing gases. Flammable and non-toxic gases are gases not included in 2.1 and 2.3 classes with a pressure content of 280 kPa (40.6 psia) at 20°C (68°C). |
|  | **2.3 Poisonous Gases**<br><br>Gases that are known to be toxic or corrosive to a human health hazard or, when tested, assumed to be toxic or corrosive to humans because the LC50 value for acute toxicity is 5 000 ml/m3 (ppm) or less. |
| **Sınıf 3: Flammable Liquids** | |
|  | Defined as liquid according to subparagraph (a) of the definition of "liquids" in ADR/RID/IMDG-Code 1.2.1, at a temperature of 50 °C, with a vapor pressure of not more than 300 kPa (3 bar) and at 20 °C and 101 Substances that are not completely gaseous under a standard pressure of 0.3 kPa and have a flash point of less than 60 °C. |

| | |
|---|---|
| **Sınıf 4: Flammable Solids** | |
|  | **4.1: Flammable solids, self-reactive substances, polymerizing agents and solid desensitized explosives**<br>Quickly flammable solids and articles are self-reactive solids or liquids, solid desensitized explosives, self-reactive substances-related substances and polymerizing agents. |
|  | **4.2: Substances liable to spontaneous combustion**<br><br>Self-igniting substances are pyrophoric substances. These are substances that ignite within the fifth minute of contact with air or heat up without the need for an additional energy source when they come into contact with air. |
|  | **4.3: Substances which, in contact with water, emit flammable gases**<br><br>Articles containing substances and similar substances which, by reacting with water, give off flammable gases liable to form explosive mixtures with air. |
| **Sınıf 5: Oxidizing substances and organic peroxides** | |
|  | **5.1: Oxidizing agent**<br><br>Substances that, although not necessarily combustible themselves, cause or contribute to the combustion of other materials, usually by giving off oxygen. |
|  | **5.2: Organic peroxides**<br>Organic peroxides (Class 5.2) are substances that contain oxygen in the O-O state. They can be thought of as a derivative of hydrogen peroxide, produced by replacing one or more hydrogen atoms in water with organic radicals. |
| **Sınıf 6: Toxic and infectious substances** | |
|  | **6.1: Poisonous Substances**<br><br>Substances known from experience or experimentation on animals, which in relatively small quantities are harmful to or kill human health with a single or short-term effect, acting by inhalation or by absorption through the skin or by ingestion. |
|  | **6.2: infectious substances**<br><br>Infectious substances are substances that are known and expected to contain pathogens. Pathogens are defined as microorganisms (including bacteria, viruses, rickettsia, parasites, fungi) and other agents such as prions that can cause disease in humans and animals. |
| **Sınıf 8: Corrosive Substances** | |
|  | Substances that will cause irreversible damage to the skin by chemical action or, in the event of leakage, materially damage or even destroy other goods or means of transport. |

| | |
|---|---|
| **Sınıf 9: Miscellaneous dangerous substances and objects** | |
|  | It covers substances and articles that present a hazard during carriage, which are not covered by the headings of other classes. |

**4.2 PACKS AND PACKAGES OF THE HAZARDOUS SUBSTANCES**

There are type approval code markings on the dangerous goods packages. The code at the beginning of the letters of UN indicates that the package or packaging has undergone certain tests and is suitable for carrying dangerous goods. Information on the marking and labeling of the packages in question is detailed in the section on dangerous goods signs and packaging groups. The packages of dangerous goods are defined in the IMDG Code as follows.

Packaging types consist of a combination of packaging type, material type and category from which the packaging is produced.

In this context, numbers are used for packaging types and capital letters are used for material types. In our facility, it is checked whether the packaging type and the packaging definition match according to the table below.

| TYPE | MATERIAL | CATEGORY | CODE |
|---|---|---|---|
| BARREL | A.STEEL | Fixed (Nonremovable) head | 1A1 |
| | | Circle (removable) cover | 1A2 |
| | B.ALUMINUM | Fixed (Nonremovable) head | 1B1 |
| | | Circle (removable) cover | 1B2 |
| | D.PLYWOOD | | 1D |
| | G. FIBRE | | 1G |
| | H.PLASTIC | Fixed (Nonremovable) head | 1H1 |
| | | Circle (removable) cover | 1H2 |
| | N. METAL (Metal, other than steel and aluminum) | Fixed (Nonremovable) head | 1N |
| | | Circle (removable) cover | 1N2 |
| 3.DRUMS | A. STEEL | Fixed (Nonremovable) head | 3A1 |
| | | Circle (removable) cover | 3A2 |
| | B. ALUMINUM | Fixed (Nonremovable) head | 3B1 |
| | | Circle (removable) cover | 3B2 |
| | H. PLASTIC | Fixed (Nonremovable) head | 3H1 |
| | | Circle (removable) cover | 3H2 |
| 4. BOXES | A. STEEL | | 4A |
| | B. ALUMINUM | | 4B |
| | C. NATURAL WOOD | NORMAL | 4C1 |
| | | WITH SIFT PROOF WALLS | 4C2 |
| | D. PLYWOOD | | 4D |

| | | | |
|---|---|---|---|
| | F.RESTRUCTURED WOOD | | 4F |
| | G.FIBRE LEVHA | | 4G |
| | H. PLASTIC | EXPANSION | 4H1 |
| | | HARD | 4H2 |
| | N. OTHER THANMETAL, STEELORALUMINUM | | 4N |
| 5. BAGS | H. WOVENPLASTIC | WITH NO INNER LAYER OR COATING | 5H1 |
| | | DUST PROOF | 5H2 |
| | | WATER PROOF | 5H3 |
| | H . PLASTIC FILM | | |
| | L . CLOTH | WITH NO INNER LAYER OR COATING | 5L1 |
| | | DUST PROOF | 5L2 |
| | | WATER PROOF | 5L3 |
| | M. PAPER | MULTI LAYERED | 5M1 |
| | | MULTI LAYERED, WATER PROOF | 5M2 |
| 6. COMPOSIT PACKAGES | H. PLASTIC CONTAINERS | WITH STEEL BARREL OUTSIDE | 6HA1 |
| | | WITH OUTER STEEL CRATE OR BOX | 6HA2 |
| | | WITH OUTER ALUMINUM DRUM | 6HB1 |
| | | WITH OUTER STEEL CRATE OR BOX | 6HB2 |
| | | WITH OUTER WOODEN BOX | 6HC |
| | | WITH OUTER PLYWOOD DRUM | 6HD1 |
| | | WITH OUTER PLYWOOD DRUM | 6HD2 |
| | | WITH OUTER FIBRE DRUM | 6HG1 |
| | | WITH OUTER FIBREBOARD BOX | 6HG2 |
| | | WITH OUTER PLASTIC DRUM | 6HH1 |
| | | WITH OUTER SOLID PLASTIC BOX | 6HH2 |
| | P. GLASS, PORCELAIN OR CERAMIC VESSEL | WITH OUTER STEEL BARREL | 6PA1 |
| | | WITH OUTER STEEL CRATE OR BOX | 6PA2 |
| | | WITH OUTER ALUMINUM BARREL | 6PB1 |

| | | | |
|---|---|---|---|
| | | WITH OUTER STEEL CRATE OR BOX | 6PB2 |
| | | WITH OUTER WOODEN BOX | 6PC |
| | | WITH OUTER PLYWOOD BARREL | 6PD1 |
| | | WITH OUTER WOVEN BASKET | 6PD2 |
| | | WITH OUTER FIBRE BARREL | 6PG1 |
| | | WITH OUTER FIBREBOARD BOX | 6PG2 |
| | | WITH OUTER PLASTIC BARREL | 6PH1 |
| | | WITH OUTER SOLID PLASTIC BOX | 6PH2 |
| 0. LIGHT E METAL PACKAGINGS | A. STEEL | Fixed (Nonremovable) head | 0A1 |
| | | Circle (removable) cover | 0A2 |

The above mentioned packaging symbols should be visibly placed on each of the packages. The handling employees should pay attention to these symbols. Each of the packages should have the following United Nations Packaging Symbol.

Codes for IBC types are in the table below. Numbers are used for IBC types and capital letters are used for material types.

The notation code information for IBCs is as follows:

| Type | For solids, filled or emptied | | For Liquids |
|---|---|---|---|
| | by gravity | Under pressure of more than 10 kPa (0.1 bar) | |
| Hard | 11 | 21 | 31 |
| Flexible | 13 | - | - |

IBC types and codes are listed in the table below;

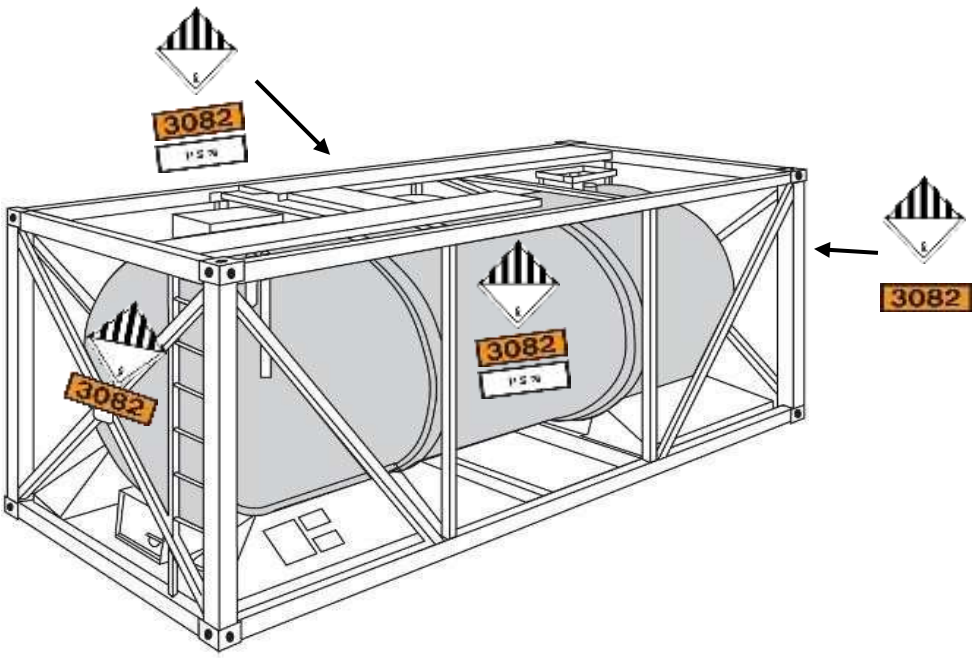
| **Material** | **Category** | **Code** |
|---|---|---|
| **Metal** | | |
| A STEEL | For solids, filled or emptied by gravity | 11A |
| | For solids, filled or evacuated under pressure | 21A |
| | For liquids | 31A |
| B ALUMINUM | For solids, filled or emptied by gravity | 11B |
| | For solids, filled or evacuated under pressure | 21B |
| | For liquids | 31B |
| N. OTHER THAN METAL, STEEL OR ALUMINUM | For solids, filled or emptied by gravity | 11N |
| | For solids, filled or evacuated under pressure | 21N |
| | For liquids | 31N |
| Material | Category | Code |

| | | |
|---|---|---|
| **FLEXIBLE** | | |
| H PLASTIC | Uncoated or unlined woven plastic | 12H1 |
| | Woven plastic, coated | 13H2 |
| | Lined woven plastic | 13H3 |
| | Woven plastic, coated and lined | 13H4 |
| | Plastic Film | 13H5 |
| L CLOTH MATERIAL | Uncoated or unlined | 13L1 |
| | Coated | 13L2 |
| | Lined | 13L3 |
| | Coated and lined | 13L4 |
| M PAPER | Multi layered | 13M1 |
| | Multi layered, Water Proof | 13M2 |
| H HARD PLASTIC | For solids, filled or emptied by gravity, fitted with structural equipment | 11H1 |
| | For solids, filled or emptied by gravity, unsupported | 11H2 |
| | For solids, filled or discharged under pressure, fitted with structural equipment | 21H1 |
| | For solids, filled or evacuated under pressure, unsupported | 21H2 |
| | For liquids, equipped with structural equipment | 31H1 |
| | For liquids, unsupported | 31H2 |
| HZ. COMPOSITE WITH PLASTIC INNER CUP | For solids, filled or emptied by gravity, with hard plastic inner container | 11HZ1 |
| | For solids, filled or emptied by gravity, with flexible plastic inner container | 11HZ2 |
| | For solids, filled or emptied under pressure, with hard plastic inner container | 21HZ1 |
| | For solids, filled or emptied under pressure, with flexible plastic inner container | 21HZ2 |
| | For liquids, with hard plastic inner container | 31HZ1 |
| | For liquids, with flexible plastic inner container | 31HZ2 |
| G CARDBOARD | For solids, filled or emptied by gravity | 11G |
| **WOOD** | | |
| C NATURAL WOOD | For solids, filled or emptied by gravity, with inner liner | 11C |
| D PLYWOOD | For solids, filled or emptied by gravity, with inner liner | 11D |
| F RESTRUCTURED WOOD | For solids, filled or emptied by gravity, with inner liner | 11F |

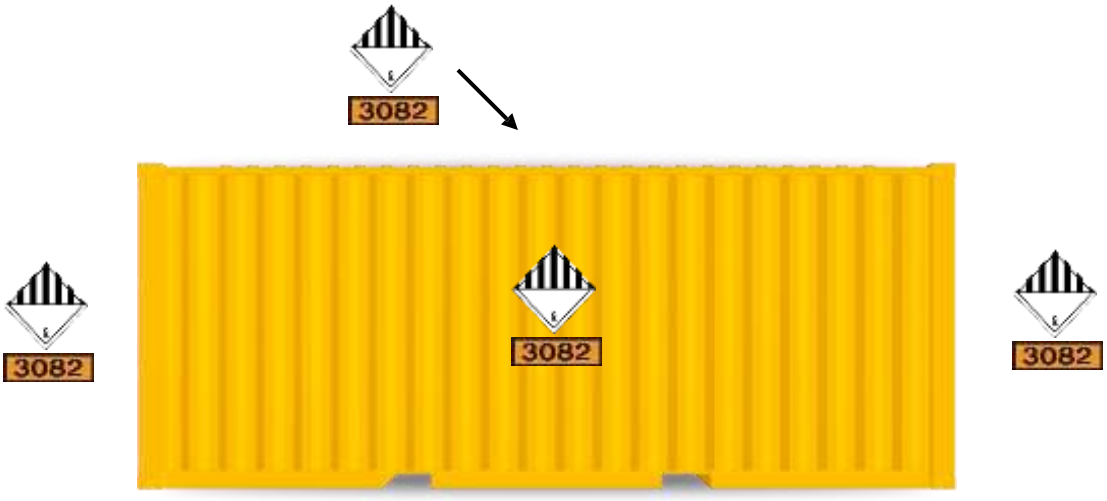
### 4.3. PLACARDS/PLATES, BRANDS AND LABELS REGARDING THE HAZARDOUS SUBSTANCES

Labeling and marking of dangerous goods packages and IBCs are specified in section 5.2 of the IMDG Code. The minimum dimensions of the full shipping names and danger labels of dangerous goods on the package are 10 cm x 10 cm. The quality of the labels should not deteriorate and should remain unchanged at sea for three months. In case a dangerous substance poses more than one risk, the danger label of its secondary hazard should also be marked on the packaging.

Placarding of cargo transport units to be used in the transport of dangerous goods is specified in section 5.3 of the IMDG Code. Hazardous substance placards are the same as the hazard labels and their dimensions are 25 cm x 25 cm. Cargo transport units carrying more than 4000 kg of dangerous goods must be marked with the UN Number. Placards showing the hazard class of the substance should be attached to all four sides of the cargo transport units carrying dangerous goods.
An example of placarding for tank-containers is as follows;

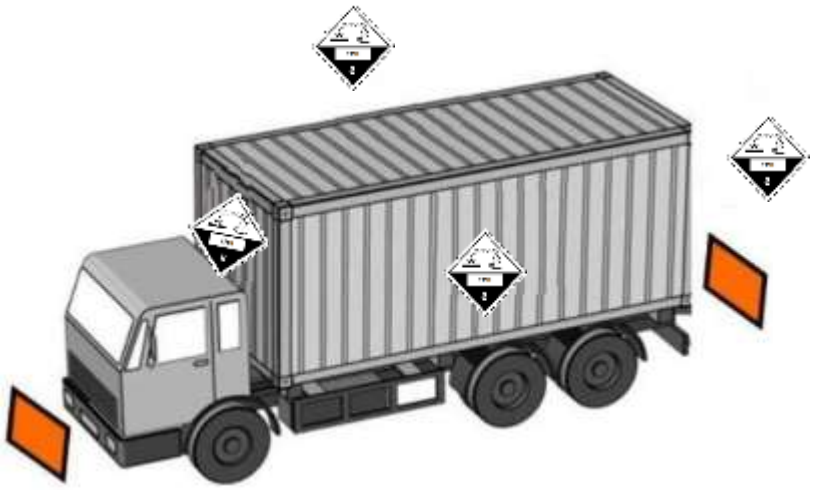



An example of placarding for a container is as follows;

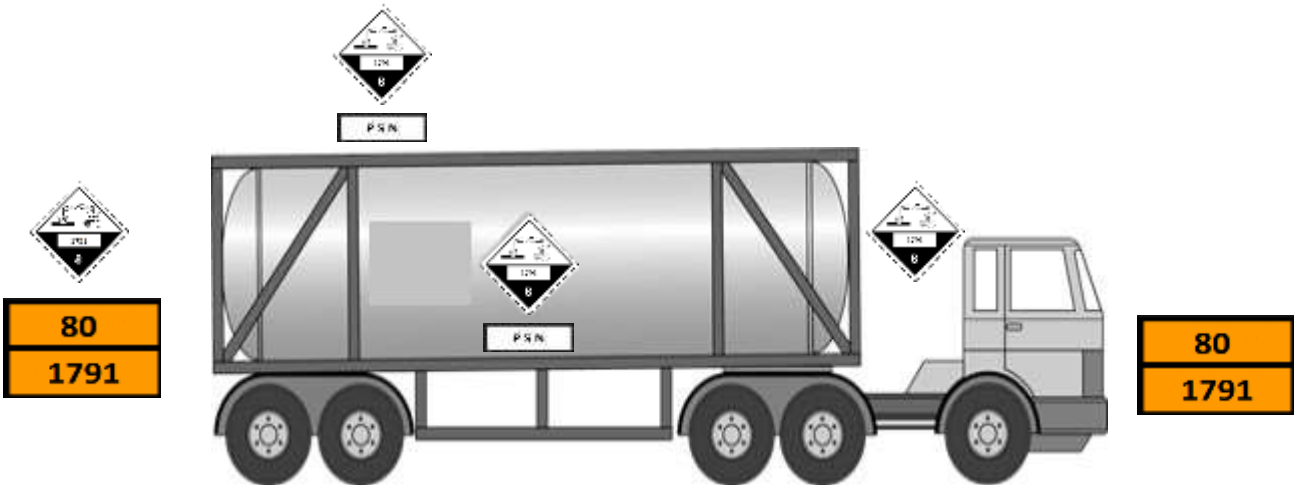



Within the scope of the ADR Agreement, the placarding and placarding of the road transport vehicles and the vehicles that will enter and exit the facility are as follows;

Road transport vehicle performing container transport:



Road transport vehicle performing tank-container transport:




UN numbers of substances shall be indicated by black numbers not shorter than 65 mm and shall comply with one of the following situations:

1- On a white background, on the area below the pictorial symbol and on the class number and letter of compatibility group, in a way that does not obscure or distract other necessary label elements; or
2- It shall be placed on an orange rectangular panel not less than 120 mm high and 300 mm wide and with a 10 mm black border line, next to each plaque or marine pollutant sign.

If the Placard or marine pollutant mark is not required, the UN number shall be placed next to the Proper Shipping Name.


The above number in this placard is standing for the hazard definition and the below number is for the UN number.

**Symbol for substance with high heat**

This sign indicates the substances with increased heat and should be placed on both sides and at the back of the tanks, vehicle tanks, containers, portable tanks, special vehicles or containers or specially equipped vehicles, and at both sides and at two end of the containers, tank containers and portable tanks.

**Substances hat create environment pollution**

This sign indicates the containers that transport the substances that cause environment pollution.

**4.4. MARKS AND PACKAGE GROUPS OF THE HAZARDOUS SUBSTANCES**

**Packing Group:** These are the groups to which dangerous goods are assigned according to their degree of danger for packaging purposes.

Hazardous substance packages are categorized in three groups in the IMDG Code:

PG I : High Degree Risk
PG II : Medium Degree Risk PG
III : Low degree risk

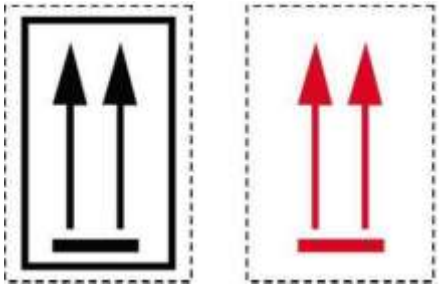
| Group | PG I | PG II | PG III |
|---|---|---|---|
| Hazard | HIGH | MEDIUM DEGREE | LOW |
| Drop Test | 1.8 m | 1.2 m | 0.8 m |
| Class 3 Flash PointBoiling Point | FP<61 °C<br>BP<35°C | FP<23°C<br>BP>35°C | FP 23-61 °C<br>BP>35 °C |
| Class 6 Poisoning Risk | Very High | serious | Relatively Low |
| Class 8 Time for visible skin damage | <3' | >3 - <60' | >60' - <4 s |

NOTE: The packaging groups will be controlled to define whether they are correct according to IMGD Code and ADR before the hazardous substances that come via seaway are handled and transferred by highway.

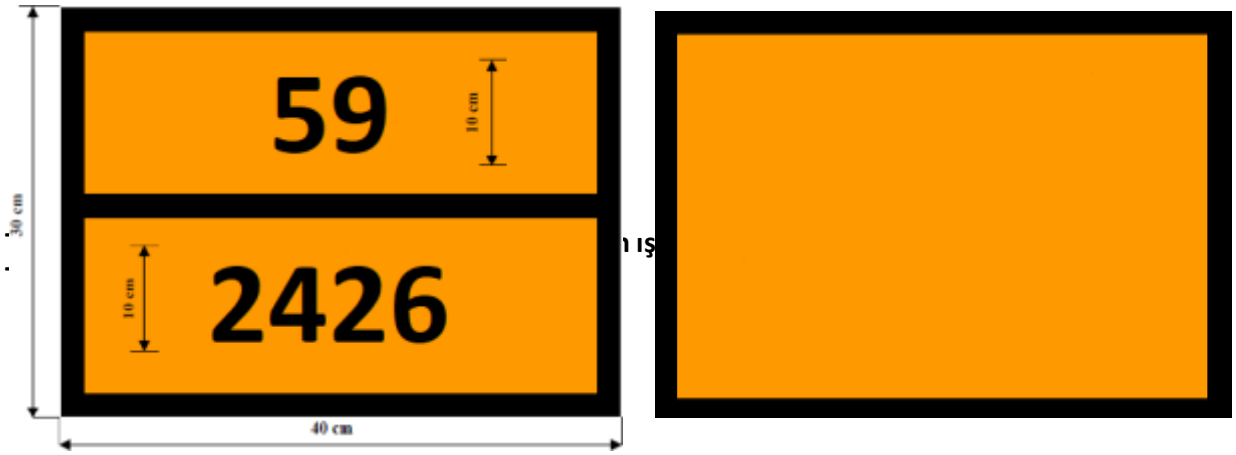
**UN Number:** A four-digit identification number assigned to a substance or article by the United Nations.


**Danger Label:** Hazard warning sign defined for each dangerous substance in accordance with the IMDG Code.


**Direction Arrow:** Direction order signs specified in IMDG Code 5.2.1.7



**Orange colored plate:** Plates with the characteristics defined in Section 5.3.2.2 of the ADR Agreement.




**Packaging Approval Code:** It is the packaging approval certification with the letters UN at the beginning.


**4.5. SEPERATION OF THE HAZARDOUS SUBSTANCES ABOARD AND AT THE PORT ACCORDING TO THEIR CLASSIFICATIONS**

The general separation table of dangerous goods is given below;

The definition of colors in the table is as follows;

1 Blue = Far
2 Green = Reserved
3 Yellow = Separated by a compartment or warehouse
4 Red = Separated longitudinally by an intervening partition or hatch
X White separation, if any, is indicated in the dangerous goods list
*According to IMDG 7.2.7.2.

**GENERAL DISTINCTION TABLE IS AS FOLLOWS:**

| SINIF | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Patlayıcılar 1.1, 1.2, 1.5 | * | * | * | 4 | 2 | 2 | 4 | 4 | 4 | 4 | 4 | 4 | 2 | 4 | 2 | 4 | X |
| Patlayıcılar 1.3, 1.6 | * | * | * | 4 | 2 | 2 | 4 | 3 | 3 | 4 | 4 | 4 | 4 | 2 | 2 | 2 | X |
| Patlayıcılar 1.4 | * | * | * | 2 | 1 | 1 | 2 | 2 | 2 | 2 | 2 | 2 | X | 4 | 2 | 2 | X |
| Alev alabilen gazlar 2.1 | 4 | 4 | 2 | X | X | X | 2 | 1 | 2 | X | 2 | 2 | X | 4 | 2 | 1 | X |
| Yanıcı ve zehirli olmayan gazlar 2.2 | 2 | 2 | 1 | X | X | X | 1 | X | 1 | X | X | 1 | X | 2 | 1 | X | X |
| Zehirli gazlar 2.3 | 2 | 2 | 1 | X | X | X | 2 | X | 2 | X | X | 2 | X | 2 | 1 | X | X |
| Alev alabilen sıvılar 3 | 4 | 4 | 2 | 2 | 1 | 2 | X | X | 2 | 1 | 2 | 2 | X | 3 | 2 | X | X |
| Alev alabilen katılar 4.1 | 4 | 3 | 2 | 1 | X | X | X | X | 1 | X | 1 | 2 | X | 3 | 2 | 1 | X |
| Kendiliğinden yanıcı maddeler 4.2 | 4 | 3 | 2 | 2 | 1 | 2 | 2 | 1 | X | 1 | 2 | 2 | 1 | 3 | 2 | 1 | X |
| Suyla temas ettiğinde tehlike arz edenler 4.3 | 4 | 4 | 2 | X | X | X | 1 | X | 1 | X | 2 | 2 | X | 2 | 2 | 1 | X |
| Oksitleyici maddeler 5.1 | 4 | 4 | 2 | 2 | X | X | 2 | 1 | 2 | 2 | X | 2 | 1 | 3 | 1 | 2 | X |
| Organik peroksitler 5.2 | 4 | 4 | 2 | 2 | 1 | 2 | 2 | 2 | 2 | 2 | 2 | X | 1 | 3 | 2 | 2 | X |
| Toksik (zehirli) maddeler 6.1 | 2 | 2 | X | X | X | X | X | X | 1 | X | 1 | 1 | X | 1 | X | X | X |
| Mikrop bulaştırıcı maddeler 6.2 | 4 | 4 | 4 | 4 | 2 | 2 | 3 | 3 | 3 | 2 | 3 | 3 | 1 | X | 3 | 3 | X |
| Radyoaktif maddeler 7 | 2 | 2 | 2 | 2 | 1 | 1 | 2 | 2 | 2 | 2 | 1 | 2 | X | 3 | X | 2 | X |
| Aşındırıcı(korozif) maddeler 8 | 4 | 2 | 2 | 1 | X | X | X | 1 | 1 | 1 | 2 | 2 | X | 3 | 2 | X | X |
| Diğer tehlikeli maddeler ve eşyalar 9 | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |

If there are 1, 2, 3 or 4 phrases between two classes, these items are incompatible and the discrimination process ends here. These two items should be loaded in different container. Handling personnel working in our facility pay attention to this table when loading dangerous goods.

Those with x in the separation table usually have harmonized class or second hazards. The distinction table created according to the IMDG code is only about general prohibitions, and the main UN numbers should be taken into account.

The special provisions required for the distinction are specified in the dangerous goods list, and if there is a conflict between the provisions, the dangerous goods list is checked.

Before loading into the container in our facility, a pre-loading inspection is performed. These inspections are aimed at helping people who handle loads with a potential problem. After the pre-loading inspection, stacking plan and loading list are prepared for the loaders and given to the handling operators.

Before these processes are carried out, the physical condition of the container is definitely inspected.

Separation aims to keep the dangerously endangered cargoes separate from each other and ensures that the cargoes are placed in separate containers.

Our facility attaches importance and pays attention to the separation of dangerous goods before placing them in containers. In mixed uploads, it is definitely checked that the upload is made according to the IMDG code separation rules.

Before the loads classified as dangerous goods are placed in the container, the necessary inspections regarding the separation must be made and the loading document must be signed by the loader. If

any container is found to be mixed with each other incompatible with each other, this cargo should not be loaded on the ship. When such a situation is encountered, unsuitable loads in the container must be removed and repositioned.

As a port operator, the cost of this transaction and the cost of delay or penal cases may be subject to fines and legal proceedings by the port authority or authorized institutions.

Our facility should definitely control mixed loads in order to prevent such situations. In case of dangerous goods loading, the loading document can be created by you.

### 4.6 SEPARATION DISTANCES AND SEPARATION LOADS OF DANGEROUS LOADS IN WAREHOUSES

**The separation table for port areas is given below;**

| | | 2.1 | 2.2 | 2.3 | 3 | 4.1 | 4.2 | 4.3 | 5.1 | 5.2 | 6.1 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Alev alabilen gazlar | 2.1 | 0 | 0 | 0 | S | A | S | 0 | S | S | 0 | A | 0 |
| Yanıcı ve zehirli olmayan gazlar | 2.2 | 0 | 0 | 0 | A | 0 | A | 0 | 0 | A | 0 | 0 | 0 |
| Zehirli gazlar | 2.3 | 0 | 0 | 0 | S | 0 | S | 0 | 0 | S | 0 | 0 | 0 |
| Alev alabilen sıvılar | 3 | S | A | S | 0 | 0 | S | A | S | S | 0 | 0 | 0 |
| Alev alabilen katılar | 4.1 | A | 0 | 0 | 0 | 0 | A | 0 | A | S | 0 | A | 0 |
| Kendiliğinden yanıcı maddeler | 4.2 | S | A | S | S | A | 0 | A | S | S | A | A | 0 |
| Suyla temas ettiğinde tehlike arz edenler | 4.3 | 0 | 0 | 0 | A | 0 | A | 0 | S | S | 0 | A | 0 |
| Oksitleyici maddeler | 5.1 | S | 0 | 0 | S | A | S | S | 0 | S | A | S | 0 |
| Organik peroksitler | 5.2 | S | A | S | S | S | S | S | S | 0 | A | S | 0 |
| Toksit maddeler | 6.1 | 0 | 0 | 0 | 0 | 0 | A | 0 | A | A | 0 | 0 | 0 |
| Aşındırıcı maddeler | 8 | A | 0 | 0 | 0 | A | A | A | S | S | 0 | 0 | 0 |
| Tehlikeli maddeler ve eşyalar | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

0

= Ayrıştırma gerekmez

A

= > 3 m veya ayrıştırma yok

S

= Açıkta > 6 m ambarda >12 m veya açıkta > 3 m veya ambarda > 6 m

## 5. MANUAL FOR THE HAZARDOUS LOADS HANDLED AT THE SHORE PLANT

Information required for handling operations of the hazardous substances performed by our facility (hazard classes, segregation tables etc.) has been submitted as and annexed file.
In order to contribute to the safe performance of the said activities, the coastal facilities that carry out dangerous cargo loading / unloading and storage activities; dangerous cargo classes, dangerous cargo packages, labels, packages, signs and packaging groups, in pocket sizes, "Dangerous Goods Handbook" has been prepared and attached to the port personnel.

## 6. OPERATIONAL ISSUES

### 6.1 PROCEDURES FOR SAFELY BARCHING, MOORING, LOADING/UNLOADING, SHELTERING OR MOORING OF SHIPS CARRYING DANGEROUS CARGO, DAY AND NIGHT

Precautions to be taken for loading and unloading of hazardous substances to or from the vessels during the day and night are as follows:

Packaged Cargoes;

**DAY:**

- Load MSDS received from the agency is controlled.
- Pilot towing organization and the vessel are informed.
- UN number of the load is found in the IMDG code book and the characteristics of the hazardous substance are checked.
- Suitable clothing for the handling personnel is defined.
- Packaging characteristics of the load are defined (if it is a general cargo)
- If fire brigade and law enforcement agency escort is required (Class1), we communicate with the agency and ask if they will be available at the port to find out whether they will be at the port on the date and time the vessel will berth.
- If the load will be unloaded on the port area, risk analysis is performed according to the type of the load and the port is prepared suitably.
- Security precautions are taken and continuously checked at the place where the load will be unloaded.
- Ship berthing is done in communication with the guide tugboat organization for the port shift supervisor to wait for the ship at the pier and safely berth according to the position given by the port planning.
- The ship master is asked, in advance, about the MSDS information and whether he demands any other precautions.
- The holds where the loads will be loaded in or unloaded from are determined.
- The port and vessel authorities check whether the holds and the load are ready.
- If the product is packed, the page; if it is in a container, the labels are checked.
- Loading and unloading are completed with the escort of ISG.

**NIGHT:**

- In addition to the day condition, security and lighting checks of the area where night unloading will be carried out.
- If safety stripping is required for the area where unloading will be performed, this area will continuously be checked by the port employees.
- The security groups control the area under day and night conditions.
- On both conditions, watchmen are placed at places on the vessels where there is a good visibility

for the dangers that might come from the sea.

- The port personnel checks to see whether the vessel is completely unloaded or the loading is completed; the ship master and the agency checks the loading points and loading is performed according IMDG Code principles. After loading is completed, pilotage and towing are contacted and it is ensured that the vessel leaves the quay securely.
- The port personnel verify that the vessel has been fully unloaded or that loading is complete, and the loading is carried out according to IMDG code guidelines after the captain and agent determine the loading points. After loading is complete, the pilotage and tugboat are contacted to ensure the vessel leaves the port safely.

For Bulk Liquid (Vegetable Oil) Cargoes;
Ensure proper grounding between the ship and the shore tanker to mitigate static electricity risk. Maintain uninterrupted radio communication between the ship captain, dock manager, and tanker drivers. Only the tanker being processed should enter the dock at the same time; waiting vehicles should remain in a safe area. Before operation, hose pressure tests and crack checks must be completed. The operations manager will notice any leakage and halt the operation. The emergency coordinator will coordinate the response teams. If marine pollution occurs, the relevant authorities must be notified. In case of any leakage and/or spillage, water should not be used to prevent the liquid from spreading.

**6.2 PROCEDURES FOR ADDITIONAL MEASURES TO BE TAKEN ACCORDING TO SEASONAL CONDITIONS FOR THE LOADING AND UNLOADING OF DANGEROUS GOODS**

The risk of fire is prevented by wetting the flammable materials in bulk cargoes in summer conditions and adding moisture to the goods. During the loading and unloading of IMO-1 class dangerous goods, the operation of any material that will create sparks and static electricity in all weather conditions is not allowed. IMO-8 is recorded by controlling the deformations of the containers in all seasons. Necessary measurements are made by external personnel before handling or other operations of dangerous goods in flammable class in IMO-3 class, and gas and odor levels are checked by work safety personnel. While evacuation takes place in the IMO-1 evacuation class, it is definitely done under the supervision of ambulance, police, fire, law enforcement. Loads that may show spontaneous combustion with the air temperature are periodically secured and operated by the control of the load.

**6.3 Procedures For Keeping Flammable, Combustible And Explosive Loads Away From Processes That Create/Can Create Sparks And Not To Operate Tools, Equipment Or Tools That Create/Can Create Sparks In Dangerous Goods Handling, Stacking And Storage Areas**

All permits such as hot work to be carried out within the borders of Nemport Port are taken directly by the agencies, and companies that will do loading and maintenance on ships with hot work, except for the port operation, obtain hot work permits for each ship. Materials, equipment and equipment that can create flames or sparks are not used in areas where dangerous loads are handled. This is indicated by warning signs at the appropriate places of the coastal facility. Smoking is strictly prohibited in environments with dangerous loads.

Information regarding the acceptance and handling of explosive cargoes at the port facility is specified in the Safe Handling of Explosive Loads Procedure.

**7. DOCUMENTATION, CONTROL AND RECORDING**

**7.1 All mandatory documents, information and documents related to dangerous goods,**

- IMDG CODE Volume 1,2 and Supplementary Book
- SOLAS 1974 - SDS Form
- SDS Form
- Emergency Card
- Dangerous Goods Stacking Plan

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

The current list of all dangerous goods in the coastal facility area is kept in the operation unit. The updated list will be available in the following units;

*Operations Department
*Planning Department

The daily handling reports of the Dangerous Goods loaded/discharged at the port and the remaining amounts on the ship will be kept up-to-date in the Port Program and can be accessed retrospectively.

### 7.3 Procedures for Controlling Dangerous Goods Arriving at the Facility Properly Defining, Using Correct Shipping Names of Dangerous Goods, Certification, Packing / Packing, Labeling and Declaring and Safely Loading and Transporting to the Package, Container or Cargo Transport Unit in accordance with the Rules and Reporting the Control Results

While the dangerous goods are being unloaded or loaded into the port, if the cargo is in the container, the control of the container labels is made, the packaging control of the packaged cargoes, the control of the UN number, the control of the load characteristics according to the UN number, and these forms are recorded in the relevant forms and these forms are kept in the operations department. Occupational safety measures taken in the field are recorded, and if a negative situation is detected, the relevant managers are informed. Unloading or unloading of cargo into the site is stopped until the necessary precautions are taken.

**Nemport Flammable Contaıner Work Flow**

| ENTRANCE / EXIT | LABEL | NOTIFICATION | With IMCO / Without IMCO | ACTION |
|---|---|---|---|---|
| During Pre-Registration | √ | √ | With IMCO | None |
| During Pre-Registration | None | √ | With IMCO | Labeling service is provided. If there is no label regarding the agency the container is not allowed to be unloaded from the truck (label is demanded from each and every agency). |
| During Pre-Registration | None | None | With IMCO | Labeling service is provided before loading on the vessel. |
| During Pre-Registration | √ | None | With IMCO | The truck is kept waiting around the gate. Whether the container is with IMCO is confirmed with the agency. |
| Entered from the gate | √ | None | Without IMCO | The truck is kept waiting around the gate. Whether the container is without IMCO is confirmed with the agency. Label removing service is provided. |
| Unloaded from the vessel | √ | √ | With IMCO | Container is taken into IMCO stowage. |

| | | | | |
|---|---|---|---|---|
| Unloaded from the vessel | None | √ | With IMCO | Labeling service is provided and Container is taken into with IMCO stowage and criminal action is taken against it. If the required labels are not in place, a second transfer service is provided for the container to be labeled. |
| Unloaded from the vessel | √ | None | With IMCO | Container is taken into IMCO stowage. Confirmation is requested from the agency. The terminal fee is revoked and criminal action is taken against it |
| Unloaded from the vessel | √ | None | With IMCO | Container is taken into IMCO stowage. Confirmation is requested from the agency. The container is unloaded and taken to the container without IMCO, for the label removal service. The resulting terminal fee is revoked. |

### 7.4 Procedures for Obtaining and Keeping a Safety Data Sheet (SDS)

The ship and sea vehicle carrying dangerous goods submits a notification document containing detailed information about their cargo to the Port Operator Organization in writing, at least twenty-four (24) hours before entering the Port administrative area, through the cargo owner. In case the notification obligation is not complied with or the notifications do not contain correct information, one of the documents that must be submitted in the preliminary notification about the notifier is the SDS, that is, the safety information form. In this way, the SDS of the dangerous goods that will enter the coastal facility is provided. The coastal facility keeps the safety data sheets of dangerous goods in digital environment for at least one year.

### 7.5 Procedures for Keeping Records and Statistics of Dangerous Goods

Details of incoming ships, which piers they dock at, loading/discharging amounts, loading/discharging times are kept. These data are recorded monthly and annually in electronic environment and are also kept in electronic environment. Records and statistics are kept both on the main servers and on the backup unit by taking backup. In addition, these data are also kept in the LYBS online system of the relevant Ministry.

### 7.6 Information on the Quality Management System

ISO9001, ISO14001, ISO 45001, ISO14064, ISO27001, ISO28000, ISO14046, ISO50001

## 8. EMERGENCY CASES, EMERGENCY PREPAREDNESS AND RESPONSE

### 8.1 RESPONSE TO THE HAZARDOUS STUATIONS THAT FORM RISK FOR HUMAN LIFE, PROPERTY AND ENVIRONMENT

**8.1.1 Initial Analysis;** In the cases when it is determined that a new substance is required to be purchased, Health, Safety and Environment (HSE) management representative is consulted for assessment of the potential hazard.

In the meantime, the staff responsible for purchase requests the security cards from the supplier because it is a hazardous substance.

The staff responsible for purchase communicates such documents to HSE management representative. Archiving the security cards as paper, print or on the electronic environment is the responsibility of HSE management representative.

**8.1.2 Determination of the dimensions;** In the cases when it is determined that a new substance is required to be purchased, Health, Safety and Environment (HSE) management representative is consulted for assessment of the potential hazard.
In the meantime, the staff responsible for purchase requests the security cards from the supplier because it is a hazardous substance.
The staff responsible for purchase communicates such documents to HSE management representative. Archiving the security cards as paper, print or on the electronic environment is the responsibility of HSE management representative.

**8.2. INFORMATION ON THE POSSIBILITY, CAPABILITY AND CAPACITY OF THE SHORE FACILITY TO INTERVENE IN EMERGENCIES**

The port operator has an "Emergency Action Plan" prepared for an emergency. In emergencies, this plan is acted upon. Emergency Team lists are specified in the "Emergency Action Plan".
In case of emergency at sea, within the scope of activities such as rescue and assistance services, fire etc. that may occur during the loading/unloading of cargo in berthed ships at the port facility. in case of emergency; With the agreement of the ship's captain, pilotage organization and port facility officials, and/or the instruction of the port authority and the consent of the ship's captain, a tugboat with sufficient towing power and number equipped to fight the fire with the available technical and personnel intervention facilities, to guide the said ship away from the pier and to a safe point. service arrives at the scene as soon as possible. Side, natural disaster etc. A protocol has been signed with UZMAR in accordance with the Article (B) of Annex-5 Technical Criteria section of the Regulation on the Procedures and Principles Regarding Granting the Coastal Facility Operation Permit, and the processes related to the evacuation of ships are intervened with the external services to be received. Urgent and effective measures are taken and all kinds of vehicles, equipment, material and trained human power furnished with the capability to intervene is kept ready in order to lessen the losses that might be caused by such occurrences.
After such an event all the necessary precautions are taken to prevent the pollution of the sea by petrol or similar substances in a way to mix with the sea environment to form harmful effects such as hindering the marine activities, changing the ecological balance including causing harm to the live sea sources and the sea life, forming danger for human health, using the sea for other purposes.
The personnel in charge of dangerous goods handling operations at the port facility received all necessary training. We act in accordance with the safety data sheet and international agreements against leakage and spillage. Communication is provided with the company with which an agreement has been made against marine pollution due to leakage and spillage.
As a protective measure, we take all the necessary measures to prevent potential sea pollution or keep it limited that might arise after such an occurrence. Protective measures and activities are performed with the purpose of fighting against the pollution after such an event as well as lessening or settling or limiting the losses.
The equipment list used for fighting against the emergency cases is as follows:

| MALZEME ADI | | MİKTARI |
|---|---|---|
| 1. | Şişme Bariyer (Offshore) | 500 m |
| 2. | Bariyer Tamburu | 1 adet |
| 3. | Bariyer Brandası | 1 adet |
| 4. | Dört Kollu Kaldırma Sapanı | 1 adet |
| 5. | Çekme Başlığı | 3 adet |
| 6. | 100' Bariyer Çekme Halatı | 1 adet |
| 7. | 100' Bariyer Sabitleme Halatı | 1 adet |
| 8. | D9 Hidrolik Güç Ünitesi | 1 adet |
| 9. | 3/4" x 25' Hidrolik Dönüş Hortumu | 1 adet |
| 10. | 1/2" x 25' Hidrolik Basınç Hortumu | 1 adet |
| 11. | Sırtta Taşınabilir Hava Üfleyici | 1 adet |
| 12. | Dizel Blower ve Hortumları | 1 adet |
| 13. | 10' Şişirme Hortumu | 1 adet |
| 14. | Emici Sorbent Bariyer | 10 Paket (120 m) |
| 15. | Emici Ped | 5 Paket (1000 adet) |
| 16. | Asma Kilit ve Zinciri | 2 adet |

| EQUIPMENT NAME | CAPASITY (TON) | MODEL YEAR | PCS | PORT NAME |
|---|---|---|---|---|
| BCT01 - RST | 130 | 2018 | 1 | BCT |
| BCT01A - RST | 65 | 2018 | 1 | BCT |
| BCT01B - RST | 65 | 2018 | 1 | BCT |
| BCT02 - RST | 200 | 2020 | 1 | BCT |
| BCT03 | 50 | - | 1 | BCT |
| BCT04 | 50 | | 1 | BCT |
| BCT05 - ZPMC | 75 | 2023 | 1 | BCT |
| BNK - Kardeşler | 30 $m^3$ | - | 1 | BNK |
| CHK01 - RS 45-31 CH | 40 | 2023 | 1 | CHK |
| CRS01 - RS 45-31 CH | 45 | 2018 | 1 | CRS |
| CRS02 - DRF 450-65S5 | 45 | 2018 | 1 | CRS |
| CRS03 - DRF 450-65S5 | 45 | 2009 | 1 | CRS |
| CRS04 - DRF 450-65S5 | 45 | 2008 | 1 | CRS |
| CRS05 - DRF 450-65S5 | 45 | 2008 | 1 | CRS |
| CRS06 - DRF 450-65S5 | 45 | 2008 | 1 | CRS |
| CRS08 - DRF 450-65S5 | 45 | 2012 | 1 | CRS |
| CRS09 - DRF 450-65S5 | 45 | 2017 | 1 | CRS |
| CRS10 - DRG450-65S5E | 45 | 2024 | 1 | CRS |
| CRS11 - DRG450-65S5E | 45 | 2024 | 1 | CRS |
| CRS12 - DRG450-65S5E | 45 | 2024 | 1 | CRS |
| ECH01 - H18XM-12EC | 8,5 | 2017 | 1 | ECH |
| ECH02 - DCF 90-45E8 | 9 | 2010 | 1 | ECH |
| ECH03 - DCF 90-45E8 | 9 | 2010 | 1 | ECH |
| ECH04 - DCF80-45E8 | 8 | 2018 | 1 | ECH |
| ECH05 - DCG80-45ES7 | 8 | 2023 | 1 | ECH |
| ECS01 - DRF 100-54S6 | 10 | 2009 | 1 | ECS |
| ECS02 - DRF 100-54S6 | 10 | 2017 | 1 | ECS |
| FBE01 | 1.8 | 2023 | 1 | FBE |
| FRK01 - DCG 330-12 | 33 | 2023 | 1 | FRK |
| FRK02 - C55SD | 5 | 2018 | 1 | FRK |
| FRK03 - FD30T | 3 | 2010 | 1 | FRK |
| FRK04 | 3 | - | 1 | FRK |
| FRK05 | 3 | - | 1 | FRK |
| FRK06 | 3 | - | 1 | FRK |
| FRK07 | 3 | - | 1 | FRK |
| FRK08 | 3 | - | 1 | FRK |
| FRK09 | 3 | - | 1 | FRK |
| FRK10 | 4 | - | 1 | FRK |
| FRK11 | 4 | - | 1 | FRK |
| GRB01 | 12 $m^3$ | - | 1 | GRB |
| GRB02 | 25 $m^3$ | - | 1 | GRB |
| GTR01 – RST | 2 | 2023 | 1 | GTR |
| GTR02 - RST | 2 | 2023 | 1 | GTR |
| LTC01 - GB/T3280 | 85 | 2021 | 1 | LTC |
| MLF01 - MLF-42 | 42 | 2023 | 1 | MLF |
| MLF02 - MLF-42 | 42 | 2023 | 1 | MLF |
| OHF01 | 50 | 2018 | 1 | OHF |

| | | | | |
|---|---|---|---|---|
| OHF02 | 50 | 2018 | 1 | OHF |
| OHF03 - OHF45-T | 50 | 2025 | 1 | OHF |
| SCG01 | - | - | 1 | SCG |
| SCG02 | - | - | 1 | SCG |
| SCG03 | 800 kg | - | 1 | SCG |
| SCG04 | 6000 kg | - | 1 | SCG |
| SML01 - MP1210R | 400 kg | 2017 | 1 | SML |
| SMT - EH170U | 41 | 2009 | 2 | SMT01,06 |
| SMT - EH170U | 41 | 2008 | 1 | SMT02 |
| SMT - EH170U | 41 | 2012 | 2 | SMT04,05 |
| SQT - STS45 | 50 | 2018 | 2 | SQT01,02 |
| SQT - QTH45S | 50 | 2023 | 3 | SQT03,04,05 |
| SQTX1 - STS45 | 51 | 2019 | 1 | SQT |
| SQTX2 - QTH45S | 50 | 2023 | 1 | SQT |
| SRS - YSX40E | 41 | 2010 | 5 | SRS01,02,03,04,05 |
| SRS - YSX40E - Reeved In | 41 | 2022 | 10 | SRS06,07,08,09,10,11,12,13,14,15 |
| SRSX1 - YSX40E | 41 | 2010 | 1 | SRS |
| SRSX2 - YSX40E - Reeved In | 41 | 2022 | 1 | SRS |
| TTC - Düz Makas Liman Dorse | 65 | 2009 | 8 | TTC01,02,06,15,16,19,23,24 |
| TTC - Düz Makas Liman Dorse | 65 | 2017 | 2 | TTC17,18 |
| TTC - Düz Makas Liman Dorse | 65 | 2020 | 8 | TTC25,26,27,28,29,30,31,32 |
| TTC - Düz Makas Liman Dorse | 65 | 2022 | 5 | TTC33,34,35,36,37 |
| TTC - Düz Makas Liman Dorse | 65 | 2024 | 20 | TTC38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57 |
| TTC - Ters Makas Liman Dorse | 65 | 2009 | 10 | TTC03,04,05,07,08,11,12,13,14,20 |
| TTC5 - Düz Makas Liman Dorse | 38 | 2009 | 3 | TTC09,21,22 |
| TTCF - Düz Makas Liman Tava Dorse | 38 | 2009 | 1 | TTC10 |
| TTCS – RST | 30 | 2021 | 1 | TTCS1 |
| MHC-G-HMK 7608 | 140 | 2009 | 1 | MHC- 03 |
| MHC-G-HMK 7408 | 100 | 2009 | 2 | MHC-1,4 |
| MHC-G-HMK 7408 | 125 | 2012 | 2 | MHC- 2,5 |
| STS-LIEBHERR | 65 | 2018 | 2 | STS-1,2 |
| STS-ZPMC | 65 | 2023 | 3 | STS-3,4,5 |
| TERBERG-YT 222 | 38 | 2009 | 8 | YTT-1,2,3,4,5,6,7,8 |
| TERBERG-YT 282 | 42 | 2012 | 1 | YTT-9 |
| TERBERG-YT 282 | 42 | 2020 | 8 | YTT-10,11,12,13,14,15,16,17 |
| FORD CARGO-1842T | 45 | 2016 | 2 | YTT-30,31 |
| FORD CARGO-1846T | 45 | 2015 | 6 | YTT-32,33,34,35,36,37 |
| RTG-KONECRANES | 40 | 2011 | 5 | RTG-1,2,3,4,5 |
| RTG-KONECRANES/NOELL | 40 | 2022 | 10 | RTG-6,7,8,9,10,11,12,13,14,15 |

### 8.3. REGULATIONS REGARDING FIRST INTERVENTION TO ACCIDENTS INVOLVING DANGEROUS LOADS (FIRST INTERVENTION PROCEDURES, FIRST AID POSSIBILITIES AND TRIBES, ETC. ISSUES)

According to the IMDG code book, in the accidents that might be caused as a result of reasons such as breaking the package of the substances in the load list and caused spillage around, following precautions are taken:

- The area where the chemical has spilled is surrounded by security tapes and a secure area is formed.
- The features of the chemical are determined by checking its UN number from the hazardous load list.
- In the case when the substance is liquid, it is absorbed by using absorbent pads etc.
- The staff equipped with the suitable PPE according to the specifications of the substance transfers the pads that have absorbed the chemicals into leak-proof trailers or drums.
- If any injury is caused as a result of spillage of the hazardous substance, the first aid team that has already received the training imposed by the legal requirements is immediately called to the scene and the first aid is provided.
- The first aid staff calls the ambulance and informs the ambulance staff about the position of the injured and keeps the injured under control until ambulance reaches.
- When the injured needs to be transferred to the hospital, hospital is also informed about the position of the injured
- If the spilled substance has flammability or explosion hazard, firefighting team of the emergency response unit is called to the scene of the event.
- This team keeps waiting there to intervene when necessary.

**Fire:** In case of fire as a result of an accident involving dangerous goods handled at the port facility, the emergency plan (EmS) attached to the IMDG-Code must be taken into account.

**Leakage/Spill:** In case of an accidental leak or spillage involving dangerous goods handled at the port facility, the emergency plan (EmS) in the IMDG-Code annex should be taken into account.

**First Aid:** Medical first aid guide (MFAG) should be used in accidents involving dangerous loads.

**8.4 NOTIFICATIONS TO BE MADE INSIDE AND OUTSIDE THE PLANT IN CASE OF EMERGEN CY**
Emergency Telephones list that might be needed by NEMPORT Port Management

| | | |
|---|---|---|
| **1** | **POLICE** | **155** |
| **2** | **FIRE AND FOREST SQUAD** | **112** |
| **3** | **EMERGENCY and HEALTH INFORMATION** | **112-184** |
| **4** | **ALİAĞA DISTRICT GOVERNORATE** | **02326161001** |
| **5** | **DISTRICT DIRECTORATE OF SECURITY** | **02326170697** |
| **6** | **PROVINCIAL DISASTER AND EMERGENCY DIRECTORATE** | **02324781701** |
| **7** | **ALİAĞA PORT AUTHORITY** | **02326161993** |
| **8** | **İZMİR TRANSPORT DEPARTMENT** | **02324648087-4648120** |
| **9** | **ALİAĞA HEALTH CENTER** | **02326168989** |
| **10** | **İZMİR GOVERNORSHIP** | **02324558282** |
| **11** | **ALİAĞA DISTRICTGENDARMARIE COMMAND** | **02326161982** |
| **12** | **MINISTRY OF ENVIRONMENT AND PROVINCIAL DIRECTORATE** | **02323416800** |
| **13** | **MAIN SEARCH AND RESCUECOORDINATION CENTER** | **03122031000** |
| **14** | **ALİAĞA STATE HOSPITAL** | **02326168787-2839-6588** |
| **15** | **ALİAĞA GENDARMARIE** | **02326161982** |
| **16** | **WATER BREAKDOWN** | **02323990000** |
| **17** | **ELECTRICITY BREAKDOWN** | **02323990000** |
| **18** | **DIRECTORATE OF RESCUE SQUAD** | **03223943674-3943675** |
| **19** | **PROVINCIAL CRISIS CENTER** | **02324781701** |
| **20** | **TELEPHONE BREAKDOWN** | **121** |
| **21** | **CIVIL DEFENSE** | **02322803819-3820** |

UZMAR Tugboat, Salvage, Pilotage and Emergency Response

Contact: +90 (232) 445 76 00

**8.5 REPORTING THE ACCIDENTS**

It is necessary to classify the emergency situation that occurs as a result of an accident, to deploy and direct the required teams for intervention and to clean the area where pollution occurred until the emergency case is eliminated.

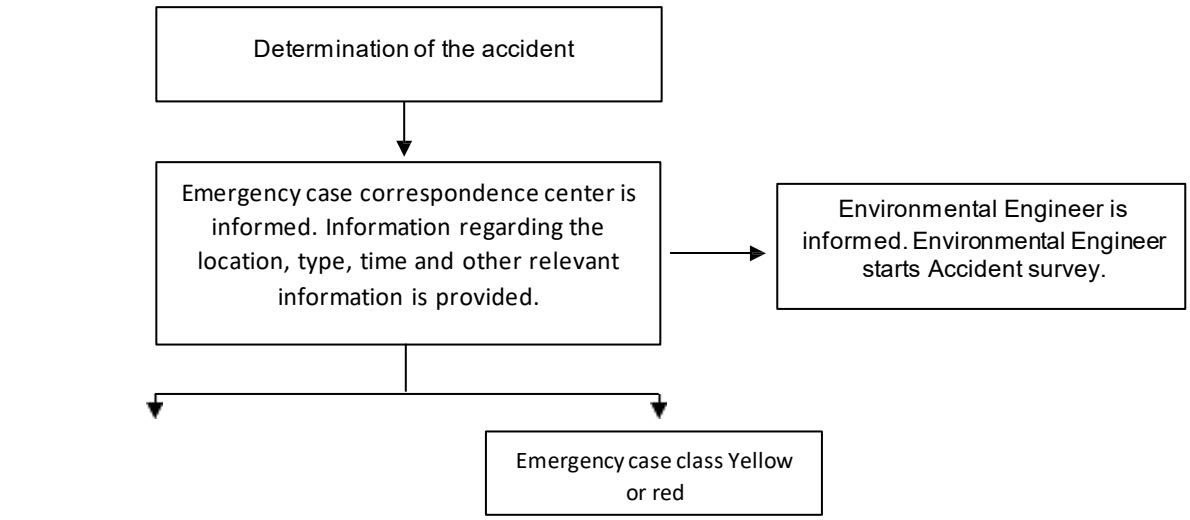
Director of administrative services and the security manager are responsible for keeping the suitable equipment ready for the required procedures to be performed.

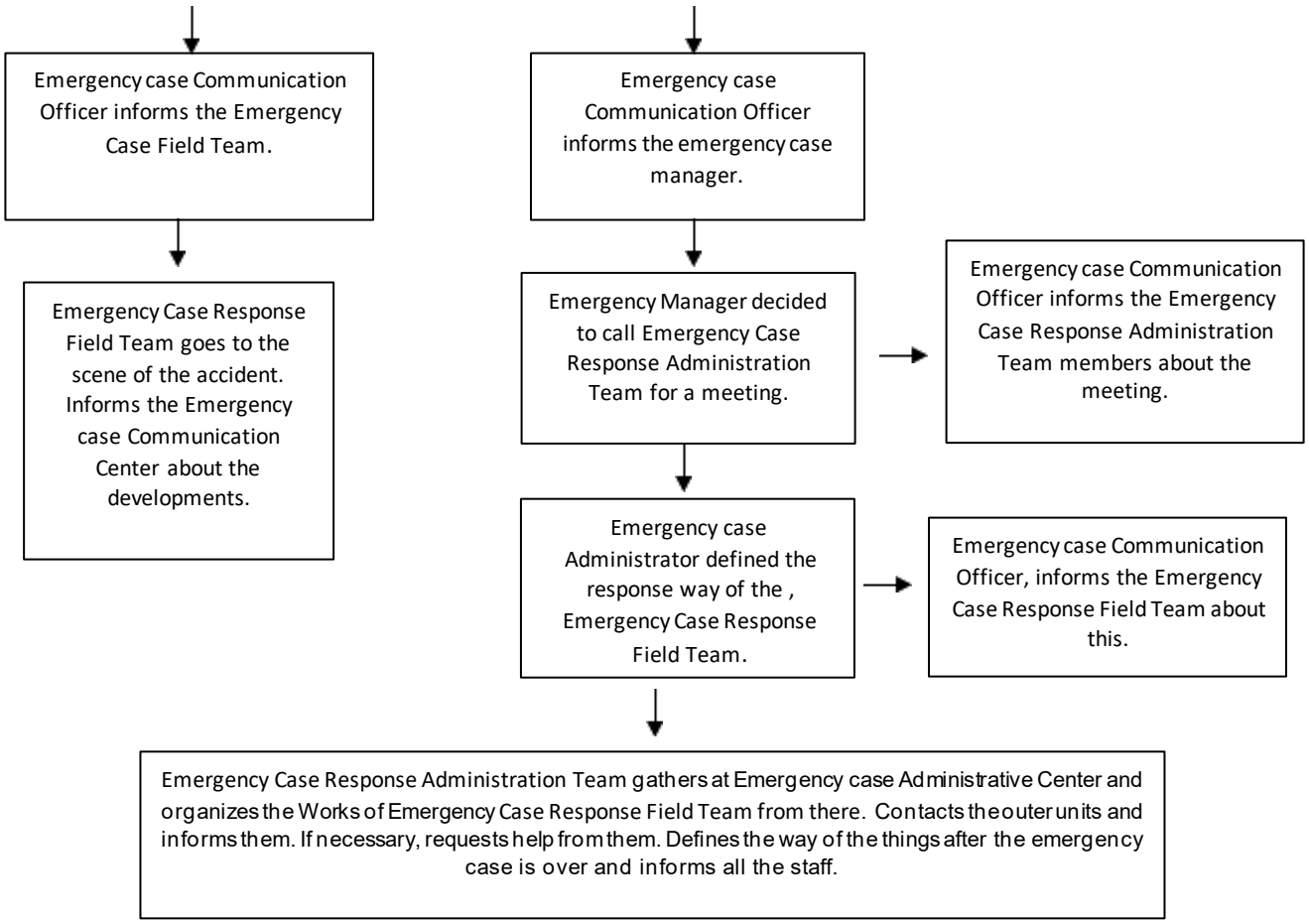
Besides, our facility is responsible for informing the relevant information maximum 48 hours after the accident. Environmental Engineer is responsible for inspecting the relevant material and the machinery, discussing the accident with the people involving in or witnessed the accident, getting detailed information pertaining to the accident, determining the triggering reasons and the base reasons of the accident as well as filling out the sections to be filled out by the environmental engineer and recording them.

Corrective and protective activities file is prepared according to the results of the accident analysis. Environmental engineer is also responsible for the follow up of the relevant file and approving it when it is completed. When an accident happens, what the type of the accident is, what caused it and what kind of damages are caused are determined first, without taking any risks. After such determinations, if the incident that has caused the accident is going on, this is tried to be eliminated and emergency case correspondence center is informed about NEMPORT.

The emergency case correspondence center informs the relevant people after getting the relevant details and deploys the relevant group and ensures that the case is responded.

**Correspondence – information provision system is administered according to the below flow chart:**






**8.6 COMMUNICATION METHODS WITH THE COMPETENT AUTHORITIES**

Communication with the competent authorities and the institutions listed in article 8.4 is performed by way of telephone or fax and the required support and help is requested from them. After this request, this request is immediately communicated to the security department and they are allowed in without keeping waiting at the gate.

When an emergency case occurs regarding the vessels that come to Nemport Port Facility or the vessels berthed on the quay, communication with the vessels are performed by way of VHF wireless that have mobile or stationary se band. In the case when there is interruption in wireless communication, mobile phones are used for such a purpose. In order to allow this communication, the mobile phone numbers of the ship masters should be available at the security control center as soon as the ship docks and be kept during all the activities at the port. Mobile phones are used only for emergency purposes.

**8.7 EMERGENCY EVACUATION PLAN FOR REMOVING SHIPS AND MARINE VESSELS FROM THE SHORE FACILITY IN EMERGENCY SITUATIONS**

The vessels and the sea vehicles are sent away from the quays in emergency cases according to the EMERGENCY EVACUATION PLAN OF THE VESSELS AND THE SEA VEHICLES IN EMERGENCY CASES AWAY FROM THE PIER". Within the framework of such evacuation, the vessel crew and the emergency response team are responsible for such an operation. Besides, in the emergency cases that occurs

during loading and unloading to and from the vessel, contracted response organization come and work for sending the vessel away from the pier in addition to the existing technical and staff response possibilities. If and when there is fire on the pier or on the vessel or the pier breaks down, bad weather/sea conditions occur or a security threat is received pertaining to the port, the person that realizes the threat first will immediately inform the person responsible for security and when the person responsible for security receives this information; he/she

- will exchange information with Aliağa District Governorate, Aliağa Regional Harbour Master, Coast Guard, Aegean Sea Naval District Command, Aliağa Directorate of Security and the other relevant organizations and institutions by means of fax, telephone etc.
- Will get in touch with the contracted company for ensuring that the vessels and the sea vehicles at the port are urgently moved away from the pier.
- Emergency evacuation of the vessels commences within the knowledge of the PORT AUTHORITY but without any need for his approval.
- Towing and mooring services are obtained by the contracted company for the ship to leave.

**8.7.1 The contracted emergency response company;** In emergency cases( fire on the pier or on the vessel or the pier breaks down, bad weather/sea conditions), decides the evacuation of the vessel within the knowledge of the Port Authority and after getting the approval of the ship master. The adequate number of tow boats furnished with adequate power and in a way to fight against fire will be ready for pushing the vessel away from the quay to a safer location in the shortest time possible.

**8.7.2 The staff responsible for the safety of the port will**

- Ensure formation of the emergency response teams required according to the hazard;
- Ensure that the ship master is contacted by means of VHF wireless.
- Ensure that the load transfer to the vessel and also the activities at the port are halted.
- Ensure that the other vessels at the quay that are under threat are warned and they should be kept ready to leave the quay as soon as they are informed.
- Ensure that the masters/GGGs of the approaching vessels are informed about the situation.
- Ensure that local security forces, bomb squad, fire brigade and emergency support team as well as the maintenance and repair team are informed when there is a bomb thread.
- Ensure that the sea patrol service is provided when the existing danger is coming from the sea.
- Informall the parties that might be affected by the incident.
- Informs the general directorate/ company authorities.
- Ensure that headcount will be performed for all personnel including the supervisors, administrators, contracting company employees and the visitor; if there is a missing person, ensure that fire brigade and emergency services are contacted to start the search and rescue for them.
- Start personnel evacuation procedure when necessary.

Evacuation of the port facilities will only be started when the information obtained by authorized port facility security officer is found trustworthy and at satisfactory level or while working under the recognized crisis/emergency case and/or security forces. According to the possibility of realization of the expected risk and the size of the danger to be created by it or in the cases when it spreads from the pier to the vessel after the risk occurs or vice-versa, the port facility personnel is evacuated from the facility.

### 8.8 DISPOSAL OF THE DAMAGED HAZARDOUS LOADS AND THE WASTES CONTAMINATED BY THE HAZARDOUS LOADS

In the case when the hazardous substance pollutes the environment when its package breaks during handling in the port area or when the hazardous substance to be handled from the container is damaged etc., procedure specified in 8.3 is applied.
The materials such as absorbent pad etc. are considered within hazardous wastes and are evaluated within the framework of Environment Law numbered 2872 and relevant regulations.
Licensed disposal firms are informed and the waste is disposed by them and declarations are made at the end of the year.
By informing the licensed disposal companies, the waste is discharged with UATF and notifications are made when the end of the year comes.

### 8.9 EMERGENCY CASE DRILLS AND RECORDS

Emergency response teams have been formed at Nemport Port Facilities with the purpose of determining the shortages at emergency cases and being always ready for the emergencies. (The lists of these teams are submitted as annexes).
As stated in the Emergency Action Plan, these teams; security team, fire fighting team, rescue and first aid team, maintenance and repair team, hazardous material emergency team.

#### 8.9.1 SECURITY TEAMS

The security team is responsible for performing the following in emergency cases that might occur on the pier, vessel of in the facility (fire, sabotage, break down of the pier, earthquake, spread of the hazardous substance in the environment etc.):

- Security personnel learns about the location of the emergency case and immediately goes to the scene of the event and informs, by wireless, the security, people responsible for security, shift superintendent.
- When such an event occurs on a holiday, telephone operator performs this duty.
- All the entrances and exits to the facility are taken under control and the safety of the faculty is provided.
- Security of all the articles, equipment, and machinery are provided. No one is allowed to the evacuated areas other than the firefighting teams. If there is a need for any personnel, help is requested from his own center and the law enforcers.

#### 8.9.2 FIRE FIGHTING TEAMS

- They come to the fire scene when they learn about the fire; determine the type of the fire; try to extinguish and/or to take the fire under control by using the firefighting equipment at the workplace.
- When there is any live person in the fire, they inform the rescue teams and ensure that the injured is rescued.
- When the fire brigade arrives at the fire scene, firefighting is left for them and they help the fire brigade upon demand.
- The firefighting equipment is stowed away after the fire is extinguished, the emptied ones and the missing ones are reported to the authorized people and ensure that they are filled and provided.

**8.9.3 RESCUE AND FIRST AID SQUADS**

- They rescue the living people first, if any; then, they fill the sacks with materials and articles that should be primarily rescued from the fire under the supervision of the relevant responsible person and get them ready to take out.
- They reach the fire in the fastest way possible and start rescue and evacuation work in line with the information they will obtain from the firefighting team.
- They try to reach the alive in the fire, without risking themselves, by using the necessary equipment.
- They transfer the rescued alive people to the first aid squad for them to get the necessary first aid.
- If there are materials and articles that should be primarily rescued from the fire, they arrange them to be carried out of the fire.
- They help the fire brigade for rescuing and evacuation after they reach the fire scene.
- They provide the first aid for the people rescued by the first aid and evacuation team.
- They provide help for the first aid team and for the ambulance that arrives at the scene of the accident.
- They prepare the accident investigation form together with the rescue team
- If the accident happens during business hours, the workplace physician is called, emergency help and doctor is requested.

**8.9.4. MAINTENANCE AND REPAIR TEAMS**

- They are responsible for operating the fire pumps actively; maintain the water hydrants in good order; responding to all kinds of mechanical failures that might occur during fire (flanges, pipes, valve pumps etc.)
- They cut off the energy of the fire location
- They may cut off the energy of entire facility according to the instruction to be received from the security officer or the shift superintendent.
- They cut off the energy of the required locations only depending on instruction to be received from the firefighting superintendent and the superintendent of the team and ensure that the fire area is lit at night.

**8.9.5. EMERGENCY CASE TEAMS FOR HAZARDOUS SUBSTANCES**

- They ensure that flammable, inflammable substance, flammable solids and liquids, poisonous and radioactive materials, organic peroxides and leakage and spread of the hazardous substances etc. are removed from the environment within the context and according to the relevant regulations without causing any harm to humans and environment.
- The above mentioned teams have been formed and their job definitions have been communicated to them. They perform drills on their subject such as fire, flashing, explosion, hazardous substances spill etc. at least once a year. The scenarios of these drills are drafted, recorded and kept by OHSE department

.

### 8.10. FIRE PROTECTION SYSTEM INFORMATION

Our facility is equipped with portable fire extinguishers, fire cabinets, and hydrants for use in case of a fire. These systems are inspected regularly according to the regulations regarding fire protection in buildings. Fire cabinets and hydrants in our facility are regularly inspected and recorded. Furthermore, the diesel and electric pumps connected to this system are regularly operated, and any damage to the fire lines is identified and documented.

### 8.11 PROCEDURES FOR APPROVAL, INSPECTION, TESTING AND MAINTENANCE OF FIRE PROTECTION SYSTEMS AND MAKING THEM READY FOR USE

The fire protection systems in our facility are monthly visual, annual and 5-year test maintenance and tube replacements are carried out within the scope of the relevant law and the regulation under which they are attached. Deficiencies detected within the scope of regular checks at our facility are reported to the HSE and port facility maintenance team, and when necessary, a purchase request is opened and resolved as quickly as possible. At the same time, our fire systems (pump, hose, line, hydrant, etc.) are checked regularly and their records are kept in the relevant department.

### 8.12 MEASURES TO BE TAKEN IN THE CASES WHEN THE FIRE PROTECTION IS NOT OPERATING

Fire protection systems parts (pump, line, etc.) are routinely checked and recorded in our facility by companies with annual TÜRKAK accreditation, and in cases where it is found to be defective, a fault record is created immediately and corrective action is initiated to eliminate the fault. In cases where the fire protection system is not activated, fire extinguishers are used. At the same time, our water tank in the field is kept full for use in emergencies.

### 8.13 OTHER RISK CONTROL EQUIPMENT

Our facility is also equipped with fire detection systems, which are regularly maintained and inspected by companies with TÜRKAK accreditation annually. Lightning rods are installed to protect against potential lightning strikes, and these are regularly inspected annually by companies with TÜRKAK accreditation. NEMPORT Port Operations also has detection systems in place to prevent the spillage of hazardous materials from the chemical treatment plant tanks, and their functionality is regularly checked.

## 9. OCCUPATIONAL HEALTH AND SAFETY

### 9.1 OCCUPATIONAL HEALTH AND SAFETY MEASURES

We are realizing works to fulfill all the requirements of Law on Occupational Health and Safety numbered 6331 and the relevant regulations. Within this framework:

### 9.1.1 TRAINING

- The staff gets basic occupational safety training pertaining to the works at the port facilities before they start working.
- Apart from this training, they also get Ergonomics training provided by workplace physician regarding the works carried out at our facilities.
- They also get first aid training, fire training, emergency response training to respond to emergency cases;
- Training for working with chemicals for the employees working in the area at the inner filling and discharge area;
- Awareness training for our maintenance employees for working at high places, working with electricity etc.is provided.
- Other than all these, spontaneous trainings are provided (TOOLBOX) by the occupational safety and health experts.
- The training records are kept by HR Department together with HSE (Health Safety and Environment) Department

### 9.1.2 HEALTH

The employees to work at NEMPORT Port Facilities cannot start work before they go through the following tests and before we get hold of the test results

- Eye examination
- Chest X-ray
- Blood tests
- Audiometer test

Apart from these all the employees are given tetanus vaccine every year. The workplace doctor may request advanced tests (such as visibility and astigmatic tests), if he finds it necessary, from the employees by submitting them to the approval of HR Department.

### 9.1.3 FIELD SECURITY

NEMPORT Port Facilities employs one occupational safety expert in its body for all the probable situations and it also gets occupational safety service from outside.
The 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 or the operation unit of the malfunction situations detected during the field tour through the malfunction module and follows the process until its elimination.

### 9.1.4 RISK ANALYSIS

The occupational health and safety experts determine all the risks the people at the facility and the employees are exposed to together with a team from inside the field and minimize these risks by trying to develop measures pertaining to them. As a result of this study, they determine the missing trainings etc. and starts working to supply them. The defects found within the framework of risk analysis and the missing things determined in the field analysisare negotiated with the board members in monthly HSE board meetings; they are resolved and published.

**9.1.5 PERIODICAL CHECKS**

All the lifting vehicles, earthing fixtures, pressure containers, fire tubes and lines in the port are caused to be controlled within the periods determined by legislations and the records are achieved. The defects determined during the periodic checks are communicated to the maintenance team and they are eliminated in the shortest time possible.

**9.1.6 PERMITS FOR DANGEROUS WORK**

Al the work to be carried out at high places in the facility, works with flames (welding etc.) excavation works, work in covered containers etc. are all subject to permission and the work cannot be started before the required controls are fulfilled and approval is obtained.

**9.1.7 LEGAL PROVISIONS**

All the legal arrangements within the context of Occupational Health and Safety subjects at our facility are followed by Occupational Health and Safety Department over Official Gazette.

**9.1.8 GETTING VERY CLOSE TO THE ACCIDENTS**

All the near miss situations probable to occur are notified by the employees and they are brought to Occupational Health and Safety Department and actions are speedily taken to eliminate them.

**9.1.9 SUBCONTRACTOR MANAGEMENT**

Occupational Health and Safety requirements operated by the subcontractors within the body of NEMPORT Port Facilities (security, food, lashing, steersman etc.) are inspected by HSE Department. Within this context:

- We are in touch with the occupational safety experts of the relevant companies;
- Legal documents are followed by using the Visitpro System,
- The workplace doctors visit the facility;
- Relevant records are requested from the companies (risk analysis, emergency case plans etc.) and they are recorded;
- Notifications are served for the settlement of the defects (training, PPE etc.);
- Participation to HSE boards is provided.

**9.2 INFORMATION ABOUT PERSONAL PROTECTIVE CLOTHING AND PROCEDURES FOR THEIR USE**

**PERSONAL PROTECTIVE EQUIPMENT CHOICES IN THE FIELDS**

**C TYPES OF PPE TO BE USED ON THE FIELD**

- Hard hat
- Composite-toed shoes
- Reflective work clothes
- Reflective vest

**TYPES OF PPE TO BE USED ON PIER AND SHIP**

- Hard hat
- Work shoes with composite toe cap and non-slip sole
- Reflective work suit
- Reflective vest
- Work gloves
- Parachute-type safety harness
- Dust mask
- Overalls
- Protective goggles

**TYPES OF PPE TO BE USED IN HANDLING OPERATIONS**

- Hard line
- Composite-toed shoes
- Reflective work clothes
- Reflective vest
- Protective (mechanically resistant) gloves for material handling

**TYPES OF PPE TO BE USED IN WASTE STORAGE**

- Hard hat
- Composite-toed shoes
- Reflective work clothes
- Reflective vest
- Protective gloves (mechanically resistant)
- Chemically resistant work gloves
- Fully enclosed eye protection (e.g., goggle type, etc.)

**TYPES OF PPE TO BE USED IN AREAS WHERE DANGEROUS CARGO WILL BE STORED AND HANDLED**

- Hard hat
- Antistatic, composite toe work shoes
- Chemical-resistant work shoes
- Chemical-resistant overalls
- Reflective work clothes
- Reflective vest
- Fully enclosed eye protection (e.g., Goggle type, etc.) (Not required when using a full-face mask.)
- Chemical-resistant gloves suitable for the SDS form of the material
- Certified respiratory protective mask suitable for the SDS form of the material (Full-face mask & Half-face mask)
- Respiratory protective filter suitable for the SDS form of the material (e.g., ABEK type filter, AX type filter, etc.)
- Safety glasses suitable for the SDS form of the material

**The PPE specification we have created for personal protective materials is also presented as an additional file.**

Information and instructions for the use of Personal Protective Clothing are specified in "İSG.PR.001-Personal Protective Equipment PPE Procedure" and are used in accordance with the relevant procedure.

### 9.3 CLOSED AREA ENTRANCE PERMIT MEASURES AND PROCEDURES

There are limited areas determined within the scope of ISPS legislation in our port facility. In these areas, there are port security center, port administrative building, generator and transformer building as closed areas. No one is allowed to enter these areas except the authorities. Only the entrance to the Administrative building is made with the knowledge of the port security officer.

## 10. OTHER ISSUES

### 10.1 COMPLIANCE OF THE HAZARDOUS SUBSTANCE CONFIRMITY CERTIFICATE

The port facility has a Dangerous Goods Compliance Certificate numbered BKN.682247.TMUB.230 issued by the General Directorate of Maritime Affairs of Ministry of Transport and Infrastructure. The validity date of the relevant document is 27.12.2026.

### 10.2 DUTIES DEFINED FOR THE HAZARDOUS SUBSTANCE SECURITY ADVISOR

(1) Dangerous Goods Safety Advisors (DGSAs) authorized under the IMDG Code prepare reports every six months regarding the responsibilities of the coastal facilities where they work or provide services, as defined in this Regulation, and submit these reports to the Administration.
(2) They prepare and submit the Annual Dangerous Goods Activity Report for the facility to the Administration.
(3) The DGSA prepares the Dangerous Goods Handling Guide, makes updates, and submits them to the Administration.
(4) They are present during the audits conducted within the scope of the Dangerous Goods Compliance Certificate of the facility.

**10.3 ISSUES FOR THOSE CARRYING DANGEROUS LOADS WHO WILL COME TO THE COASTAL FACILITY BY HIGHWAY OR LEAVE THE SHORE FACILITY (DOCUMENTS THAT ROAD VEHICLES CARRYING DANGEROUS LOADS SHOULD PRESENT AT THE ENTRY/EXIT OF THE PORT OR COASTAL FACILITY AREA, THIS STONE EQUIPMENT AND EQUIPMENT THAT ITTS MUST HAVE; SPEED LIMITS IN THE PORT AREA, ETC.**

The highway vehicles that carry hazardous substances are obliged to have the following documents while entering to/exiting from the port area:

- Transport document specified in ADR 5.4.1
- Driver training certificate for the transport of hazardous substances ( SRC 5)
- Official ID document for each person on duty on the vehicle (Driving license and passport)
- Written instruction prepared to be given to the driver according to ADR 5.4.3
- For the hazardous loads to be carried by more than one mode, multi-mode transport form specified on ADR 5.4.5
- Container/Vehicle Loading Certificate
- Valid ADR conformity form for the vehicles
- A photocopy of the transportation permit obtained from the competent authorities determined within the scope of this regulation for the transportation of dangerous loads within the scope of class 1 defined in ADR.
- It is obligatory to keep dangerous goods and hazardous waste compulsory liability insurance policy documents for vehicles transporting dangerous goods.
- Personal and protective equipment to be used in case of emergency specific to the load carried in the vehicle
- The maximum speed limit for road vehicles entering the port area to receive and deliver cargo is 20 Km/h. Administrative sanctions will be applied to vehicles found to exceed the speed limits.

**10.4 ISSUES FOR THOSE CARRYING DANGEROUS LOADS TO COME TO THE SHORE FACILITY BY SEA OR LEAVE THE SHORE FACILITY (DAY/NIGHT SIGNS TO BE DISPLAYED BY SHIPS AND MARINE VESSELS CARRYING DANGEROUS CARGO AT THE PORT OR SHORE FACILITY, COLD AND HOT EMERGENCES ON SHIPS MATTERS: PRINTING PROCEDURES, ETC.)**

The documents required for the transport of the hazardous substance by way of sea are the documents specified within the context of IMDG Code. These certificates can be obtained from the agencies when necessary.

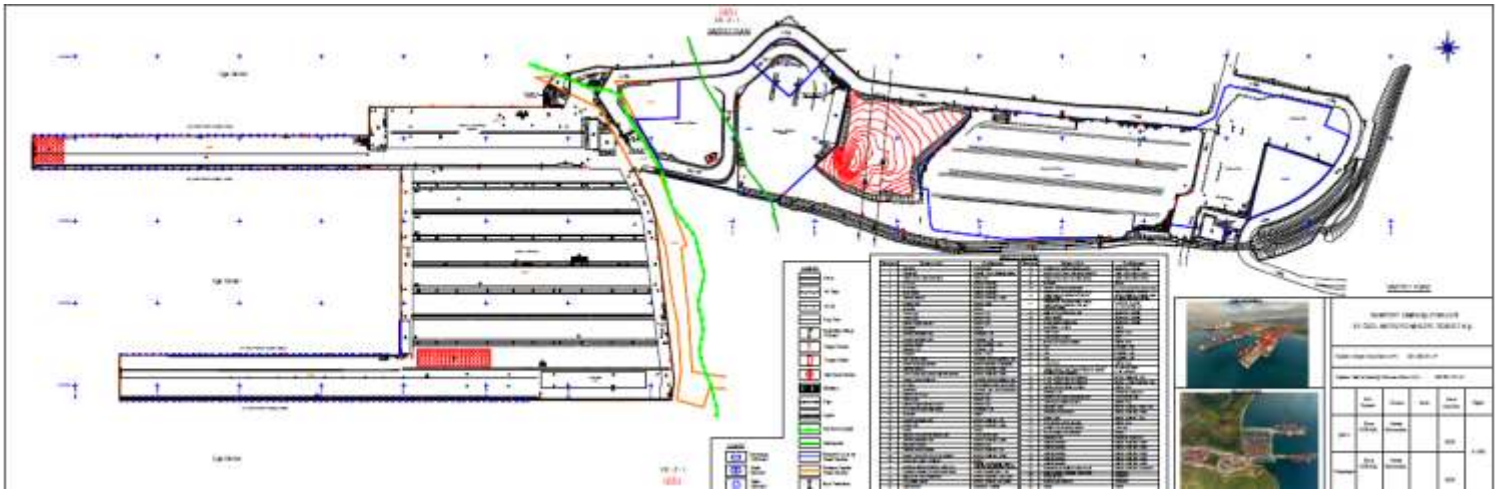
The required details are the MSDS's of the containers with IMO to be unloaded; cargo manifest, the location of the load to be loaded on the plan; distance of this load to the other hazardous substances (according to the segregation tables)

**10.5 ADDITIONAL ISSUES**

There are no additional considerations to be added by the shore facility.

**APPENDICES**

**1. General Layout Plan of the Facility**

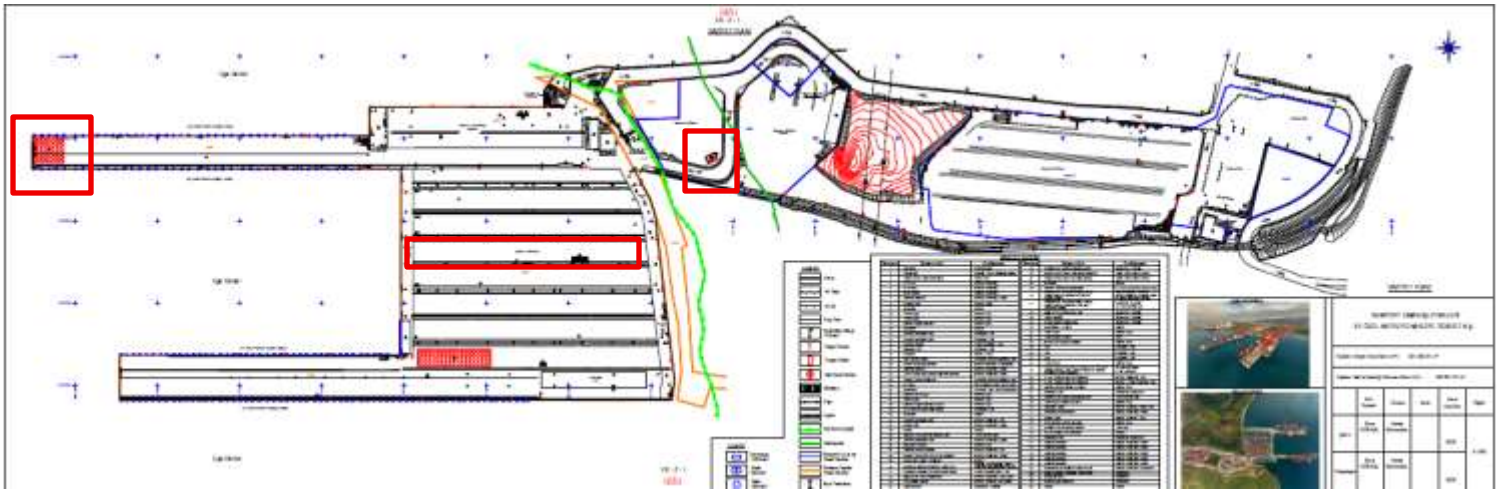


**2. General Appearance Photos of the Facility**

**3. Emergency Contact Points and Contact Information**

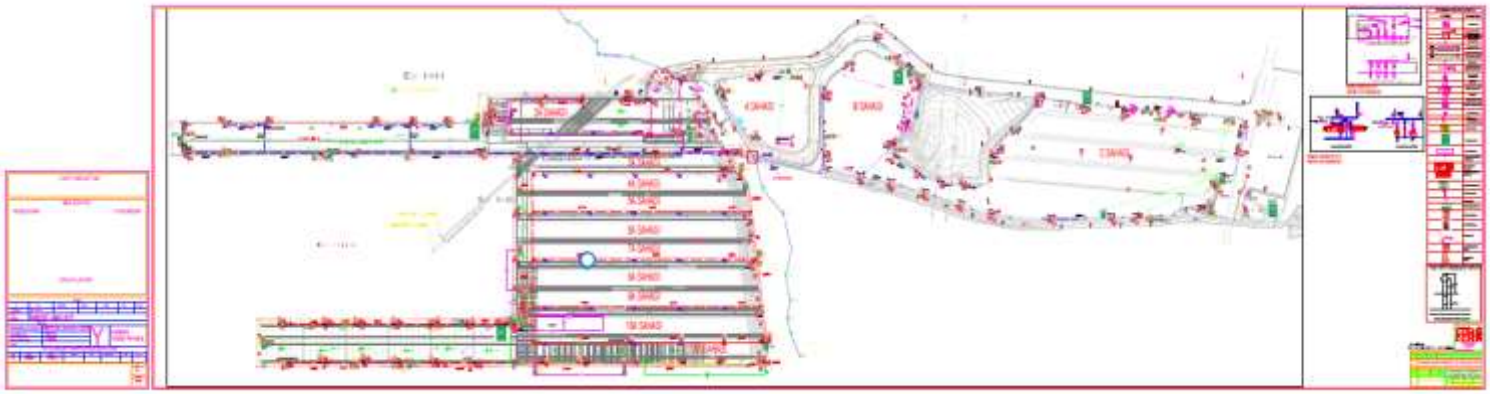
| | |
|---|---|
| Aliağa District Governorate | : 0232 616 1001 |
| Aliağa Chief Public Prosecutor's Office | : 0232 616 2882 |
| Aliağa Garrison Command | : 0232 616 0996 |
| Aliağa District Gendarmerie Commander | : 0232 616 1982 |
| Aliağa Coasr Guard Command | : 0232 616 8137 |
| Aliağa County Police Department | : 0232 616 2165 |
| Aliağa Regional Harbour Master | : 0232 616 1993 / 616 1999 / 616 6774 |
| Aliağa Marine Police DEpartment | : 0232 616 1337 |
| Aliağa Customs Directoraate | : 0232 625 5233 / 625 52 14 |
| Aliağ Mayor's Office | : 0232 399 00 00 |
| Alo Fire Department | : 112 |
| Aliağa Fire Department | : 0232 616 10 45 |
| Ambulance | : 112 |
| Aliağa Public Hospital | : 0232 616 28 39 |
| Aliağa Distrşct Health Directorate | : 0232 616 89 89 |
| Provincial Disaster and Emergency Directorate | : 0232 478 17 01 |

**4. General layout plan of areas where dangerous cargo is handled**



**5. Fire plan of areas where dangerous goods are handled**

**6. Facility general fire plan**



**7. Emergency plan**
The coastal facility is as stated in the Emergency Action Plan.
**8. Emergency assembly place plan**
The coastal facility is as stated in the Emergency Action Plan.
**9. Emergency management scheme**
The coastal facility is as stated in the Emergency Action Plan.
**10. Dangerous goods handbook**
It is presented in the attachment.

**TEHLİKELİ MADDE TAŞIMACILIĞI BİLGİLENDİRME KİTAPÇIĞI**

Değerli İş Ortaklarımız,
Bu kitapçık Tehlikeli Maddelerin Taşınması Hakkında Mevzuatlar ile Uyulması Zorunlu Gerekliliklerini ve Ciddi Kaza ve Olay Anında Kılavuzluk edecek Acil Durum Bilgilerini içermektedir.

Bu doküman, Nemport Liman İşletmeleri ve Özel Antrepo Nak. Tic. A.Ş.'nin gösterdiği faaliyetler sonucu oluşan IMDG-Code, ADR ve RID kapsamındaki tehlikeli maddelerin nakliyesi için belirlenecek taşıma ambalajlarını ve bu ambalajların etiketlenmesi, işaretlenmesi boşaltılması ve yüklenmesiyle ilgili iş ve işlemleri kapsar.

Mevzuatlar Hakkında Kısa Bilgi;
Ulaştırma ve Altyapı Bakanlığı Denizcilik Genel Müdürlüğü tarafından Tehlikeli Maddelerin Deniz Yoluyla Taşınması Hakkında Yönetmelik 14.11.2021 tarih ve 31659 sayılı Resmi Gazete'de yayımlanarak yürürlüğe girmiştir.

Bu Yönetmeliğin amacı, deniz yoluyla yapılacak tehlikeli madde taşımacılığı faaliyetlerinin ekonomik, seri, güvenli, kaliteli, çevreye olumsuz etkisi en az ve diğer taşımacılık faaliyetleri ile uyumlu şekilde yapılmasını sağlamaktır.

IMDG-Code (Deniz yolu ile Taşınan Tehlikeli Maddeler Uluslararası Kodu) Birleşmiş Milletler'e bağlı olarak Uluslararası Denizcilik Örgütü (IMO) 'nün Deniz Emniyeti Komitesi (MSC) tarafından hazırlanarak her iki yılda bir güncellenir. Amacı; SOLAS ve MARPOL konvansiyonlarının öngördüğü şekilde ambalajlı ve konteyner ya da yük taşıma birimlerinde taşınan yüklerin emniyetli biçimde taşınmasında uluslararası bir standart oluşturmaktır.

Ulaştırma ve Altyapı Bakanlığı Ulaştırma Hizmetleri Düzenleme Genel Müdürlüğü tarafından 22.06.2022 tarih ve 31870 sayılı Resmi Gazete'de "Tehlikeli Maddelerin Karayoluyla Taşınması Hakkında Yönetmelik" yayımlanarak yürürlüğe girmiştir.

Bu Yönetmeliğin amacı, kamuya açık karayoluyla yapılacak tehlikeli madde taşımacılığı faaliyetlerinin; insan sağlığı ve diğer canlı varlıklar ile çevreye zarar vermeden güvenli, emniyetli ve düzenli bir şekilde yürütülmesine ve bu faaliyetlerde yer alan; gönderenlerin, alıcıların, dolduranların, yükleyenlerin, boşaltanların, paketleyenlerin, tank-konteyner/portatif tank işletmecilerinin, taşımacıların ve tehlikeli maddeleri taşıyan her türlü taşıt sürücülerinin sorumluluk ve yükümlülüklerine ilişkin usul ve esasları belirlemektir.

Ulaştırma ve Altyapı Bakanlığı Ulaştırma Hizmetleri Düzenleme Genel Müdürlüğü tarafından Tehlikeli Maddelerin Demiryolu İle Taşınması Hakkında Yönetmelik 16.07.2015 tarih ve 29418 sayılı Resmi Gazete'de yayımlanarak yürürlüğe girmiştir.

**11. Leakage areas and equipment, entry/exit drawings for CTU and packages**
Sites 10A and C have two 40-foot seepage pools, as specified in the emergency plan.

**12. Inventory of port service vessels**
No additional information is available.

**13. Marine coordinates of the administrative borders of the port authority, anchorage areas and pilot disembarkation/embarkation points**
a. Geographic Coordinates (WGS 84):
DOCK:
Top Right: 38 ˚ 46' 07,00'' N
26 ˚ 56' 08,02'' E
Bottom Left: 38 ˚ 46' 05,70'' N
26 ˚ 55' 51,04'' E

APPROACH PATH:
Top Right: 38 ˚ 46' 06,19'' N
26 ˚ 56' 18,80'' E
Bottom Left: 38 ˚ 46' 05,70'' N
26 ˚ 56' 08,02'' E

Administrative borders of Aliağa Regional Harbour Master

a) Anchorage area no. 1: The anchorage area of fuel oil ships and military tankers operating on the cabotage line is the sea area formed by the following coordinates.

1) 38º 49' 00" K – 026º 57' 48" D
2) 38º 49' 00" K – 026º 58' 24" D
3) 38º 49' 39" K – 026º 58' 24" D
4) 38º 49' 39" K – 026º 57' 48" D

b) Anchorage area no. 2: The anchorage area of ships not carrying dangerous goods and military ships is the sea area formed by the following coordinates.

1) 38º 53' 00" K – 026º 59' 30" D
2) 38º 52' 12" K – 026º 59' 30" D
3) 38º 51' 36" K – 026º 57' 48" D
4) 38º 53' 00" K – 026º 57' 48" D

c) Anchorage area no. 3: The anchorage area of ships carrying dangerous goods, nuclear powered military ships, ships to be quarantined and ships that will carry out degassing is the sea area formed by the following coordinates.

1) 38º 53' 42" K – 026º 57' 48" D
2) 38º 51' 36" K – 026º 57' 48" D
3) 38º 53' 00" K – 026º 56' 00" D
4) 38º 53' 42" K – 026º 56' 00" D

ç) Anchorage area number 4: The anchorage area of ships not carrying dangerous goods and military ships is the sea area formed by the following coordinates.

1) 38º 46' 15" N – 026º 54' 21" D
2) 38º 46' 00" N – 026º 53' 54" D
3) 38º 45' 15" N – 026º 53' 54" D
4) 38º 46' 35" N – 026º 51' 56" D
5) 38º 46' 51" N – 026º 52' 24" D

d) Anchorage area 5: The anchorage area of ships not carrying dangerous goods and military ships is the sea area formed by the following coordinates.

1) 38º 47' 39" N – 026º 52' 30" D
2) 38º 48' 24" N – 026º 52' 18" D
3) 38º 48' 24" N – 026º 53' 42" D
4) 38º 47' 39" N – 026º 54' 12" D

e) Anchorage area 6: The anchorage area of ships carrying dangerous goods, nuclear powered military ships, ships to be quarantined and ships that will carry out degassing is the sea area formed by the following coordinates.

1) 38˚ 49′ 12″ N - 026˚ 52′ 03″ D
2) 38º 48' 24" N – 026º 52' 18" D
3) 38º 48' 24" N – 026º 53' 42" D
4) 38˚ 49′ 12″ N - 026˚ 53′ 00″ E

f) Anchorage area no 7: The anchorage area of the ships arriving in the Ship Breaking Zone is the sea area formed by the following coordinates.
1) 38º 51' 30" N – 026º 53' 30" D
2) 38º 51' 20" N – 026º 54' 12" D
3) 38º 51' 00" N – 026º 53' 24" D

g) Anchorage area no. 8: The anchorage area of ships carrying dangerous goods is the sea area formed by the following coordinates.
1) 38º 52' 12" N – 026º 59' 30" D
2) 38º 52' 36" N – 027º 00' 48" D
3) 38º 53' 00" N – 027º 00' 48" D
4) 38º 53' 00" N – 026º 59' 30" E

**14. Emergency response equipment for marine pollution located at the coastal facility**
Marine pollution is as contained in the Emergency Response Plan.

**15. Personal protective equipment map**

## 16. Notification form for the hazardous loads events

| TEHLİKELİ YÜK OLAYLARI BİLDİRİM FORMU | | | |
|---|---|---|---|
| Sayı No - Tarih | | | |
| Firma / Kurum | | | |
| Gönderen | | İRTİBAT BİLGİLERİ | |
| Gereği | | | |
| | | | |
| **LİMAN TESİSİ** | | | |
| TARİH: | | | |
| 1. Kazanın Meydana Geldiği Yer (Kıyı Tesisi ve/veya Gemi) Pozisyonu, Etki Alanı: | | | |
| 2. Acil Durum Tipi (Örn: Yangın, Yakıt Dökülmesi, Personel Yaralanması) ve Kazanın Meydana Gelişi): | | | |
| 3. Kazanın Meydana Geldiği Yer (Kıyı Tesisi ve/veya Gemi), Pozisyonu ve Etki Alanı:<br>Kazaya Karışan Gemi Varsa Bilgileri (Adı, Bayrağı, IMO No, Donatanı, İşleteni, Yükü ve Miktarı, Kaptanın Adı vb. Bilgiler): | | | |
| 4. Kazanın Biliniyorsa Nasıl Meydana Geldiği ve Sebebi: | | | |
| 5. Varsa Yaralı, Ölü ve Kayıp Sayısı ve Kimlik Bilgileri: | | | |
| 6. Meydana Gelen Zararın/Kirliliğin Boyutu: | | | |
| 7. Kazaya Karışan Gemi Varsa Bilgileri (Adı, Bayrağı, IMO No, Donatanı, İşleteni, Yükü ve Miktarı, Kaptanın Adı vb. Bilgiler): | | | |
| 8. Meteorolojik Koşullar: | | | |
| 9. Tehlikeli Yükün UN numarası, Uygun Taşıma Adı (Tehlikeli Yük Tanımında Belirtilen Mevzuat Esas Alınacak) ve Miktarı:<br>Tehlikeli yükün tehlike sınıfı veya varsa alt tehlike bölümü:<br>Tehlikeli yükün varsa paketleme grubu:<br>Tehlikeli yükün varsa deniz kirletici gibi ilave riskleri:<br>Tehlikeli yükün işaret ve etiket detayları:<br>Tehlikeli yükün varsa taşındığı ambalaj, yük taşıma birimi ve konteynerin özellikleri ve numarası: | | | |
| 10. Tehlikeli Yükün:<br>Üretici Firma Bilgileri:<br>Gönderen Bilgileri:<br>Taşıyan Bilgileri:<br>Alıcı Bilgileri: | | | |
| 11. Kontrol Ölçüm Hasarları ve Acİl Durumu Kontrol Altına Almak Içın Yapılanlar: | | | |
| 12. Varsa Tesisin/Ekipmanın Hasar Miktarı: | | | |
| 13. Varsa Ürün Kaybı Ve/Veya Varsa Geri Kazanılan Ürün Miktarı: | | | |
| 14. Kazanın Tesisin Rutin Operasyonlara Etkisi: | | | |
| 15. Yapılan Ekipman ve/veya Ürün Kalitesi Kontrolleri: | | | |
| 16. Acıl Durumun Tekrar Oluşmaması İçin Yapılan/Yapılacak Faaliyetler: | | | |
| 17. Acil Durumdan Etkilenen ve Kendilerine Acil Durumun İletildiği Merciler: | | | |
| 18. Basında Oluşan veya Oluşması Beklenen Tepki: | | | |
| FORMU HAZIRLAYAN :<br><br>Adı Soyadı :<br>Görevi :<br>İmza : | | | |

**17. Notification forms for the control results of hazardous loads transport units (CTUs).**

| TEHLİKELİ YÜK TAŞIMA ÜNİTELERİ (CTUs) İÇİN KONTROL SONUÇLARI BİLDİRİM FORMU | | | | |
|---|---|---|---|---|
| YIL/DÖNEM | ...../..... | | | |
| İLGİLİ LİMAN BAŞKANLIĞI | | | | |
| KIYI TESİSİNİN ADI | | | | |
| | | | | |
| **KONTROL MADDELERİ** | **KONTROL EDİLEN (ADET)** | **HATALI (ADET)** | **KONTROL EDİLEN (%)** | **HATALI (%)** |
| | | | | |
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| .../.../..... FORMU HAZIRLAYAN LİMAN İŞLETMESİ VEYA LİMAN BAŞKANLIĞI | | | | |

**18. Other necessary attachments**

Not available.

**19. Dangerous cargo handling guide additional cargo notification (if necessary)**

Not available.

**DANGEROUS GOODS SAFETY ADVISOR** **AUTHORIZED**

HATİCE EROL HAKAN TURUNÇ