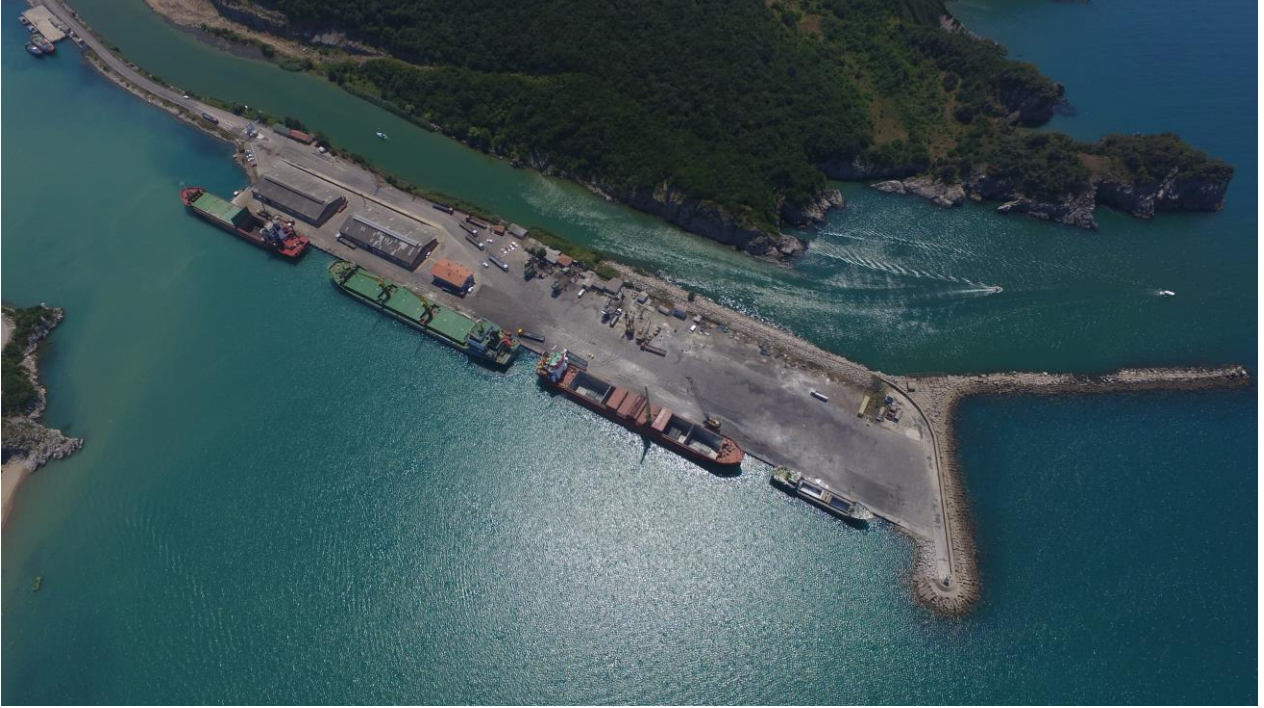




**BARTIN MUNICIPALITY PORT MANAGEMENT
DANGEROUS CARGO HANDLING GUIDE
2022**



**Biröl DEMİRKOPARANOĞLU
Business Manager**

REVISION PAGE

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ABBREVIATIONS

- a) **IBC Code:** International Code on the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk,
- b) **IGC Code:** International Code on the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk,
- c) **IMDG Code:** International Code for Dangerous Goods Transported by Sea,
- d) **IMO:** International Maritime Organization,
- e) **IMSBC Code:** International Maritime Solid Bulk Cargo Code,
- f) **ISPS Code:** International Ship and Port Facility Security Code,
- g) **BLU Code:** Code of Practice for Safe Loading and Unloading of Bulk Carriers,
- h) **MARPOL:** International Convention for the Prevention of Pollution of the Seas by Ships,
- i) **SOLAS:** International Convention for the Safety of Life at Sea,

Definitions:

- a) **Packaging:** The transport container in which the dangerous cargo is placed, as defined in IMDG Code Chapter 6,
- b) **Ministry:** Ministry of Transport and Infrastructure,
- c) **Bulk cargo:** Substances in solid, liquid and gaseous state, which are the structural part of the Ship or are in a tank or hold permanently fixed on or on the ship, intended to be transported without direct containment,
- d) **Fumigation:** The process of giving a certain amount of fumigant acting in gaseous form to a closed environment at a certain Temperature in order to destroy harmful organisms and keeping it in the environment for a certain period of time,
- e) **Ship:** Ships covered by the legislation or international agreements to which we are a party,
- f) **Ship related:** Owner, operator, tenant, captain or agents, and natural or legal persons authorized to represent the owner,
- g) **Administration:** General Directorate of Maritime Affairs,
- h) **Coastal facility:** A port, quay, pier, berth, fuel oil, liquefied gas or chemical pipeline buoy or platform, including storage areas, where ships or marine vessels can safely take or take shelter,
- i) **Container:** Cargo transport equipment that has a certificate in accordance with the applicable standards within the scope of the International Convention on Safe Containers (CSC Convention),
- j) **Moisture content (MC):** The amount of water, ice or other liquids expressed as a percentage of the total liquid mass of the solid bulk sample,
- k) **Portable maximum humidity (TML):** The maximum amount of moisture that a liquefiable solid bulk cargo carried on ships that do not have the features specified in IMSBC Code Section 7.3.2, so as not to interfere with its safe transportation,
- l) **Carrier:** Actual carrier, broker, ship owner, freight forwarder, freight forwarder, shipping agency that receives, submits and accepts offers for the transportation of all kinds of dangerous goods on their own behalf or on behalf of third parties, together with the combined transportation of dangerous goods by sea as well as by road. or natural and legal persons carrying out the transportation by rail,
- m) **Dangerous cargo;**
 - 1) Petroleum and petroleum products included in the International Convention for the Prevention of Pollution of the Seas by Ships (MARPOL) 73/78 Annex I, Attachment 1,
 - 2) Packaged goods and objects given in IMDG Code Chapter 3,
 - 3) Among the cargoes given in IMSBC Code Attachment 1, the bulk cargoes with "B" and "A and B" expressions in the group box in the characteristic table,
 - 4) Liquid substances with the phrase "S" or "S/P" in the "d" column titled "hazards" of the table given in Chapter 17 of the IBC Code,
 - 5) Gaseous substances given in IGC Code Chapter 19,

- ş) **DGSA:** Dangerous goods safety adviser,
- t) **DCCC:** Coastal Facility Dangerous Cargo Conformity Certificate, which is issued by the Administration and must be obtained by the coastal facilities that handle packaged or bulk dangerous goods,
- n) **Loading safety:** Safe tying and stacking of the cargo transport unit or cargo loaded in the ship's hold or on the ship's deck, and the safe binding and stacking of the loads to be loaded in the cargo transport unit,
- u) **Uploaded by:** The real or legal person specified as the "shipper" in the bill of lading, maritime transport document or multi-modal transport document, and the real or legal person on whose behalf or on behalf of the carriage contract has been concluded with a maritime transport company,
- ü) Cargo related: Sender, receiver, representative or organizer of transportation works of dangerous goods,
- v) **Cargo transport unit (CTU):** Designed and produced for the transport of packaged or bulk dangerous goods; refers to road trailer, semi-trailer and ship, portable tank and multi-element gas container, railroad car and tank-wagon, container and tank-container.
- y) **Terminal Operator:** The owner of a terminal or any organization or person to whom the owner has delegated responsibility for the loading or unloading operations carried out at the terminal for a particular bulk carrier.
- z) **Terminal Representative:** Any person appointed by the terminal operator who has overall responsibility for and authority to control the preparation, execution and completion of loading or unloading operations for a particular bulk carrier.

1 LOGIN

1.1 FACILITY INFORMATION

FACILITY INFORMATION FORM

1.	Facility operator name/title	Bartın Municipality		
2.	Contact information of the facility operator (address, telephone, fax, e-mail and web page)	Address: Kemerköprü mah. Elmalık sok.No.:1 Merkez/Bartın Tel:0378 2271025 Fax:0378 2274013 e –posta: limanisletme@hotmail.com , web: web:bartin.bel.tr		
3.	Facility name	Bartın Port		
4.	City where the facility is located	Bartın		
5.	Contact information of the facility (address, telephone, fax, e-mail and web page)	Address: Topluca Köyü Boğaz 2.Sok.No:93 Merkez/Bartın Tel/Fax: 378 2385851 e –posta: limanisletme@hotmail.com , web: web:bartin.bel.tr		
6.	Geographical region of the facility	Western Black Sea Region		
7.	Port Authority and contact details of the facility	Bartın Port Authority, Tel: 378 2386151		
8.	Mayor's Office and contact details of the facility	Bartın Municipality, Tel: 378 2271025 Fax: 378 2274013		
9.	Name of the Free Zone or Organized Industrial Zone where the facility is located	Bartın Municipality		
10.	Validity date of Coastal Facility Operation Permit/Temporary Operation Permit	13.06.2023		
11.	Operating status of the facility (X)	Own cargo and additional 3rd party (.....)	Own load Own load (.....)	3rd party (X)
12.	Name and surname of the facility manager, contact details (phone, fax, e-mail)	Bırol DEMİRKOPARANOĞLU, Tel: 530 7617123, Fax: 378 2385851 e-posta: limanisletme@hotmail.com		
13.	Name and surname, contact details (phone, fax, e-mail) of the dangerous goods operations officer of the facility	Babür Halulu Tel:0 544 5720573 Tel/Fax:0378 2385851		
14.	Name and surname of the Dangerous Goods Safety Advisor of the facility, contact details (phone, fax, e-mail)	Alper Malkoç Tel: 0533 6368144 e-posta:alperm@stDGSA.com		
15.	Marine coordinates of the facility	41 4112K - 032 1344D		
16.	Types of dangerous goods handled at the facility (Loads within the scope of MARPOL Annex-I, IMDG Code, IBC Code, IGC Code, IMSBC Code, Grain Code, TDC Code, asphalt/bitumen and scrap loads)	IMSBC CODE- SCRAP		
17.	Dangerous goods handled at the facility (loads other than the IMDG Code, among the types of cargo in	Coal Scrap Lignite		

	16th article, will be written separately. Additional cargo request will be sent to the port authority with Annex-1 form. It will be added to DCHG when appropriate)	Oil coke calcined Oil coke is not calcined Siliconangase low carbon Zinc Oxide																														
18.	Classes for cargo handled, subject to IMDG Code	-																														
19.	Groups in characteristic table for handled cargo subject to IMSBC Code	<p style="text-align: center;">CARGOES DISCHARGED</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Product name</th> <th style="text-align: left;">Dangerous Cargo Code/ Group</th> </tr> </thead> <tbody> <tr><td>Coal</td><td>IMSBC Code B</td></tr> <tr><td>Scrab</td><td>IMSBC Code B</td></tr> <tr><td>Lignite</td><td>IMSBC Code B</td></tr> <tr><td>Oil coke calcined</td><td>IMSBC Code B</td></tr> <tr><td>Oil coke is not calcined</td><td>IMSBC Code B</td></tr> <tr><td>Siliconangase low carbon</td><td>IMSBC Code B</td></tr> <tr><td>Iron Ore</td><td>IMSBC Code C</td></tr> <tr><td>Pig Iron</td><td>IMSBC Code C</td></tr> <tr><td>Chopped Tire</td><td>IMSBC Code C</td></tr> <tr><td>Pyrite Ash, iron</td><td>IMSBC Code A</td></tr> </tbody> </table> <p style="text-align: center;">CARGOES LOADED</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Product name</th> <th style="text-align: left;">Dangerous Cargo Code/ Group</th> </tr> </thead> <tbody> <tr><td>Zinc Oxide</td><td>IMSBC Code A, B</td></tr> <tr><td>Coal</td><td>IMSBC Code A, B</td></tr> <tr><td>clinker, cement</td><td>IMSBC Code C</td></tr> </tbody> </table>	Product name	Dangerous Cargo Code/ Group	Coal	IMSBC Code B	Scrab	IMSBC Code B	Lignite	IMSBC Code B	Oil coke calcined	IMSBC Code B	Oil coke is not calcined	IMSBC Code B	Siliconangase low carbon	IMSBC Code B	Iron Ore	IMSBC Code C	Pig Iron	IMSBC Code C	Chopped Tire	IMSBC Code C	Pyrite Ash, iron	IMSBC Code A	Product name	Dangerous Cargo Code/ Group	Zinc Oxide	IMSBC Code A, B	Coal	IMSBC Code A, B	clinker, cement	IMSBC Code C
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Zinc Oxide	IMSBC Code A, B																															
Coal	IMSBC Code A, B																															
clinker, cement	IMSBC Code C																															
20.	Types of ships that can approach the facility	General Cargo Ship, Bulk Carrier																														
21.	Distance of the facility to the main road (kilometers)	11 km																														
22.	The distance of the facility to the railway (kilometers) or the railway connection (Yes/No)	No																														
23.	Name of the nearest airport and distance from the property (kilometers)	Zonguldak Airport / 40 km																														
24.	Load handling capacity of the plant (Tons/Year; TEU/Year; Vehicle/year)	2.000.000 Tons / Year																														
25.	Whether scrap handling is carried out at the plant	Yes																														
26.	Is there a border crossing? (Yes/No)	Yes																														
27.	Is there a bonded field? (Yes/No)	Yes																														
28.	Load handling equipment and capacities	Mobile Crane – Forklift																														
29.	Storage tank capacity (m3)	No																														
30.	Outdoor storage (m2)	No																														

31.	Semi-closed storage area (m2)		No			
32.	Indoor storage area (m2)		3.000 (For General Cargo Loads)			
33.	Designated fumigation and/or fumigation clearance area (m2)		No			
34.	Name/title of the pilotage and trailer services provider contact details		Bartın Municipality , Tel/Fax: 378 2385851			
35.	Has a Security Plan been established?		Yes			
36.	Waste Reception Facility capacity (This section will be arranged separately according to the wastes accepted by the facility)		Type of waste		Capacity (m ³)	
			Sludge		13,8	
			Bilge Water		15	
			Dirty water		10,4	
			Rubbish		2,41	
			Scrubber Washing Water		1	
			Residues/Sludge from Exhaust Gas Cleaning		1	
37.	Features of docks/piers, etc.					
	Dock / Pier No	Size (meter)	Most (meter)	Maximum water depth (meter)	Minimum water depth (meter)	Largest ship tonnage and length to dock (DWT or GRT - meter)
		480	50	8	7,20	20.000 GRT / 170 m
	Name of the pipeline (if available at the plant)		Number (pcs)	Length (meter)	Diameter (inch)	

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

1.2.1 Solid State Dangerous Goods Safe Handling Operation Procedure

OBJECTIVE: This procedure aims to explain the work and operations to be performed by the employees during the loading and unloading of dangerous solid bulk cargoes. It covers the persons who have duties and responsibilities in the loading and unloading works and processes of the dangerous solid bulk cargoes liable in the enterprise.

In our port facility, solid dangerous cargoes are handled on the quays as. It will not be stored at the port facility.

CARGOES DISCHARGED			
Material Name	UN Number	Transport Type	Dangerous Goods Code/ Group
Iron Ore	NO	Solid Bulk	IMSBC Code C
Coal	NO	Solid bulk	IMSBC Code B
Pig Iron	NO	Solid bulk	IMSBC Code C
Chopped Tire	NO	Solid bulk	IMSBC Code C
Pyrite Ash, iron	NO	Solid bulk	IMSBC Code A
Scrap	NO	Solid bulk	IMSBC Code B
lignite	NO	Solid bulk	IMSBC Code B
Petroleum coke calcined	NO	Solid bulk	IMSBC Code B
Petroleum coke not calcined	NO	Solid bulk	IMSBC Code B
silicomanganese low carbon	NO	Solid bulk	IMSBC Code B
CARGOES LOADED			
Material Name	UN Number	Transport Type	Dangerous Goods Code/ Group
Zinc Oxide	NO	Solid bulk	IMSBC Code A ve B
clinker, cement	NO	Solid bulk	IMSBC Code C
Coal	NO	Solid bulk	IMSBC Code A ve B

Table 1.2.1 Discharged / Assumed Loads

1.2.1.1 Before loading, documents related to the cargo to be handled are sent to the port operator.

- Manifest/Loading Information Form
- Safety Data Sheet
- TML report for IMSBC CODE A group loads
- If hot work will be done, Port Authority permit document

1.2.1.2 The terminal representative for loading and unloading is determined on behalf of the port. An assigned in case of being a terminal representative, the terminal operations manager makes the appointments to perform his duties outside of working hours.

1.2.1.3 The loading and unloading program is prepared 1 day in advance at the operation meeting. The equipment, crane, crew, number of posts and berth to be used in this meeting are determined. The personnel who will work in the operation are informed about the danger of the load and are equipped with the necessary protective equipment. No personnel will be assigned in the ship's hold and in the field before gas measurements are made.

1.2.1.4 "Ship/Shore Guard Checklist" in Blue Code Annex-3 is available for each bulk carrier and records are kept for at least two years.

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

1.2.1.6 Drivers will be kept at the specified point away from the vehicle during vehicle loading and unloading. It will be checked that the driver has the necessary protection equipment.

1.2.1.7 Occupational safety in the working area, control of equipment, entry and exit of external persons, safe handling of the load, environmental cleaning and control of the proper execution of these works are in the hands of the shift supervisor.

1.2.1.8 In case the ship evacuation is partially finished, gas measurements will be made before the assignment is made for the discharge of the cargo remaining in the ship's hold.

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

1.2.1.10 Necessity

1.2.1.11 Dangerous solid bulk cargoes in accordance with SOLAS Chapter VII Part a Rule 7.2.1 it is obligatory to use the "bulk cargo shipping name" in all documents related to transportation, the trade name of the cargo alone is not sufficient.

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

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

1.2.1.14 (4) In shore facilities of Group A (and Group A and B) cargoes under the IMSBC Code

The following conditions are sought in order to be handled and transported on board:

- a. The transportable maximum humidity (TML) certificate of the cargo and the moisture content (MC) certificate or declaration of the cargo, issued by the authorized institutions by the authorized administration of the port of loading, are delivered by the cargo person to the ship concerned. If the loading port is in Turkey, the TML test is performed by a laboratory accredited by the Turkish Accreditation Agency (TS EN ISO/IEC 17025: 2017). The TML certificate contains the TML test result or the test report containing this result. A copy of each of these documents is kept by the relevant port authority and the coastal facility operator and is submitted upon request during the inspections made by the Administration.
- b. In order to ensure that the MC value is less than TML while the cargo is on board, the procedures for sampling, testing and controlling the moisture content are prepared by the ship owner, taking into account the provisions of the IMSBC Code. The approval and implementation of these procedures is controlled by the port authority. The document stating that the procedure has been approved is given to the ship owner.
- c. Group A cargoes can only be loaded on the ship if the actual MC value at the time of loading is lower than the TML value of that cargo. Group A cargoes with an MC value greater than the TML value can only be transported on ships with the characteristics specified in IMSBC Code Section 7.3.2.
- d. TML test is done within six months before the loading date of Group A cargo. If there is a change in the load composition or characteristics for any reason, a new test is performed.

- e. For the MC test of Group A cargo, sampling and testing should be as close as possible to the date the cargo is loaded onto the ship, and this period can never be more than seven days. If heavy rain or snow falls between the test and loading, the moisture content test is repeated to confirm that the MC value of the load does not exceed the TML value.
- 1.2.1.15** Information on solid bulk cargoes within the scope of the IMSBC Code to ship owners in accordance with SOLAS Chapter VI Part A Regulation 2.
- 1.2.1.16** Appropriate emergency response instructions are kept on board to respond to accidents caused by dangerous solid bulk cargoes.
- 1.2.1.17** While determining the areas to be handled according to the risks of dangerous goods; administrative buildings, other facilities adjacent to the facility, the types of cargo handled in these facilities, the characteristics of other loads temporarily stored and handled at the facility, and the fastest and safest access possibilities for emergency response.
- 1.2.1.18** Issues regarding additional safety and security measures to be taken in coastal facilities and these measures will be provided by the operating company.
- 1.2.1.19** The Shift Supervisor or the operation manager responsible for the handling of dangerous solid bulk cargoes is assigned.
- 1.2.1.20** Electrical equipment to be used in areas where hazardous materials are handled, equipment and equipment will be of standards suitable for use in flammable, explosive or explosive environments. During cargo operations for dangerous solid bulk cargoes, electric lamps other than arc lamps shall be used and these lamps shall be gas-tight.
- 1.2.1.21** The characteristics of the handled dangerous solid bulk cargoes and their potential Adequate number of suitable personal protective clothing, equipment and equipment will be provided against risks.
- 1.2.1.22** Handling dangerous solid bulk cargoes that emit toxic or flammable gas The concentration of toxic or flammable gas that they may form in areas and their possible spread will be regularly checked with gas measuring devices and the measurements will be recorded.
- 1.2.1.23** Areas where dangerous substances such as coal, which burn by themselves but are not affected by water, are stored, should be equipped with water cannons and irrigation operations will be carried out in a way to prevent burning. While declaring the temporary storage area, it will be taken into account whether the surrounding of the area has a drainage system to collect polluted water.
- 1.2.1.24** Unloading or loading of solid bulk dangerous goods from the ship
The tarpaulins that will prevent it from falling into the sea during the operation will be kept between the ship and the quay.
- 1.2.1.25** The master of the ship that will load/discharge the dangerous solid bulk cargo shall take the detailed loading/discharge plan, which includes the details of the position and quantities of the cargo in question on the ship, by the operation manager before starting the loading/discharging process. An agreement will be reached between the ship's master and the operation manager regarding the loading/discharge plan in question.
- 1.2.1.26** Ship captain and operations officer within their own areas of responsibility, Operations for the transportation, handling or loading/unloading of dangerous solid bulk cargoes, "International Maritime Solid Bulk Cargoes Code (IMSBC Code)", "Code of Practice for Safe Loading and Discharging of Bulk Carriers (BLU Code)", dated 31.12.2005 and 26040 "Regulation on Safe Loading and Unloading of Bulk Carriers" and "Solid Bulk Loading and Unloading Manual for Terminal Representatives (IMO MSC/Circ.1160, MSC/Circ.1230 and MSC.1/) published in the Official Gazette No. It will ensure that it is done in accordance with the "Cir.1356)".
- 1.2.1.27** **Documentation**
- 1.2.1.28** Constructed on or after September 1984 and carrying dangerous goods
Ships of 500 gross tons and above must comply with the requirements of SOLAS 1974 regulation II-2/19. In this context, such ships are required to carry a Certificate

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

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

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

1.2.1.31 **Compliance responsibility**

When dangerous solid bulk cargoes are transported, transported or

1.2.1.32 stacked,

The ship's master or port facility must ensure that loading and unloading operations within their area of responsibility are applicable to the Bulk Cargo (BC) Code and are carried out in accordance with the Code of Practice for Safe Loading and Unloading of Bulk Cargo and the Guide for Terminal Officers on Loading and Unloading of Solid Bulk Cargoes. will be

1.2.1.33 **Emission of hazardous dusts**

1.2.1.34 Transport, handling or stacking of dangerous bulk dry cargoes prevent the formation of such dust emissions where

1.2.1.35 If practicable measures will be taken to prevent or minimize these emissions and to protect people and the environment from these emissions. It is obligatory to take additional measures to prevent pollination in the environment.

1.2.1.36 In addition to personal washing and hygiene and washing of used clothes, These measures will include appropriate protective clothing, respiratory protection and, if needed, protective creams.

1.2.1.37 Hazardous vapor emission/lack of oxygen

1.2.1.38 The transportation, handling or stacking of dangerous bulk cargoes is poisonous or Where this may cause flammable vapor emissions, all practicable measures shall be taken to prevent or minimize the formation of such vapor emissions and to protect people and the environment from these emissions

1.2.1.39 Dangerous solid bulk cargoes that may emit a toxic or flammable vapor When transported, transported or stacked, measurement of toxic or flammable vapor concentration shall be provided.

1.2.1.40 Explosive dust emissions

1.2.1.41 Depending on the ignition able to shine dust to emissions Why? When potentially hazardous solid bulk cargoes are transported or transported, the entire fire hose shall be kept ready to prevent such flashing and to minimize the effects of flashing should it occur.

1.2.1.42 Measures to be taken, to limit the dust concentration in the atmosphere, involve avoiding ignition sources and hosing rather than sweeping.

1.2.1.43 Simultaneously flammable substances and substances that react with water

1.2.1.44 which, in contact with water, transforms into flammable or toxic vapors Dangerous solid bulk cargoes that may cause simultaneous explosion will be kept as dry as possible? Such loads will only be transported under dry weather conditions

1.2.1.45 oxidizing agents

1.2.1.46 **Dangerous solid bulk cargoes**, which are an oxidizing agent, can be ignited or carbon. It will be transported, transported and stacked in a way to prevent contamination with materials containing materials. Oxidizing agents shall be kept away from any source of heat or ignition

1.2.1.47 Incompatible substances

1.2.1.48 Dangerous solid bulk cargoes may interact dangerously with unsuitable materials. It will be transported in such a way as to prevent it

1.2.1.49 Loads by IMSBC CODE

1.2.1.50 Group A loads (liquefiable loads) Liquefaction makes a charge fluid (liquid) is to come. Charges prone to liquefaction contain a certain amount of moisture and are small-grained, and may appear relatively dry and granular.

1.2.1.51 B group loads (chemical hazard loads) Group B cargoes are classified in two ways in the IMSBC Code: 'Solid Dangerous Goods in Bulk' (International Maritime Dangerous Goods (IMDG) Code) and 'Dangerous Goods in Bulk Only' (MHB).

1.2.1.52 Substances dangerous only in bulk (MHB) MHB loads are substances that present chemical hazards when transported in bulk and do not meet the above criteria for inclusion in IMDG. They present significant risks when transported in bulk and require special attention.

1.2.1.53 Group C Cargoes (non-liquefiable or chemically hazardous loads) Although Group C Cargoes do not present the hazards associated with Group A and B loads, they can still carry risks.

1.2.2 Loading safety Procedures

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

1.2.2.2 BLU Code and BLU Manual, Safe Practice Code for Load Stacking and Safety (CSS Code), according to the type of load, in order to ensure that the loads are loaded safely on the ship,

The provisions of the Code of Practice for Packing Cargo Transport Units (CTU Code) and the Code of Safe Practices for Ships Carrying Lumber Cargo on Deck (TDC Code) are complied with.

1.2.2.3 Stacking of the cargo is carried out in accordance with the relevant legislation and international agreements to which we are a party.

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

1.2.2.5 Before the handling operation, the loading-unloading plan, and before the ship's departure, the results of the draft survey or weighbridge survey are submitted to the port authority by the ship's relevant person to determine the loaded load. Administration or port authority may request that the draft survey or scale survey report be received from an authorized inspection firm.

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

1.2.2.7 It is ensured that the load and ballast water patterns are monitored throughout the loading or unloading operation so that the ship's structure is not subjected to excessive stress.

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

1.2.2.9 In adverse meteorological and oceanographic conditions that may affect the cargo handling operation, the handling operation is stopped by the captain until the conditions improve.

1.2.2.10 In order to prevent situations such as placing the heavy load on the light load, placing the liquid load on the dry load, and spreading the smell of bad-smelling loads to other loads, loads that may damage other loads are loaded in accordance with the separation rules.

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

1.2.2.12 Necessity

1.2.2.13 Weighing of full containerships to be transported by sea The gross weight of the full containers to be loaded must be determined and verified by the shipper.

1.2.2.14 Verified prior to container loading operations from the port gross weight certificate is checked.

1.2.2.15 Loading in case of risk in container operations In order to ensure the security of the maritime trade, the maritime trade surveillance service is carried out by the parties concerned with the terminal representative request. Dangerous/non-hazardous substance classification or declaration is requested within the scope of transportation.

1.2.2.16 Dangerous goods in the port area and between adjacent ports

1.2.3 Liquid Dangerous Goods (IBC Code) Handling Procedure within the Scope of Special Permit (Special In Case of Permission)

1.2.3.1 TAR (UN 3082)

For handling operations within the scope of Special Permit, it is ensured that the following equipment and documents are available before the operation.

1.2.3.2 Equipment

1.2.3.3 A certificate showing the maximum working pressure, month and year of production, hydrostatic pressure test value, elongation and conductivity values of the flexible hoses to be used in the operation, issued annually by organizations accredited by TURKAK as an inspection body (Hoses belonging to the ship cannot be used in operation).

1.2.3.4 A valid certificate obtained from the manufacturer of the emergency release coupling system, which can automatically engage the filling and discharge hoses or manifolds to be used in the operation, to cut off the product flow in case of emergency, or from institutions accredited by TÜRKAK as an inspection body.

1.2.3.5 Overflow for leaks that may occur in the manifold area where the operation takes place. pan

1.2.3.6 At the dock where the operation takes place, a minimum of one eye and one body shower, which uses fresh water and is operated with a pedal (if it is a combined unit, one in total).

1.2.3.7 At least one set of SCBA (Self-Contained Breathing Apparatus) at the dock where the operation takes place.

1.2.3.8 Two portable fire extinguishers (including dry chemical and CO2) for a possible fire response in the area where the operation takes place.

1.2.3.9 Necessary warning signs for the operation area.

1.2.3.10 The following personal protective equipment for all personnel involved in the operation:

1.2.3.11 Mask or respiratory protection equipment

1.2.3.12 Sleeve glove (must be made of nitrile rubber material. Many gloves spares of gloves should be available, as they can protect the hands for a certain period of time.)

1.2.3.13 Goggles or face shield

1.2.3.14 The port authority, to which the coastal facility is attached, Depending on the situation, in addition to tarpaulin, absorbent pad or sausage and similar equipment to prevent marine pollution

1.2.3.15 Equipment required for additional measures specified in the Safety Data Sheet (SDS) of the load

1.2.3.16 Documents

1.2.3.17 Before the operation, the coastal facility officer, the cargo officer and the dangerous goods security A letter of undertaking signed by the consultant or his organization declaring that all information and documents are correct and that all responsibility for the safety of life, property and environment is taken.

1.2.3.18 Operation rules and safety precautions that are filled and signed by the dangerous goods safety consultant or organization before the operation.

1.2.3.19 The 'Ship/Coast Guard Checklist' available at ISGOTT.

1.2.3.20 How to follow an emergency situation that may occur during the operation
Emergency procedure prepared for the load, showing the instructions for use of emergency equipment.

1.2.3.21 Certificates of the dangerous goods safety consultant of the coastal facility.

1.2.3.22 Operation

1.2.3.23 A ministry permit is required for product handling.

1.2.3.24 Personnel in charge of the operation wear personal protective equipment.

1.2.3.25 Loading/discharging checklist is filled with the ship owner before loading planning is done.

1.2.3.26 Health-safety-environmental measures are taken for the operation.

1.2.3.27 Video, picture and document records regarding the measures taken are kept by DGSA.

1.2.3.28 Avoiding hazards from short circuits, ground leaks and sparks Lighting, power cables and connections will be kept in good condition, and the connections of unsafe cables and equipment are separated.

1.2.3.29 Adequate ventilation is provided in order to prevent flammable vapors released by forming explosive mixtures with air in the tanks from igniting and turning into a fireball.

1.2.3.30 Working areas are well ventilated to avoid breathing the vapors. In case the air pollution exceeds the acceptable level in the facility, approved respirators are used, so that the product does not come into contact with the skin and eyes.

1.2.3.31 Contaminated clothes and shoes will be disposed of; measures are taken against static electricity discharges.

1.2.3.32 Due to its dangerous properties, it should be kept away from heat and flames, not exposed to high temperatures, and precautions should be taken against physical damage or friction.

1.2.3.33 Emergency procedures for any emergency, near-miss operations are applied.

1.2.4 Scrap Cargo Handling Procedure

OBJECTIVE: With this procedure, it is aimed to establish and test the evacuation system in ships carrying scrap and to perform the evacuation in accordance with OHS and environmental legislation. It covers all steps in the evacuation activity of scrap ships.

1.2.4.1 APPLICATION:

- Occupational Health and Safety is the first priority in all activities.
- All materials required for evacuation before the ship berths are transported to the pier where the evacuation will take place, and it is ensured that they are ready.
- If the ship is to be unloaded with cranes, the certificates of the cranes are taken from the ship.
- Crane operators will take delivery of the ship's cranes from the ship's personnel and check them; the ship's crane ropes are checked together with the ship's personnel.
- If the ship's deck is wide or if there are systems on the deck that are susceptible to damage, the deck is covered with sheet metal, wood or conveyor belt.

- Close the quay side of the ship's deck to the entrances and exits with a safety strip, blocking the entrance here during the evacuation.
- Ensure that work is carried out according to the amount of goods in the holds for the balanced discharge of the ship's holds and the completion of the ship at the desired time.
- During the evacuation of the ship, under no circumstances will it be passed under the crane booms.
- Load the vehicle so that the scrap does not overflow
- Check the materials that may fall from the trailer and correct them, if any.
- Clean up the scrap accumulated in the seaside part of the dock during the stoppages during the evacuation.
- The cups of the vehicles will not be in the direction of rotation of the crane.
- Vehicle Drivers will leave their vehicles while scrap is being discharged to the vehicles.
- All evacuated trucks are passed through the radiation scale. If a radiation is detected, the detected material is quarantined and sent for disposal according to the

RADIATION DETECTION and HANDLING PROCEDURE OF RADIOACTIVE MATERIALS.

1.2.4.2 Radiation Measurement It has been published in order to control the systems containing radioactive source and to ensure the safety of the person who makes the measurement and the people around in radiography.

APPLICATION:

- Work with a lead vest and for periods appropriate to the dose intensity in places where the dose values specified in article 7c and article 10 of the radiation safety regulation are available.
- Check your radiometer and set zero.
- Be sure to carry your dosimeter with you.
- Make sure the calottes of the sources are open.
- Take the first measurements 1 cm away from the welding sheath.
- The second measurement is 50 cm. do it from afar and where the radiation is most.
- If the radiation is above the limits, immediately put a radiation warning sign and notify your supervisor.
- Save the measurements on the relevant form and on the computer.
- Provide the distribution of personal dosimeters; notify the user of TAEK measurement values.
- Check the Radiography Level-1, Radiation Protection Course Certificates in Industrial Radiography, Device Licenses and Hazard Situation Plan of the company that will perform the radiography study, and take copies if necessary.
- 3. Do not allow personnel to enter the strip where the dose rate of 2.5 mRem/hr is being measured.

1.2.4.3 MATTERS TO CONSIDER:

- Have spare batteries with you for radiometer devices.
- When working with radioactive sources, try to get the job done as soon as possible, no matter how low the dose.

1.2.4.4 Radiation Detection and Handling of Radioactive Materials

APPLICATION

- This instruction is made in accordance with the Radiation Safety Regulation. Scrap Materials Transported by Vehicle :

- If the detector is closed, it is operated by the operator in accordance with the documents.
 - The driver of the vehicle is warned by the scale operator for the vehicle to enter the detector slowly (vehicle speed should not exceed 5 km/h).
 - After the vehicle leaves the detector, the phrase “NO RADIATION MATERIAL FOUND” is displayed on the computer screen.
 - The ticket of the vehicle without radiation material is taken from the driver of the vehicle by the scale operator.
 - “CONTROLLED” stamp is printed on the first copy of the ticket. The date is initialed by writing the time.
 - In case of alarm at any level in the detector, the vehicle is re-introduced to the detector by the scale operator.
 - In case of a second alarm, the scale operator ensures that the vehicle is taken to the Radioactive Quarantine Area and the driver of the vehicle leaves his vehicle. Makes the Vehicle Driver wait in the weighbridge control room.
 - The weighbridge operator, who has the vehicle taken to the quarantine zone, notifies the Radiation Safety Officer.
 - Radiation Safety Officer performs the following works upon the notification received. .
- a. Prepares the necessary equipment, arrives at the scene.
 - b. Examines the alarm records given by the detector, obtains preliminary information about the possible location and level of the source in the vehicle.
 - c. He puts on his lead vest, turns on the hand detector and approaches the vehicle in the quarantine area by measuring.
 - d. The Radioactive Systems team determines the distance at which the vehicle in the radioactive quarantine area has a dose of 0.1 mRem/hour (1microSv/hour). Occupational Safety Department personnel pull a security strip.
 - e. Measures with a hand detector in the vehicle detained by the scale operator in the quarantine area.
 - f. Records the measurement results in the Radioactive Material Detection Form.
 - g. If the value measured in the driver's cabin is lower than 7.5 microSv/hour, the truck driver is asked to unload the vehicle in a controlled manner by wearing the lead vest upside down. If the measured value is higher, studies are carried out under the approval and control of the Radiation Safety Officer so that the work can continue.
 - h. The incoming excavator operator is dressed in a lead vest. It is desirable to distribute the scraps spilled on the ground with an excavator.
 - i. While the vehicle with radioactive material is being emptied piece by piece, it detects the radioactive material by making the necessary scan with the detectors within the framework of the Radiation Safety Regulations and regulations.
 - j. Detecting the radioactive material in the scrap and making the measurements
 - k. Saves on the form. After taking a photograph of the found material, he throws the radioactive material into the quarantine pit located in the quarantine area and closes the lid of the pit.
 - l. If the vehicle is not completely emptied, it is passed through the detector again and checked if there is any other radioactive material inside.
 - m. If a new alarm is not received, the scraps poured into the quarantine area are transported to the vehicle with the excavator.
 - n. Is filled. The vehicle is passed through the detector again for control.
 - o. If a dose intensity of 2 mRem/hour (20microSv/hour) or more is measured on the radioactive substance, the Radiation Safety Hazard Situation Plan is applied.
- In case of implementation of the Radiation Safety Hazard Situation Plan;
 - Personnel to ensure environmental safety are sent to the scene.
 - Ambulance is called to the scene to take those exposed to radiation.

- The Occupational Safety Directorate sends the personnel in charge to the scene to pull the perimeter security strip.
- The excavator is sent to the radioactive quarantine zone.
- Occupational Safety Directorate Personnel pulls the security strip to the determined area
- The driver of the vehicle, who may be exposed to radiation, is sent to the Health Directorate by ambulance for control.
- After the above-mentioned processes, the vehicle is passed through the radioactive detector again.
- If no alarm is received from the vehicle while the vehicle is being passed through the detector for the 3rd time, the ticket is stamped "CONTROLLED" by the weighbridge operator
- The vehicle WITHOUT RADIATION MATERIAL is sent to the Scrap Storage Area.
- The Scrap Storage Warehouse Watch Supervisor checks the ticket for a CHECKED stamp.
- The vehicle, which is controlled by the Scrap Stock Area Shift Officer, is unloaded.
- TENMAK is informed about the detected situation. If the goods are not nationalized, sending them back to the country of origin initiates the work.

2 RESPONSIBILITIES

2.1 Responsibilities of Cargo Person

- 2.1.1** It prepares and has the mandatory documents, information and documents related to dangerous goods prepared and ensure that these documents are present with the cargo during the transportation activity.
- 2.1.2** Classification and packaging of dangerous goods in accordance with their type, provides marking, labeling and placarding.
- 2.1.3** 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.
- 2.1.4** It ensures that all relevant personnel are trained on the risks of dangerous goods transported by sea, safety precautions, safe working, emergency measures, security and similar issues, and keeps training records.
- 2.1.5** It ensures that the necessary safety measures are taken for dangerous substances that do not comply with the rules, are unsafe or pose a risk to people or the environment.
- 2.1.6** It provides the necessary information and support to those concerned in case of emergency or accident.
- 2.1.7** Notifies the administration of dangerous goods accidents occurring in the area of responsibility.
- 2.1.8** It provides the information and documents requested in the controls made by the official authorities and provide the necessary cooperation.

2.2 Responsibilities of the Coastal Facility Operator:

- 2.2.1** It does not dock the ships carrying dangerous goods without the permission of the port authority.
- 2.2.2** It gives written information to the ship that will dock at its facility within the scope of facility rules, cargo handling rules and relevant legislation.
- 2.2.3** It does not handle dangerous goods for which it has not received a handling permit from the administration, and it does not harm the ships that will dock by planning in this context. (Container)
- 2.2.4** It requests mandatory documents, information and documents related to dangerous goods from the cargo person and ensure that they are found with the cargo. If the

- relevant documents, information and documents cannot be provided by the cargo person, accepting the dangerous cargo at its facility or does not have to be handled.
- 2.2.5** 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.
- 2.2.6** It determines the working limits by taking into account the safe working capacity of the facility and the weather forecasts, and takes the necessary measures for the ship to be safely anchored at the pier and for handling.
- 2.2.7** The dangerous goods arriving at the facility are properly classified and packaged, it checks the transport documents containing information that it has been marked, labeled, placarded and safely loaded into the cargo transport unit.
- 2.2.8** It ensures that the personnel involved in the handling of dangerous goods and the planning of this handling are documented by receiving the necessary training, and does not assign personnel without documents to these operations.
- 2.2.9** It ensures that the dangerous goods handling equipment in its facility is in working condition and that the relevant personnel are trained and documented on the use of these equipment.
- 2.2.10** 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.
- 2.2.11** It carries out activities related to dangerous cargoes at docks, piers and warehouses established in accordance with these works.
- 2.2.12** 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.
- 2.2.13** It keeps an up-to-date list of all dangerous cargoes on the ships berthed and in the closed and open areas of its facility and gives this information to the relevant parties upon request.
- 2.2.14** 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.
- 2.2.15** It notifies the port authority of the accidents related to dangerous goods, including the accidents at the entrance to the closed areas.
- 2.2.16** It provides the necessary support and cooperation in the controls and inspections carried out by the administration and the port authority.
- 2.2.17** It ensures that Class 1 (except Class 1 Compatibility Group 1.4 S), Class 6.2 and Class 7 dangerous goods that are not allowed to be stored temporarily are transported out of the coastal facility as soon as possible, and applies to the Administration for permission in cases where it is necessary to wait.
- 2.2.18** It 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 goods are handled and makes the necessary controls periodically.
- 2.2.19** It takes permission from the port authority before the hot work and operations to be carried out in the areas where dangerous cargoes are handled and temporarily stored.
- 2.2.20** Prepares an emergency evacuation plan for the evacuation of ships from the 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.
- 2.2.21** It ensures the internal loading of cargo transport units in accordance with the loading safety rules in its facility.

2.3 Responsibilities of Ship Person:

- 2.3.1** 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.
- 2.3.2** It requests all mandatory documents, information and documents related to dangerous goods from the cargo person and ensure that they are present with the cargo during the transportation activity.
- 2.3.3** 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.
- 2.3.4** It checks the transport documents containing information that the cargo transport units loaded on the ship are appropriately marked, plated and loaded safely.
- 2.3.5** It informs the relevant ship personnel about the risks of dangerous cargoes, safety procedures, safety and emergency measures, intervention methods and similar issues.
- 2.3.6** It keeps up-to-date lists of all dangerous goods on board and declares them to the relevant parties upon request.
- 2.3.7** It ensures that the loading program, if any, is approved and documented and kept in working condition.
- 2.3.8** It notifies the port authority and the coastal facility about the instant risk posed by the dangerous cargoes on the ship berthing to the coastal facility and the measures taken for it.
- 2.3.9** In case of leakage in the dangerous cargo or if there is such a possibility, it does not accept to carry the dangerous cargo.
- 2.3.10** He notifies the port authority of the dangerous cargo accidents that occur on his ship while navigating or at the coastal facility.
- 2.3.11** It provides the necessary support and cooperation in the controls and inspections carried out by the administration and the port authority.
- 2.3.12** Dangerous goods that are not included in the ship certificates issued by the relevant institutions and organizations. Does not accept transportation.
- 2.3.13** It ensures that the people of the ship involved in the handling of dangerous goods use personal protective equipment suitable for the physical and chemical properties of the cargo.
- 2.3.14** It provides the requirements for the loading safety of the loads loaded on the ships.
- 2.3.15** Prepares and have 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.
- 2.3.16** Provides classification, packaging, marking, labeling and placarding of dangerous goods in accordance with their type.
- 2.3.17** 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.
- 2.3.18** It ensures that all relevant personnel are trained on the risks of dangerous goods transported by sea, safety precautions, safe working, emergency measures, security and similar issues, and keeps training records.
- 2.3.19** It ensures that the necessary safety measures are taken for dangerous goods that do not comply with the rules, are unsafe or pose a risk to people or the environment.
- 2.3.20** Provides necessary information and support to those concerned in case of emergency or accident.
- 2.3.21** Notifies the administration of dangerous goods accidents occurring in the area of responsibility.
- 2.3.22** Provides the information and documents requested in the controls made by the official authorities and provides the necessary cooperation.

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

3.1. Loading Safety Rules

- 3.1.1.** BLU Code and BLU Manual, Safe Practice Code for Cargo Stacking and Safety (CSS Code), Code of Practice for Packing Cargo Transport Units (CTU Code) and Safe Practices Code for Ships Carrying Timber Cargo on Deck in order to ensure safe loading of the cargo on the ship. TDC Code) provisions are complied with.
- 3.1.2.** Stacking of the cargo is carried out in accordance with the relevant legislation and international agreements to which we are a party.
- 3.1.3.** The ship is not loaded more than the loading limit, taking into account the loading limit brand
- 3.1.4.** Before the handling operation, the loading-unloading plan, and before the ship's departure, the results of the draft survey or weighbridge survey are submitted to the port authority by the ship's relevant person to determine the loaded load. Administration or port authority may request that the draft survey or scale survey report be received from an authorized inspection firm.
- 3.1.5.** Precautions are taken to prevent the stability of the ship from being adversely affected by ensuring that the cargo in bulk carriers, especially single-hold bulk carriers, is loaded in such a way that it spreads over the floor of the hold (by bailing).
- 3.1.6.** It is ensured that the load and ballast water patterns are monitored throughout the loading or unloading operation so that the ship's structure is not subjected to excessive stress.
- 3.1.7.** Care is taken to ensure that the ship is free of heel, but if an inclination is required during loading, it is ensured that it is as short as possible. In order to avoid structural damage to the ship, balanced loading and unloading is ensured in accordance with the approved stability boucle.
- 3.1.8.** In adverse meteorological and oceanographic conditions that may affect the cargo handling operation, the handling operation is stopped by the captain until the conditions improve.
- 3.1.9.** In order to prevent situations such as placing the heavy load on the light load, placing the liquid load on the dry load, and spreading the smell of bad-smelling loads to other loads, loads that may damage other loads are loaded in accordance with the separation rules.
- 3.1.10.** All cargoes, cargo units and cargo transport units, except solid and liquid bulk cargoes, in accordance with SOLAS Chapter VI Part A Rule 5.6, in order to ensure that the safety measures regarding loading, stacking, separation, handling, transportation and unloading of cargoes on the ship are fully implemented and maintained. It is loaded, stacked and secured in accordance with the Cargo Securing Manual approved by the classification societies on behalf of the Administration.

3.2. Rules for cargo covered by the IMSBC Code

- 3.2.1.** In accordance with SOLAS Chapter VII Part A Rule 7.2.1, the use of "bulk shipping name" is mandatory in all documents related to the transport of dangerous solid bulk cargoes, the trade name of the cargo alone is not sufficient.
- 3.2.2.** Ships carrying dangerous solid bulk cargoes must have a cargo manifest or special list showing the dangerous goods on board, together with their locations, in accordance with SOLAS Chapter VII Part A Rule 7.2.2. A detailed stowage plan showing the location and class of all dangerous goods on board can be used instead of the aforementioned cargo manifest or special list.
- 3.2.3.** In accordance with SOLAS Chapter XII Rule 10, the density of solid bulk cargoes is declared by the cargo person in addition to SOLAS Chapter VI Part A Rule 2 before the cargo is loaded onto the ship. For ships within the scope of SOLAS Chapter XII Regulation 6, all solid bulk cargoes with densities between 1,250 kg/m³ and 1,780 kg/m³ must have a density measurement taken by an authorized testing firm, unless they meet the requirements for solid bulk cargoes with a density of 1,780 kg/m³ and

above. This load density test can be performed by a laboratory accredited by the Turkish Accreditation Agency (TS EN ISO/IEC 17025: 2017) if the loading port is in Turkey.

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

- a. The transportable maximum humidity (TML) certificate of the cargo and the moisture content (MC) certificate or declaration of the cargo, issued by the authorized institutions by the authorized administration of the port of loading, are delivered by the cargo person to the ship concerned. If the loading port is in Turkey, the TML test is performed by a laboratory accredited by the Turkish Accreditation Agency (TS EN ISO/IEC 17025: 2017). The TML certificate contains the TML test result or the test report containing this result. A copy of each of these documents is kept by the relevant port authority and the coastal facility operator and is submitted upon request during the inspections made by the Administration.
- b. In order to ensure that the MC value is less than TML while the cargo is on board, the procedures for sampling, testing and controlling the moisture content are prepared by the ship owner, taking into account the provisions of the IMSBC Code. The approval of these procedures and their implementation are controlled by the port authority. The document stating that the procedure has been approved is given to the ship owner.
- c. Group A cargoes can only be loaded on the ship if the actual MC value at the time of loading is lower than the TML value of that cargo. Group A cargoes with an MC value greater than the TML value can only be transported on ships with the characteristics specified in IMSBC Code Section 7.3.2.
- d. TML test is done within six months before the loading date of Group A cargo. If there is a change in the load composition or characteristics for any reason, a new test is performed.
- e. For the MC test of Group A cargo, sampling and testing should be as close as possible to the date the cargo is loaded onto the ship, and this period can never be more than seven days. If heavy rain or snow falls between the test and loading, the moisture content test is repeated to confirm that the MC value of the load does not exceed the TML value.

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

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

3.3 Measures to be applied in the Coastal Facility

3.2.7. Dangerous goods handling in the port is done by 3rd persons. During loading and unloading, it is ensured that personal protective equipment (PPE) and work clothes suitable for the physical and chemical properties of the load are used in the field.

3.2.8. There are ready-to-use fire extinguishers and equipment, hydrant cabinet and underground water valves in the port area. Their usability should be checked before the operation.

3.2.9. Persons who do not have the necessary training and certificates in accordance with the international codes of the cargo to be handled according to the REGULATION ON THE CARRIAGE OF DANGEROUS LOADS BY SEA AND LOADING SAFETY and the education legislation published within this scope are not allowed to work in dangerous goods handling operations and to enter the areas where these operations are carried out. They are provided with appropriate training.

3.4 Dangerous Goods Handling Guide Additional Cargo Notification (HANDLING UNDER SPECIAL PERMISSION)

For handling operations within the scope of Special Permit, it is ensured that the following equipment and documents are available before the operation.

3.4.1 Equipment

- 3.4.1.1. A certificate showing the maximum working pressure, month and year of production, hydrostatic pressure test value, elongation and conductivity values of the flexible hoses to be used in the operation, issued annually by organizations accredited by TURKAK as an inspection body (Hoses belonging to the ship cannot be used in operation).
- 3.4.1.2 A valid certificate obtained from the manufacturer of the emergency release coupling system, which can automatically engage the filling and discharge hoses or manifolds to be used in the operation, to cut off the product flow in case of emergency, or from institutions accredited by TÜRKAK as an inspection body.
- 3.4.1.3.Overflow pan for leaks that may occur in the manifold area where the operation takes place.
- 3.4.1.4.At the dock where the operation takes place, a minimum of one eye and one body shower, which uses fresh water and is operated with a pedal (if it is a combined unit, one in total).
- 3.4.1.5.At least one set of SCBA (Self-Contained Breathing Apparatus) at the dock where the operation takes place.
- 3.4.1.6.Two portable fire extinguishers (including dry chemical and CO2) for a possible fire response in the area where the operation takes place.
- 3.4.1.7.Necessary warning signs for the operation area.
- 3.4.1.8The following personal protective equipment for all personnel involved in the operation
 - a. Mask or respiratory protection equipment
 - b. Gloves with sleeves (must be made of nitrile rubber material. Since many gloves can protect hands for a certain period of time, spares of gloves should be kept.)
 - c. Goggles or face shield
- 3.4.1.9 Depending on the state of the dock where the ship will dock, the Port Authority, to which the coastal facility is attached, additionally requires tarpaulin, absorbent pads or sausages and similar equipment to prevent marine pollution.
- 3.4.1.10 Equipment required for additional measures specified in the Safety Data Sheet (SDS) of the load

3.4.2 Documents

- 3.4.2.1.A letter of undertaking signed by the coastal facility officer, the cargo officer and the dangerous goods safety consultant or organization before the operation, declaring that all information and documents are correct and that all responsibility for the safety of life, property and environment is taken.
- 3.4.2.2.Operation rules and safety precautions that are filled and signed by the dangerous goods safety consultant or organization before the operation.
- 3.4.2.3.The 'Ship/Coast Guard Checklist' available at ISGOTT.
- 3.4.2.4.An emergency procedure prepared for the load, showing the way to be followed in an emergency that may occur during the operation and the instructions for use of the emergency equipment.
- 3.4.2.5Certificates of the dangerous goods safety consultant of the coastal facility.

4. CLASSES OF HAZARDOUS GOODS, TRANSPORTATION, LOADING/UNLOADING, HANDLING, SEPARATION, STACKING AND STORAGE

There are no dangerous goods transported in packages (including containers) within the scope of the International Code for Dangerous Goods Transported by Sea (IMDG CODE) in the Bartın Port area. Loading/discharging of the following loads

4.1..Classes of Dangerous Goods

There is no storage/temporary storage for Dangerous Goods.

Chemical Name	Flour Code	Hazard Class
Environmentally hazardous substance, liquid, BBB 3082 (Tar)		9

4.2. Packages and Packages of Dangerous Goods

Plates to be found in the vehicle Hazardous material packaging and packaging is not done in the port area.

4.3. Placards, Plates, Brands and Labels for Dangerous Goods



Figure 4.3.1 Hazard Signs

To both sides and rear of the vehicle



Figure 4.3.2 Orange Plate

front and rear of the vehicle

Danger Label (UN): 9 (Miscellaneous dangerous substances)

4.4. Signs of Dangerous Goods and Packaging Groups

Hazardous material packaging and packaging is not done in the port area.

4.5. Separation Tables of Dangerous Goods on Ship and in Port According to Classes

The product is brought to the port by road ships in bulk and unloaded directly to the ship. The loaded ship was specially built for Tar transport. There is no segregation in the port area or on the ship.

4.6. Separation distances and separation terms of dangerous goods in Warehouse Storages

There is no storage in the port area.

4.7. Dangerous Goods Documents

Annex 1: Ship's Q88 form

Annex 2: Tar Safety Data Sheet

Manifest

Additional information:

Hazard Identification Number: 90 (ADR)

Tunnel Code: (E)

5. HANDBOOK ON DANGEROUS LOADS HANDLED ON THE COASTAL FACILITY

The Dangerous Goods Handbook is attached.

6. OPERATIONAL MATTERS

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

6.1.1 Berthing & Mooring : Relates to the preparations and procedures necessary to provide and maintain an effective mooring arrangement when the ship is moored at a berth or buoy. Ship, terminal and pier operators; To ensure that the lashing operation is carried out safely, each has its own workforces need to draw their attention to this information.

6.1.2 Staff Safety : Mooring and uncoupling operations, including handling the tug rope, are hazardous operations. Everyone involved must be fully aware of the hazards and appropriate measures must be taken to prevent accidents.

6.1.3 Binding Safety : To end the drifting or any excessive movement of a vessel from port due to insufficient mooring, to a vessel and port could result in damage to facilities and injury to personnel. Although the responsibility for the proper mooring of a ship belongs to the Captain; The terminal has a stake in the safe and secure mooring of ships. Cargo hoses or branches should not be connected until both the Master and the Terminal Representative are satisfied that the ship is securely moored..

6.1.4 Ship Mooring Equipment : Prior to arrival at a port or pier, all necessary mooring equipment should be ready for use. Unless anchoring is prohibited, anchors should be available if required for use. A suitable number of personnel should always be available to handle the ropes.

6.1.5 Mooring at the Pier : Effective mooring management requires knowledge of the mooring equipment fitted to the vessel, its proper maintenance, regular inspection of mooring lines, and a good understanding of mooring principles. The Captain is primarily responsible for the safety and proper mooring of the ship. However, the terminal knows the capacity of the scaffolding equipment and knows the local knowledge of the environmental work on the ground and should therefore advise the Master on the arrangement of the mooring lines and the working limits.

6.1.6 Irons: When docked in the docked condition, unused anchors must be properly secured with pawls and hogs, but otherwise ready for immediate use.

6.1.7 It is the port authority's responsibility to direct where and when to anchor, moor, berth and stay in the port area of a ship with any dangerous cargo on board, taking into account the nature and quantity of dangerous cargoes, the environment, population and weather conditions.

6.1.8 In an emergency, directing a ship with any dangerous cargo on board to be transported in the port area or to be removed from the port area for the safety of the ship and crew can be done with the approval of the ship's captain, the decision of the port operator and the port authority.

6.1.9 It is the responsibility of the port authority to determine any additional requirements in accordance with the local conditions and the amount and nature of the dangerous cargoes exposed.

6.1.10 Port facility operators should ensure that:

Ensuring adequate and secure lashing facilities

Ensuring adequate and safe access between the ship and the shore.

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

6.2.1 The terminal should determine the limitation of parameters for the cessation or control of cargo operations based on the design criteria for the pier and its equipment.

6.2.2 Parameters; it can be determined by environmental conditions such as wind speed, tidal currents and dead waves, or by physical limitations of the pier such as fender loads or mooring point strength. Any limitations should be discussed with the ship before operations begin and recorded in the Ship/Shore Safety Checklist. These documents are kept at the port for at least two years. The Terminal Representative should warn the ship in case of adverse weather conditions that need to stop operations or reduce loading or unloading flows. In some cases, the necessary information may be provided by the ship or by third parties in the immediate vicinity. When environmental conditions are hazardous to the operation at the pier, the terminal considers providing the appropriate measuring instrument to provide information to aid in risk management.

6.2.3 Current Wind Condition: If there is very little air movement, the gases may remain on deck in strong concentrations. If there is wind, it can carry gases escaping a ship's accommodation or structure, creating eddies on the leeward side of the deck structure.

In addition, if there are wind conditions that will cause chimney sparks to fall on the deck, all operations should be stopped.

6.2.4 Lightning Thunderstorm: When a lightning storm is expected around the ship or terminal, operations should be stopped: • Handling of volatile oil, Loading operations of no explosives or bulk liquid cargoes, neither in stormy weather nor in an open unshielded state that will react dangerously when raining if in contact with water. should not be done.

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

6.3.1 General Hazards for the Terminal : Precautions that must always be taken on board a ship, whether at the pier or at sea, are specified. For measures pertaining to special operations such as cargo handling, ballast, tank washing, inerting or entry into confined spaces, the relevant Sections should be consulted.

6.3.2 Control of Potential Ignition Sources : Naked Flames: The use of naked lights should be strictly prohibited in areas where there is a danger of petroleum gas.

6.3.3 Smoking : Smoking poses significant hazards and therefore requires careful management. While the text of this Chapter deals with smoking, controls should be exercised in the application of other flammable products such as incense and incense reeds; this is a globally accepted practice. As with tobacco products, products that burn without burning and emit smoke should never be left near flammable materials.

6.3.4 Smoking and Controlled Smoking in the Port : Smoking should only be permitted in the port under controlled conditions.

6.3.5 Portable Electrical Equipment : General: All portable electrical equipment, including lamps, must be of an approved type for operations in hazardous areas. Before use, it should be carefully checked for possible defects, ensure that the cable is stuck somewhere and its insulation is not damaged while using the equipment, that the cables are securely Special care must be taken to ensure that the equipment is connected so that the equipment is always ready for use. Special care should be taken to avoid mechanical damage to the flexible cables or the connection.

6.3.6 Flashlights, Lamps and Portable Battery Powered Equipment : Only flashlights approved by a competent authority for use in flammable atmospheres should be used on board ships. Portable radio equipment of the UHF/VHF type must actually be of a safe type. Small battery-operated personal devices such as watches, miniature hearing aids, and heart rate monitors are not important sources of ignition. Except for types approved for use in a flammable atmosphere; Portable radios, sound recorders, electronic calculators, cameras with batteries, photographic flash units, mobile phones and pagers must not be used on the tank deck or in areas where gas can enter.

6.3.7 Cold Work: Cold Work should not be carried out on any apparatus or wiring, nor should any flame-proof or explosion-proof parts be opened, nor should the special safety characteristics found in the connection with standard apparatus be weakened, until the power is completely cut off from the relevant electrical installation or apparatus. Power should not be restored until work is complete and the above safety precautions have been reinstated. Any such work, including replacing light bulbs, should only be done by a qualified person.

6.3.8 Hot Work: Use of soldering apparatus or other tools involving a flame, fire or heat, and industrial-grade apparatus for repair, modification or testing; permitted in a hazardous area within a terminal, which includes an area that has been first secured and certified by an authorized person and then maintained in these conditions throughout the progress of work. Where such Hot Work is deemed necessary on a ship's berth or on a docked ship, the joint agreement of the Terminal Representative and the Responsible Officer must first be made and a Hot Work Permit must be issued. It may be permissible to re-voltage apparatus for testing during a repair or replacement period. Prior to any Hot Work attempt, a hot work permit must be prepared. Before performing a hot job in our facility, the responsible company officer who will perform the hot job will have a written authorization issued by the

port administration to perform this hot job. Such authorization will include details of the hot workplace as well as the safety measures to be followed.

7 DOCUMENTATION, CONTROL AND REGISTRATION

7.1 What are all mandatory documents, information and documents related to dangerous goods, procedures for their supply and control by those concerned

7.1.1 Land tankers carrying dangerous goods with UN number should be transported in accordance with the provisions of ADR and brought to the port area. Controls related to vehicle controls should be recorded

7.1.2 Statistical data on all ship, cargo and passenger movements within the scope of national legislatio

It should be recorded by the port management directorate by regularly entering the electronic systems of the Ministry.

7.1.3 Safety Data Sheets for dangerous goods before starting the operation

(SDS) must be provided by the port operation directorate by the company performing the loading/ discharging.

7.1.4 The type, class and amount of dangerous goods handled in the port area should be stated in the records.

7.1.5 Checklists for loading and evacuation operations should be recorded.

7.2 Procedures for keeping up-to-date list of all dangerous goods and other relevant information in the coastal facility area regularly and completely

7.2.1 The loading and unloading tonnages of the following loads are recorded on a quarterly basis.

CARGOES DISCHARGED			
Material Name	UN Number	Transport Type	Dangerous Goods Code/ Group
Iron Ore	NO	Solid Bulk	IMSBC Code C
Coal	NO	Solid bulk	IMSBC Code B
Pig Iron	NO	Solid bulk	IMSBC Code C
Chopped Tire	NO	Solid bulk	IMSBC Code C
Pyrite Ash, iron	NO	Solid bulk	IMSBC Code A
Scrap	NO	Solid bulk	IMSBC Code B
lignite	NO	Solid bulk	IMSBC Code B
Petroleum coke calcined	NO	Solid bulk	IMSBC Code B
Petroleum coke not calcined	NO	Solid bulk	IMSBC Code B
silicomanganese low carbon	NO	Solid bulk	IMSBC Code B
CARGOES LOADED			
Material Name	UN Number	Transport Type	Dangerous Goods Code/ Group
Zinc Oxide	NO	Solid bulk	IMSBC Code A ve B
clinker, cement	NO	Solid bulk	IMSBC Code C
Coal	NO	Solid bulk	IMSBC Code A ve B

- 7.2.2** Records should be kept in accordance with the table below for notification to the ministry quarterly.
- 7.3** Procedures for controlling that the dangerous goods arriving at the facility are properly defined, the correct shipping names of the dangerous goods are used, certified, packaged/ packaged, labeled and declared, and that they are safely loaded and transported to the packaging, container or cargo transport unit in accordance with the rules, and reporting the control results.
- 7.3.1** They check the accuracy of the following information on the Dangerous cargo documents issued by the Shipper of the Dangerous goods to be accepted to the Port in coordination with the Planning and Operation;
- UN Number,
 - PSN name (Proper Shipping Name)
 - Class, (with sub-hazards)
 - Packing Group (Class 3, 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9)
 - Whether it is a Marine Pollutant,
 - Additional Information (Ignition degree, viscosity, etc.)
- 7.3.2** This information is transmitted to the clerks, Field Supervisors, Warehouse officers, Occupational Safety and personnel who need to know, via Terminals / Documents, and the control of the incoming Dangerous cargo is ensured.
- 7.3.3** In the event that the information from the operation and the cargo carry different information, the operation is immediately informed and the Shipper is instructed to verify the information about the dangerous cargo and to correct the missing incorrect label marks. Shipper declaration may be requested for non-hazardous cargoes.
- 7.4** Procedures for obtaining and maintaining a safety data sheet (SDS).
- 7.4.1** It is ensured that the Safety Data Sheets are up-to-date.
- 7.4.2** It is ensured that the Turkish versions of the Safety Data Sheets are also available in accordance with the national legislation.
- 7.4.3** Cargoes that do not have UN numbers but are dangerous when transported in bulk It is necessary to check that the correct classification has been made for In this context, technical support is provided from the Highway-Railway-Seaway-Hazardous Goods Safety Advisor and Chemical Evaluation specialist for the correct classification.
- 7.5** Procedures for keeping records and statistics of dangerous goods
- 7.5.1** Records are created in accordance with the procedures specified in 7.2.
- 7.5.2** The Administration requested a report containing information about the dangerous goods handled at our Port Facility to be reported to the Port Authority in quarterly periods. A sample report prepared by the Operations Department is attached.
- 7.5.3** It should be ensured that statistical evaluations from the records of Dangerous Goods handled annually in our port are made by the relevant departments.
- 7.5.4** Hazardous material monthly count and control reports stored in our Port Area should be prepared by the operating companies and submitted to the Management.
- 7.5.5** Records and reports should be archived by the departments for 5-year periods.
- 7.6** Information about the Quality Management System.
- 7.6.1** The necessary infrastructure is provided to comply with the quality standards for te operations within the scope of the Dangerous Cargo Conformity Certificate and the guide.

8 EMERGENCIES, EMERGENCY PREPAREDNESS AND RESPONSE

8.1 Procedures for responding to dangerous substances that pose/may pose risks to life, property and/or the environment, and to dangerous situations involving dangerous substances.

8.1.1 Preventive action options for a given situation depend on a number of factors. In some cases, evacuation may be the best option. In other cases, on-site prevention may be the best option. Sometimes these two actions can be used together. In any emergency, authorities need to issue public instructions quickly. The public will constantly need to hear information and instructions while being guarded or evacuated at the scene.

8.1.2 Proper evacuation of the following elements will determine the degree of effectiveness of evacuation or on-scene protection. The degree of importance of these factors may vary depending on the emergency conditions. In specific emergencies, other elements may need to be identified and considered. This list shows what information might be needed to make the initial decision.

8.1.2.1 Dangerous materials

- Degree of harm to health
- Chemical and physical properties
- Amount included
- Control of hold/release
- Rate of steam movement

8.1.2.2 Population Exposed to Threat

- where they are found
- Number of people
- Time available to evacuate or contain them where they are
- Possibility to control evacuation or on-site protection
- Types and availability of buildings
- Private organizations and populations.

8.1.2.3 Weather conditions

- Effect on steam and cloud motion
- The potential for change
- Impact on evacuation or on-site protection
- Emergency Management Procedure

8.1.3 Protective Actions

8.1.3.1 Protective Measures, It refers to the steps to be taken to protect the health and safety of the emergency teams and the public in the event of an incident involving the release of dangerous substances.

8.1.3.2 Isolation of Danger Zone and Prohibition of Entry means that anyone not directly involved in emergency response operations is kept out of the area. Unprotected emergency response teams should not be allowed to enter the isolated area.

8.1.3.3 The purpose of this "isolation" It is primarily aimed at providing control over the area where the operations will be carried out. This is the first step towards any protective action that can be taken later.

8.1.4 Evacuation

8.1.4.1 Evacuate: It states that everyone should be transferred from a threatened area to a safer location. For an evacuation to take place, there must be sufficient time for people to be alerted, prepared, and to leave the area. If there is enough time, then evacuation is the best measure of protection.

8.1.4.2 Even after people have been evacuated to recommended distances, these persons may not be completely safe from danger. These people should not be allowed to gather together at these distances.

8.1.4.3 You transport the evacuees to a certain distance, on a special route and a distance where they do not need to be evacuated again when the wind blows.

8.1.5 On-Scene Protect

8.1.5.1 Protecting people inside a building and until the danger passes. It means they should stay inside. An on-scene containment measure is required if attempting to evacuate people poses a greater risk than staying where they are, or if evacuation is carried out, applied if not possible. Instruct occupants to close all doors and windows and to turn off all ventilation, heating and cooling systems.

8.1.5.2 On-scene containment is not the best measure when:

8.1.5.2.1 In case the vapors are flammable;

8.1.5.2.2 It will take a long time to degas the area in case.

8.1.5.2.3 Where buildings cannot be tightly closed.

8.1.5.2.4 The window is closed and the ventilation systems are closed. Vehicles may provide some protection for a short period of time. However, vehicles are not as safe as buildings in terms of on-site protection.

8.1.5.3 It is vitally important to maintain communication with the competent people present inside the building in order to be able to advise on changing conditions. Persons under guard in situ should be warned to stay away from windows, as in the event of a fire and/or explosion there is a danger of being struck by glass or metal fragments.

8.1.5.4 Every incident involving dangerous substances is different from each other. Each of these has separate problems and concerns. The form of action to protect people must be chosen carefully.

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

8.2.1 The facility has an approved fire plan. Fire fighting teams have been formed for each shift. In planned and unplanned times, training, drills and exercises are carried out within the scope of various scenarios and reports and records are created. Fire-fighting equipment stipulated in the approved plan is kept in full, maintenance controls and tests are carried out.

8.2.2 The facility has an approved environmental and marine pollution control plan. Pollution fighting teams have been formed for each shift. Training and exercises are carried out twice a year within the scope of a planned scenario, and reports and records are created. Equipment related to Environmental and Marine Pollution is stored in the facility and counted and checked. The facility also has a protocol for material stored in the area to receive support in case of unsatisfactory conditions.

8.2.3 Response teams will be assigned in line with this guideline and in accordance with the IMDG CODE against the spillage of dangerous materials.

8.3 Arrangements for first response to accidents involving dangerous goods (first aid procedures, first aid possibilities and capabilities, etc.).

8.3.1 In the event that an Emergency Situation occurs or its signs are detected in the port, the Emergency Coordinator initiates taking appropriate measures in accordance with the Emergency Management System in accordance with the relevant plans. The Emergency Management Group reviews and implements the decisions regarding the measures to be taken within the scope of ISGOTT and IMDG Code.

Developments are constantly monitored by the Emergency Management Group, and it is decided whether to take higher level measures or to get help if necessary.

8.3.2 The Emergency Management Group will work in the Emergency Management Center or in an area equivalent to this center. Emergency management at different levels depending on the severity of the emergency:

- Facility / Site
- Institutions
- District Emergency Management Center Provincial
- Emergency Management Center can be managed
- By the central administration.

8.3.3 Emergency Management at the facility level; A well-designed organization, staff equipped with training and exercises, Emergency containing procedures and documentation Contingency Plans will be maintained by using secure and fast internal and external communication opportunities.

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

- a. When the accident occurred,
 - b. If the accident is known, how it occurred and the reason,
 - c. The place where the accident occurred (coastal facility and/or ship), its position and area of influence,
 - d. Information, if any, of the ship involved in the accident (name, flag, IMO number, owner, operator, cargo and quantity, name of the captain and similar information),
 - e. Meteorological conditions,
 - f. UN number of the dangerous substance, proper transport name (based on the legislation specified in the definition of dangerous substance) and amount,
 - g. Hazard class of the dangerous substance or sub-hazard division, if any,
 - h. Packing group of the dangerous substance, if any,
 - i. Additional risks of the dangerous substance, such as marine pollutants, if any, h) Sign and label details of the dangerous substance,
 - j. The characteristics and number of the package, cargo transport unit and container in which the dangerous substance is transported, if any,
 - k. Manufacturer, sender, carrier and receiver of dangerous goods,
 - l. The extent of the damage/pollution,
 - m. Number of injured, dead and missing, if any,
- Emergency response applications made by the coastal facility for the accident

8.5 Procedures for reporting accidents.

8.5.1 Communication

8.5.1.1 Communication channels in order to determine the communication methods inside the port and outside the facility in case of emergency that may occur at the port facility and to manage emergency situations effectively;

- Fixed Mobile Phones
- Computers
- Radio
- Siren
- Determined as messengers.

8.5.1.2 In case of emergencies in the port, internal communication is primarily provided by radio and internal telephones. The communication between the Port and the Ship is maintained by the radio provided by the Port or by the VHF marine band radio.

8.5.1.3 In case of an emergency that may occur in the port, secure communication is ensured as soon as possible with the official authorities, neighboring facilities and relevant persons.

8.5.2 Reports

8.5.2.1 Emergency Management Center; It will operate the reporting system that will accurately inform the relevant authorities of the Emergency that will occur in the port as soon as possible.

It will create a healthy record of these reports, which contain the information that should be reported in an emergency.

8.5.2.2 Dangerous cargo accidents must be reported to the Port Authority. Report The format will be free form and it will fully cover the article 8.4 related to the accident.

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

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

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

8.6.3 By evaluating the dangerous cargo area and the class, quantity and danger risk of the cargo in the field, preparations will be made for measures such as evacuation, dilution of the cargo, and lifting the vessel to the anchorage if there is a vessel at the interface.

8.7 Emergency evacuation plan for the removal of ships and marine vehicles from the Port facility in case of emergency.

8.7.1 Emergency Disconnect System Preparedness

8.7.1.1 All emergencies should be reported to the Port Authority authorities.

8.7.1.2 If it is decided to leave the ship urgently, the safe places where the ship can be transported under controlled conditions should be specified by the Port Authority.

8.7.1.3 In cases where urgent separation is required, the ship's master and the port facility will initiate the emergency departure process by mutual agreement and will notify the Port Authority as soon as possible. In cases where the severity of the emergency and time permits, a representative from the Port Authority or the Harbor Master, Terminal Manager/Operation Officer, Ship Captain, Maritime Pilot will agree on the time and manner of the separation before the emergency separation is made.

8.7.1.4 The ship's machinery, steering gear and Marine System breakout equipment should be ready for immediate use.

8.7.1.5 All cargo unloading, ballast operations must be stopped and separations should be prepared for.

8.7.1.6 The ship fire circuit should be flooded and water mist should be used for strategic sections.

8.7.1.7 If venting to the atmosphere is required, engine room personnel should be available, all non-essential receiving inputs should be closed, all safety precautions related to normal operation should be followed, and a warning notice should be issued.

8.7.1.8 In all emergencies, if the required response exceeds the terminal facilities, the local police or fire department should be reported immediately.

8.7.1.9 The decision that the ship will be lifted under control is based on the principle of life safety and should also cover the following conditions.

- Qualification of tugs
- The ability of the ship to take off under its own power
- Safe places to proceed or tow a Ship in an emergency.

- availability
- fire fighting competence
- Proximity of other ships
- Fire Ropes

8.7.1.10 As long as the ship is in the port facility, the fire ropes are on the sea side. should be kept on the bow and shoulder of the ship. The eye of the ropes should be lowered to the sea level and the part above the side should be tightened by wrapping at least five turns on the bollard. The part of the rope above the side must be taut from the father. A rope that can support the rope should be tied just before the eye of the rope and positioned so that the eye of the rope is three meters above sea level. While the ship is in the port facility, the eye of the rope should be kept at this level all the time.

8.7.2 Realization of Emergency Separation

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

8.7.2.2 Emergency Separation procedures will be provided by performing the following procedures in order.

CAUTION !

APPLICATION OF THE SHIP EMERGENCY SEPARATION PROCESS AS A LAST REMEDY SEPARATE HOOKS ARE FREE WITHOUT CONSIDERING AND WITHOUT ALL PRECAUTIONS AND THE ABOVE CONDITIONS ARE FOLLOWED SHOULD NOT BE MADE.

8.7.3 After Emergency Separation

8.7.3.1 After the separation process, the ship is towed and the place to be taken is decided and declared.

8.7.3.2 Transfer / mooring of the ship to the allocated area, accompanied by tugboats or with its own machinery

8.7.3.3 Port Facility Inspection of the Port Facility and any possible damage or deficiency.

8.7.3.4 Evaluation of when the ship and port facility will be ready for cargo handling again

8.7.3.5 Sharing the negativities, if any, that occurred during the Emergency Departure An agreement has been made between the pilotage and tugboat organization and the coastal facility authorities for fire, explosion and similar emergencies that may occur during loading/evacuation.

In accordance with the protocol signed with the authorized company, tugboats equipped with sufficient towing power and number to fight fires according to the weather and sea conditions, in order to quickly move the ship away from the facility and tow it to a safe point, reach the scene as soon as possible in case of emergency..

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

8.8.1 Waste Collection and Transport

8.8.1.1 According to the types of wastes generated, they are collected separately in waste bins, transported and stored appropriately. Wastes generated as a result of maintenance activities are also considered within this scope.

8.8.1.2 If an additional waste class is determined to the existing waste classes, it will be integrated into the system.

8.8.2 Waste Disposal

8.8.2.1 According to whether the collected wastes are non-hazardous or hazardous wastes, the wastes are sold and removed from the facility by contracted organizations in accordance with legal recovery/disposal methods.

8.8.2.2 The possibilities of the relevant parties within the scope of waste management to transport and/or dispose of the wastes with appropriate methods are examined.

8.8.2.3 If services are provided for the transportation, sale and/or disposal/recovery of wastes, it is evaluated in terms of whether they fulfill their legal obligations and the methods of performing waste recycling and disposal processes without harming the environment.

8.8.2.4 It is mandatory to keep all records of waste disposal.

8.9 Emergency drills and their records.

8.9.1 Training Applications; In order to be prepared for emergencies within the facility, the personnel in the emergency organization should be prepared for their duties with various trainings. Trainings should be carried out with the support of specialist organizations when necessary. In this context, the relevant personnel at the port received IMDG CODE training on Dangerous Goods and was certified. It is ensured that the interested parties regarding the transportation of dangerous goods in bulk receive appropriate training for the bulk cargo. In order to test the adequacy of the emergency plans and to be prepared for real situations, the drills should be carried out and implemented according to the worst scenarios that may occur in the facility

8.9.2 Training Scenarios; In the exercise planning, the worst scenario is foreseen as a single event or a combination of events that the port may encounter. In line with the prepared scenarios, exercises are implemented in the fastest and most effective way.

8.9.3 Emergency Drills to be carried out within the port facility;

- The port should be specified in the annual training plans.
- It can be planned as a local or general intervention,
- Safety, Spill etc. can be combined into exercise scenarios,
- Drills can be made with or without notice.
- The drills are based on a variety of emergency scenarios
- The drills can be done in practice, as well as in a desk, seminar style,
- Different time, day, season and event scenarios are prepared for each drill.

8.10 Information on fire protection systems.

8.10.1 Emergency and fire equipment are as follows: Fire Hydrants, Fire Extinguishers, Fire Cabinets and Fire Hoses, Fire Alarm Detectors on Sites, Electric and Diesel Fire Pumps Fire inventory is as in the Emergency Plan.

8.11 Approval, inspection, testing, maintenance and use of fire protection systems procedures for its availability.

8.11.1 Fire Water Tanks and Fire Water

8.11.1.1 It should be emptied and cleaned at least once a year in order to prevent algae and sludge formed at the bottom or sides of the tank from creating a hazard during a fire. During the emptying of the pools, the intake valve, check valve and filters are maintained.

8.11.1.2 Possibility of leakage in case of rapid drops in water level therefore, the leak location should be investigated and, if any, the malfunction should be corrected.

8.11.1.3 As a result of the annual controls to be made, if necessary, in closed warehouses cleaning and maintenance must be carried out.

8.11.2 Fire Water Pumps

8.11.2.1 In addition to the planned maintenance, the issues to be considered regarding the operation of fire pumps and the elimination of possible malfunctions are listed below.

8.11.2.2 It should be checked that the thrust bolts of the packing bearings of the pumps are mutually tight, so that the pump can be easily turned by hand. It is normal for water to drip from the packing bearings during the operation of the pump. In order to prevent this water from flowing to the floor, it should be connected to the drainage with a thin pipe from the threaded mouth under the bearing console.

8.11.2.3 Fire water pumps are operated and recorded for at least 1 hour a week.

8.11.2.4 Make sure that the pump and suction pipe are completely filled with water. If this is suspected, water should be filled by opening the water filling plug and the air intake taps, until the water overflows from the air intake taps, and the plug should be tightened when the water stops at the plug level.

8.11.2.5 Pump motors will draw more current than normal due to inrush current at the first moment of operation. When all pumps start working at the same time, due to the high current to be drawn, disjunctors may trip or major malfunctions may occur in the diesel generator. For this reason, the time relays that regulate the transition from star to delta in the protective switches that drive the pump motors should be adjusted according to the number of pumps and the amount of pumps to be activated at the same time, according to different and appropriate time intervals, and the pumps should be activated sequentially.

8.11.2.6 After the above preparation and controls are made, the pumps are started by pressing the drive switches. During operation, the electric motor voltage and the amperage it draws should be checked from time to time. If the amp draw is high in normal operation, the causes should be investigated and rectified. pump or there may be a fault in the engine or a mechanical force. Voltages below normal can pose a danger to the motor.

8.11.2.7 Manometers should be kept under constant control and one or more of the pumps should be stopped in case of excessive pressure rises.

8.11.2.8 The discharge pipes of the pumps must be equipped with a valve first and a check valve after the valve.

8.11.2.9 Check valve in the discharge pipe of the inoperative pump; paper, garbage, If materials such as stone chips, moss and mud are stuck and prevent the check valve from closing completely, some of the water pumped by the other pumps is pumped back into the pool while passing through these inoperative pumps and suction pipes. This fault, which restricts the required water flow in the event of a fire, must be eliminated. If a rotation is observed in the couplings of some of the non-operating pumps during the operation of some pumps, it should be considered as an indication of the existence of the above-described fault in these pumps.

8.11.2.10 If any deficiencies or malfunctions are detected as a result of the control, Otherwise, it will be remedied by those responsible.

8.11.3 Fire Hydrant Installation

8.11.3.1 Rain water should be prevented from entering the fire hydrant hose cabinets, the hoses should be intact, strong and sufficiently tightened. At least one of the hoses should always be kept connected to the fire main.

8.11.3.2 Fire valves must be fault-free and leak-proof. Defective nozzles, valves, hoses will be replaced with new ones immediately and faults should be repaired and backed up. For this reason, a sufficient amount of hoses, nozzles, fire valves, clamps, couplings and spare materials should be

available in each facility. In the fire installation, it is not allowed to wait for the fault for any reason.

8.11.3.3 Working fire hoses should not be placed in cabinets when they are wet and contain water, while the malfunctions detected following the drills are eliminated. Facilities should provide suitable hose hanger assemblies for the water in the hoses to drain and dry completely and should not put them back in place without making sure that the hose is thoroughly dried. If sea water has been pumped with hoses, they must first be washed with fresh water and dried in a cool-windy place.

8.11.3.4 All pipes of the fire hydrant and sprinkler installation should be inspected every three months, rusted parts must be painted, rotten parts must be replaced with new ones, valves and check valves must be checked and faults must be corrected.

8.11.3.5 All fire hydrants, hoses and nozzles are repaired by the responsible persons if any deficiencies or malfunctions are detected as a result of the control.

8.11.4 Portable Fire Extinguishers

8.11.4.1 Sufficient spare devices should always be available in plant warehouses for malfunction, control or maintenance. For the above-mentioned purposes, spares should be put in place of the extinguishers taken from their place in order.

8.11.4.2 All fire extinguishers are eye-examined and checked on a monthly basis. After the control, the extinguishers are marked. During the control, especially dry powder extinguishers are turned upside down and tapped lightly on the base, thus allowing the powder in the tube to move. Otherwise, the powder inside the extinguishers, which remain in the same position for a long time, may settle to the bottom and solidify. If any deficiencies or malfunctions are detected as a result of the control, they are corrected by the relevant responsible persons.

8.11.4.3 Fire extinguishers are subjected to a general control by the seller company once a year, according to the Fire Protection: Portable and Wheeled Fire Extinguishers standard. Fire extinguishers are tested by the relevant company at intervals not exceeding 10 years, and chemical powder is checked at the end of the 4th year

8.11.5 Freeze Protection

8.11.5.1 Protection of Generators

8.11.5.1.1 When the outside temperature drops below +4C in winter, the water starts to freeze. it can start. For this reason, the radiators of generators with water-cooled engines should be secured with antifreeze.

8.11.5.2 Protection of Fire Water Pumps

8.11.5.2.1 Fire water pumps and suction pipes are always filled with water in position. Therefore, the ambient temperature should not fall below +4C.

8.11.5.3 Protection of Fire Water Distribution Pipes

8.11.5.3.1 Hydrant of exposed main and branch pipes It must be protected against freezing up to the taps. Therefore, the lines are protected against freezing either by means of insulation or by laying them underground.

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

8.12.1 Facility fire-fighting equipments are systems that back up each other and are installed as an alternative to the other.

- 8.12.2** In cases where the facility's own fire fighting equipment does not work or is insufficient, the support of neighboring facilities, Fire Brigades and AFAD Units will be requested.
- 8.12.3** It is ensured that other dangerous and flammable materials/vehicles that are likely to be affected by the fire are removed from the area, if possible.
- 8.12.4** The ability of tugboats or marine vehicles with fire extinguishing features in the region should also be taken into account.

9 OCCUPATIONAL HEALTH AND SAFETY

9.1 Occupational Health and Safety Measures

- 9.1.1** Periodic trainings are given to the port personnel every year in accordance with the "Regulation on the Procedures and Principles of Employees' Occupational Health and Safety Training".
- 9.1.2** It is mandatory to use basic personal protective equipment in the port area. (Helmet, work shoes/boots, work gloves, safety glasses, work clothes,
- 9.1.3** Health reports will be received for those working in the evacuation works.
- 9.1.4** For those who work in heavy and dangerous jobs, a health report will be obtained in accordance with the existing example in the heavy and dangerous works regulation (or the regulation on the duties and working principles and procedures of workplace health units and workplace physicians).
- 9.1.5** Workers are periodically subjected to a health examination once a year, and the results are evaluated. should be included in the reports.
- 9.1.6** Detailed blood tests will be carried out every 3 months for the workers working in lead smelting and scrap work, laboratory tests will be carried out at least once a year for other chemicals and at regular intervals with the advice of a physician.
- 9.1.7** Workers will be given sufficient information and written instructions regarding the work equipment they use and its use.
- 9.1.8** The speed limit within the port area is 20 km/h. Overtaking is prohibited.
- 9.1.9** Parking in front of fire fighting equipment is prohibited.
- 9.1.10** Pedestrians should walk on the left side of the road (so they can see the oncoming vehicle).
- 9.1.11** No work can be done without following the necessary permit procedures.
- 9.1.12** Compliance with all warnings and signs is mandatory.
- 9.1.13** Smoking, eating and drinking should be prohibited in the evacuation area.
- 9.1.14** Hands should be washed before starting and after finishing.
- 9.1.15** Dirty clothes and shoes should be removed after work and cleaned for at least 15 minutes.
- 9.1.16** In case of spilling or contamination of protective clothing by chemical substances, the person doing the work should immediately remove these clothes and take a shower.
- 9.1.17** Excessive heat, open flames, sparks and static electricity sources should be avoided.
- 9.1.18** Personnel who do not wear (not use) occupational safety memorabilia will be removed from the work area by the concerned or the persons concerned.
- 9.1.19** In accordance with Article 19 of Law No. 6331, employees are obliged to use, protect, and properly store the personal protective equipment provided to them in accordance with the training they receive on occupational health and safety and the instructions of the employer on this subject.
- 9.1.20** Any malfunction or deficiency that employees see in personal protective equipment must notify the employer. Defective personal protective equipment cannot be used until the faults are corrected and necessary controls are made. Personal protective equipment provided to employees should always be in effective working condition, cleaned and maintained, and replaced when necessary. Personal protective equipment should be checked before each use.

9.2 Information on personal protective clothing and Procedures for using them

9.2.1 Personal protective equipment will be used in accordance with the Regulation on the Use of Personal Protective Equipment at Workplaces for workers working in the delivery/evacuation business.

9.2.2 The employer will take every precaution to ensure that workers working in the loading/evacuation business use personal protective equipment appropriately.

9.2.3 Workers working in the loading/evacuation business are also obliged to use the personal protective equipment provided to them in accordance with the training and instruction they received.

9.2.4 Workers shall notify the employer of any malfunction or defect in their personal protective equipment.

9.2.5 It is obligatory to use basic personal protective equipment for those working in the evacuation works. (Helmet, workwear, work shoes/boots, work gloves, safety glasses)

Helmet (Safety Cap):

- It protects the head against the danger of falling parts from above and hitting the head anywhere in the working environment.
- Every person working in loading / evacuation works must wear a hard hat.
- The safety cap will be in accordance with EN 397 norm, with adjustable screw on the head. Business attire:
- Work clothes made of 100% cotton fabric should be given twice a year, in summer and winter.
- It will be supplied as a jacket, trousers or work overalls.
- Company letter and logo will be written on the front or back of the jacket of the business suit.
- Work shoes/boots:
- It will have a protective feature against the danger of falling pieces and crushing the foot of the employee.
- It will comply with TS EN ISO 20345:2007 norms.
- The leather will be waterproof.
- The base will be made of nitrile or polyurethane material, resistant to acid, caustic and liquid hydrocarbons, and will not be easily deformed.
- Its skin will be resistant to at least 2000 volts and its sole to at least 10,000 volts.
- The sole will be non-slip.
- There will be a steel protective nose at the tip. Electrical insulation will be provided especially at the steel nose.
- Boot laces will be able to be opened easily in an emergency.
- The boot will not be heavy, it will be comfortable and ergonomic, and it will have the feature to adapt to every foot shape.
- Work gloves:
- The glove shall be made entirely of the best quality leather. The leather used on the palm and outer parts will have the same properties.
- The glove will be ergonomic and suitable for all kinds of hands.
- Used gloves will be placed in hazardous waste drums.
- It will comply with TS EN 420.

Safety Glasses (Safety Glasses or Face Shield):

- It is mandatory for those who work in jobs that may be dangerous to the eyes, or those who are close to that job, to use protective glasses or face shields.
- Where dust or similar substances are thrown,
- In studies with tar,

- In electrical welding and cutting with oxygen,
- In works where compressed air is used for cleaning
- It is mandatory to use protective goggles or a face shield when working with chemicals, hot liquids or steam.
- Safety glasses shall be non-steaming, closed on the side and framed type.
- It will be adjustable so that it can be worn over the glasses used by the personnel wearing glasses under normal conditions.

10 OTHER MATTERS

10.1 Validity of Dangerous Goods Conformity Certificate

10.1.1 Valid until 13.06.2025.

10.2 Defined duties for Dangerous Goods Safety Advisor

10.2.1 Duties specified in the National Legislation

10.2.2 Preparation of quarterly reports of the administration

10.3 Dangerous goods that will arrive/leave the coastal facility by road considerations for carriers.

Vehicles carrying Dangerous Goods must comply with the provisions of ADR and national legislation. Vehicles that do not have the following documents, signs/labels and equipment are not allowed to enter the port area.

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

Vehicles and dangerous goods that will arrive at the port by road must be notified to the port administration at least 3 hours before. Transactions are established for electronic monitoring.

10.3.1 Documents to be found

- Driver's license
- Driver's SRC Certificate (suitable for transport with SRC 5 Tanks)
- Vehicle License
- Transport Document in accordance with ADR 5.4
- Written Instruction in accordance with ADR 5.4.
- Dangerous Goods and Hazardous Waste Liability Insurance Policy
- ADR/Vehicle Conformity Certificate
- Dangerous Goods Activity Certificate with the responsibility of the transporter

10.3.2 Labeling Marking

- Orange Color Plates
- Hazard Warning Signs

10.3.3 Personal Protective Equipment and Equipment

- Appropriate Size Wedge
- Sewable Warning Sign (2pcs.)
- Eye Rinse Liquid
- Hazard Warning Vest
- Portable Lighting Apparatus
- A Pair of Protective Glove
- Safety Glasses
- Emergency Mask
- Shover
- Sewer Cover
- Collection Container

10.4 Dangerous goods that will arrive/leave the coastal facility by sea. considerations for carriers

10.4.1 Arrival by Sea

10.4.1.1 Ship's name and ship's IMO number, agency and ETA, normally no later than 24 hours prior to arrival

10.4.1.2 A list showing the product name of the dangerous goods and other information required by the relevant IMO Code;

10.4.1.3 For the cargo, an International Certificate of Conformity for the Bulk Transport of Hazardous Chemicals or a valid Certificate of Conformity for the Transport of Hazardous Bulk Chemicals, as appropriate, the International Pollution Prevention Certificate for the Carriage of Liquid Bulk Substances Harmful to Health (NLS Certificate) and/or International Fuel Pollution Prevention A certificate must be available;

10.4.1.4 Dangerous goods to remain on board must be specified by referring to their numbers in the list;

10.4.1.5 Consolidated carriers entering a dry cargo terminal should also indicate the nature of the last three cargoes and, where applicable, their flash points and the current state of the tank/cargo holds (such as whether they are gasless). . condition of dangerous goods and cargo containment and transport system, bulk cargo related equipment, a known defect, in case of any possibility of inappropriate danger;

10.4.1.6 Any known defect that could affect the safety of the port area or the ship.

10.4.1.7 Additional information that can be submitted to the port authority before dangerous goods are brought to or removed from the port area may be those specified in ISPS Code Part B.

10.4.2 Movement by Sea

10.4.2.1 Ship's name and ship's IMO number, agency and estimated time of departure (ETD) as required by regulatory bodies;

10.4.2.2 A list showing the product name of the dangerous goods and other information required by the relevant IMO Code;

10.4.2.3 For the cargo, an International Certificate of Conformity for the Carriage of Hazardous Chemicals or a valid Certificate of Conformity for the Carriage of Hazardous Bulk Chemicals, as appropriate, the International Pollution Prevention Certificate for the Carriage of Liquid Substances Harmful to Health (NLS Certificate) and/or International Fuel Pollution Prevention A certificate must be available;

10.4.2.4 Stacking or location of dangerous goods on board.

10.4.3 Dangerous Lights and Signs to be Displayed by Ships Carrying Cargo at the Port
Ships carrying explosive, flammable, combustible and similar dangerous goods have a B (Bravo) signal during the day in accordance with the International Regulation for the Prevention of Collision at Sea (COLREG). They hoist the pennant and at night display an all-round (360 degree) red light.

10.4.4 Cold and Hot Working on Ships Carrying Dangerous Goods in the Port
Ships and marine vessels in the port areas, unless permission is obtained from the port authority; repair, blasting and painting, welding and other hot work, boating and/or boat launching or other maintenance work. If the ships and marine vehicles that will carry out these works are in the coastal facility, they must coordinate with the coastal facility management. The above-mentioned works on ships in the port, including ships carrying dangerous goods, are subject to the permission of the Port Authority. Unless the necessary coordination is made with the port operator, this kind of work cannot be done on the ship.

10.5 Additional considerations to be added by the shore facility

10.5.1 Education

10.5.1.1 Every person involved in the transportation or handling of dangerous goods, On the safe transport or handling of dangerous goods, they should receive training in proportion to their responsibilities.

10.5.1.2 Persons employed, working and participating in the loading/unloading operations at the port must have received training in accordance with the International Code on Dangerous Goods Transported by Sea (IMDG CODE), other international codes suitable for the mode of transport, Health-Safety and Environmental requirements, ISPS code and relevant national and international regulations. and it should be updated.

10.5.1.3 The management may request training documents related to the trainings received.

10.5.2 Loads Under Special Permit

10.5.2.1 For the cargoes that are not specified in the Dangerous Goods Conformity Certificate in force at the port and that are planned to be handled at the facility, the load notification is made to the relevant Port Authority by filling out the form below. According to the code to which the load in question is subject and the attached safety data sheet, the equipment that should be in the facility is determined and first aid, fire, safety, etc. All necessary precautions are taken.

ATTACHMENTS

- 1- General- site plan of the coastal facility General
- 2- View photos of the coastal facility Emergency
- 3- Contact Points and Contact Information
- 4- General Layout Plan of the Areas where Dangerous Goods are Handled
- 5- Fire Plan of the Areas where Dangerous Cargoes are Handled General
- 6- Fire Plan of the Facility
- 7- Emergency Plan
- 8- Emergency Assembly Places Plan
- 9- Emergency Management Chart
- 10- Dangerous Goods Handbook
- 11- Leakage areas and equipment, entry/exit drawings for CTU and Packages Inventory of Port Service Ships
- 12- Administrative borders of the Port Authority, anchorage areas and pilot boarding/disembarkation
- 13- Sea coordinates of points
- 14- Emergency response equipment against marine pollution in the coastal facility
- 15- Personal protective equipment (PPE) usage map
- 16- Dangerous cargo events notification form
- 17- Control results notification form for dangerous cargo transport units (CTU)
- 18- Other required annexes
- 19- Dangerous Goods Handling Guide Additional Cargo Notification (When necessary)
- 20- Port and Terminal handbook within the scope of BLU CODE

Dangerous Goods Safety Advisor
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Port Authority
BİROL DEMİRKOPARANOĞLU