



# **DİLER DEMİR ÇELİK END. VE TİC. A.Ş. PORT FACILITY DANGEROUS GOODS HANDLING GUIDE**



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**REVISION PAGE**

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				Name Surname	Signature
1	1	* Updating Facility Information Form * Adding TMGD Information * Md.10.1 TMUB Adding Validity Period * Emergency Action Plan Update	01.09.2020	İL YAS DEĞERLİ	
2	2	* Updating Facility Information Form * Adding TMGD Information	18.01.2022	Damla GÜNGÖR	
3	3	*Updating General Layout Plan *Updating Port Employee Diagram * Updating Facility Information Form	03.02.2022	Tankut BENLİER	
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6	6	* Adding Coal to the Coastal Facility Information Form * Adding Coal Handling Procedure under IMSBC Code	26.02.2023	Fadime GÜNDEMİR	
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		control area in accordance with the Regulation on the Amendment of the Ports Regulation Page No: 11-13			
8	8	* Coastal Facility Information Form Update * Regulation according to Chapter 1.2 and Chapter 7 IMSBC Code * QMS Certificate update	10.07.2024	Fadime GÜNDEMİR	
9	9	* Coastal Facility Information Form Adding Authorized Contact Information p. 1-2 * Adding the Regional Port Authority e-mail address to the Coastal Facility Information Form * Emergency Response Equipment Against Marine Pollution Update p. 11-16 * General Fire Plan Update p. 11-5, 11-6	31.07.2024	Fadime GÜNDEMİR	
10	10	* Update of the Emergency Management Chart p. 11-9	05.02.2025	Fadime GÜNDEMİR	
11	11	* General Layout Plan Update, p. 11-1 * Updating Marine Pollution Response Equipment sy. 11-16 * Update of the Emergency Management Chart p. 11-9	06.05.2025	Fadime GÜNDEMİR	
12	12	Update in the definitions of 'Ship' and 'Dangerous Goods' under Article 14-2 and 14-3	13.05.2025	Fadime Gündemir	
13	13	* Updating the validity date of the Port Facility	10.07.2025	Fadime Gündemir	



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## **1 ENTRY**

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

**1.2.** The safety of life at sea and the safety and security of a ship, its cargo, and its crew in a port area are directly related to the care which is taken with dangerous cargoes before loading or unloading, and during their handling.

**1.3.** These Recommendations are confined to dangerous cargoes which are in a port area as part of the transport chain. These Recommendations do not apply to dangerous substances which are used in a port area or are for general storage in the port area, but Governments may wish to control such use and storage by national legal requirements. Should a substance covered by either of these exclusions subsequently be shipped, these Recommendations should then be applied, even though the substance is already in the port area.

**1.4.** An essential prerequisite for the safe transport and handling of dangerous cargoes is their proper identification, containment, packaging, packing, securing, marking, labeling, placarding, and documentation. This applies whether the operation takes place in a port area or at premises away from a port area.

**1.5.** Whilst the total transport chain includes inland, port, and marine elements, it is essential that every care is taken by those responsible for the matters in 1.4 and that all relevant information is passed to those involved in the transport chain and to the final consignee. Attention should be paid to the possible differing requirements for different modes of transport.

**1.6.** The safe transport and handling of dangerous cargoes is based on correct and accurate application of regulations for transport and handling of such cargoes and depends on appreciation by all persons concerned of the risks involved and on the full and detailed understanding of the regulations. This can only be achieved by properly planned and carried out training and retraining of persons concerned.

**1.7.** The codes and guides are under continuous review and are regularly revised. Only the most up-to-date editions must be used. The contents of these codes and guides have been repeated in these Recommendations only to the extent necessary.

**1.8.** In preparing this guide IMDG CODE, ERG 2012, and IMO 1216 CR. documents have been applied and the information is used.

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### 1.1 General information of the port facility (Restricted)

General information about the facility is as in the facility information form presented below.

1	Facility operator name/title	Diler Demir Çelik End. Ve Tic. A.Ş.			
2	Facility operator contact information (address, telephone, fax, e-mail, and website)	No: 26, Tayyar Yıldırım Avenue, Hacı Akif Neighborhood, Hereke – Körfez, Kocaeli, Turkey Tel:0262-5114449 Fax:0262-5113222 <a href="mailto:dilerliman@dilerhld.com">dilerliman@dilerhld.com</a> <a href="http://www.diler.com">www.diler.com</a>			
3	Facility name	Diler Demir Çelik End. Ve Tic. A.Ş. Port Facilities			
4	The city where the facility is located	Kocaeli			
5	Facility contact information (address, telephone, fax, e-mail and website)	No: 26, Tayyar Yıldırım Avenue, Hacı Akif Neighborhood, Hereke – Körfez, Kocaeli, Turkey Tel:0262-5114449 Fax:0262-5113222 <a href="mailto:dilerliman@dilerhld.com">dilerliman@dilerhld.com</a> <a href="http://www.diler.com">www.diler.com</a>			
6	The geographical location of the facility	It is located in Kocaeli Province, Körfez District, Hereke.			
7	Port authority to which the facility is affiliated and its contact details	Kocaeli District Port Authority Tel: 0262 5283754 Fax: 0262 5284790 <a href="https://kocaeliliman.uab.gov.tr">https://kocaeliliman.uab.gov.tr</a> <a href="mailto:kocaeli.liman@uab.gov.tr">kocaeli.liman@uab.gov.tr</a>			
8	The Municipality to which the facility is affiliated and its contact details	Körfez Municipality Tel: 0262 5282302 Fax: 0262 5285422 <a href="mailto:bilgi@korfez.bel.tr">bilgi@korfez.bel.tr</a>			
9	Name of the independent/organized industrial zone where the facility is located				
10	Validity date of Coastal Facility Operation Permit/Temporary Operation Permit	25.06.2028			
11	Operating status of the facility (X)	Own load and additional 3 <sup>rd</sup> party (X)	Own load (...)	3 <sup>rd</sup> party (...)	
12	Facility manager name and contact information (telephone, fax, e-mail)	Bülent YALABAÇOĞLU No: 26, Tayyar Yıldırım Avenue, Hacı Akif Neighborhood, Hereke – Körfez, Kocaeli, Turkey Tel:0262 511 44 49 – 5801 Fax:0262-5113222 <a href="mailto:bulentyalabacoglu@dilerhld.com">bulentyalabacoglu@dilerhld.com</a> <a href="mailto:dilerliman@dilerhld.com">dilerliman@dilerhld.com</a> <a href="http://www.diler.com">www.diler.com</a>			

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13	Facility's dangerous goods operations officer's name and contact details (telephone, fax, e-mail)	Port Shift Supervisors Ramazan Şentürk-Engin Ulu İrfan Tozçöken-Özden Acar Hacı Akif Mah. Tayyar Yıldırım Cad. No:26 Hereke-Körfez / KOCAELİ <a href="tel:0262-5114449">Tel:0262-5114449</a> Extension:2006 Shift Supervision GSM: 0535-0111564 Fax:0262-5113222 <a href="mailto:dilerliman@dilerhld.com">dilerliman@dilerhld.com</a> <a href="http://www.diler.com">www.diler.com</a>
14	Facility's dangerous goods safety advisor's name and contact details (telephone, fax, e-mail)	Fadime GÜNDEMİR 941st Street, No: 30/1, Güzeller Neighborhood, Gebze – KOCAELİ, Turkey Tel: 0850 339 21 85 Mobil: 0551 035 57 07 e-mail: <a href="mailto:tmgd@maviyesilkalite.com">tmgd@maviyesilkalite.com</a>
15	Marine coordinates of the facility	40°46'' 42'N & 29°36''00'E
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)	Scrap Iron, Package Cargo, IMSBC Code Loads
17	Dangerous goods handled at the facility (loads other than the IMDG Code, among the cargo types in 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 the Dangerous Goods Handling Guide when appropriate)	---
18	Classes for cargo handled, subject to IMDG Code	---
19	Groups in characteristic table for handled cargo subject to IMSBC Code	Ferro Silicon - UN 1408 Coal B (and A)
20	Types of ships that can approach the facility	Dry Cargo, General Cargo
21	Distance of the facility to the main road (kilometers)	1 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 its distance from the facility (kilometers)	Sabiha Gökçen (SAW) - 28,35 km

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24	Load handling capacity of the facility (Ton/Year; TEU/Year; Vehicle/Year)	6,000,000 Tons				
25	Is scrap handling done at the facility?	Yes				
26	Is there a border gate? (Yes / No)	No				
27	Is there a bonded area? (Yes / No)	Yes				
28	Cargo handling equipment and capacities	1 x Liebherr 180 Mobile Crane 1 x Liebherr 150 Mobile Crane 1 x Sennebogen Tire Mobile Crane 8 x Crawler Cranes 3 x 10 tons, 4 x 5,5 tons, 2 x 5 tons, 1 x 3 tons of forklift.				
29	Storage tank capacity (m3)					
30	Open storage area (m2)	30893 m2				
31	Semi-closed storage area (m2)					
32	Closed storage area (m2)	7188 m2				
33	Designated fumigation and/or de-fumigation area (m2)	No				
34	Name, title, and contact details of pilotage and tugboat services provider	Ankaş Anadolu Kılavuzluk A.Ş ve Sanmar Denizcilik Makina ve Tic. A.Ş.				
35	Is there a security plan? (Yes / No)	Yes - in ISPS CODE				
36	Capacity of Waste Reception Facility (This section will be arranged separately according to the waste accepted by the facility)	Waste type		Capacity (m <sup>3</sup> )		
		İzaydaş				
37	Properties of dock/pier etc.					
	Dock / Pier No	Size (m)	Width (m)	Maximum water depth (m)	Minimum water depth (m)	The largest ship tonnage and length to berth (DWT or GRT - meters)
	1	120		15	12,5	70,000
	2	110		15	12,5	70,000
	3	150		17	12,5	70,000
	4	114		14	10	10,000
	5	175		8,5	6,5	5,000
	6	150		9,5	8,5	10,000
	7	146		9,5	8,5	10,000
	Pipeline name (if available on site)		Number (piece)	Length (m)	Diameter (inch)	

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## **1.2 Loading/unloading, handling, and storage procedures for dangerous cargoes handled and temporarily stored at the port facility**

### **1.2.1 General**

Within the scope of the IMSBC Code, all kinds of bulk cargo, minerals, coal, cement, clinker, ammonium nitrate-containing fertilizers and such solid bulk cargoes and project cargoes are handled at the port area.

In the handling of dangerous cargoes coming to the port facility, the following points shall be ensured to be fulfilled in terms of the safety of the coastal facility, employees and ships in the port facility.

a) A coordination meeting will be held at least 1 day prior to the acceptance of dangerous cargoes to the port facility and the representatives of operation, Field planning, HSE unit, TMGD and other related persons shall participate to the meeting. (The resolution to hold such meeting will be taken through the operation or HSE/TMGD departments regarding the dangerous cargoes handled routinely which are accepted to the port)

b) Following issues will be discussed during the coordination meeting with regard to the dangerous cargo(es) to be accepted to the port:

1. Risk arising from dangerous cargo
2. Interaction with dangerous cargoes existing at the port facility,
3. Interaction with cargoes planned to be accepted to the port facility in the near future,
4. Requirement of materials and equipment with respect to emergency response
5. Sufficiency of emergency response equipment
6. Interaction with the neighboring facilities (s)

The issues mentioned herein above will be discussed within the scope of current IMSBC CODE documents and a management decision for accepting/rejecting will be taken.

c) If a decision is taken at the meeting in favor of accepting the dangerous cargo, management, operation, storage, safety and emergency response departments shall be notified and the necessary preparations and acceptance process will be commenced.

d) If it is required to notify the Port authority, the situation shall be notified to the Port authority in writing by specifying the reasons.

### **1.3 The operational procedure of safe handling of bulk solid dangerous cargoes:**

Loading or unloading of solid dangerous cargoes will be made direct delivery plan at the berths within our port facility

#### **1.3.1 Solid bulk dangerous cargoes**

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- The loading or unloading program will be prepared 1 day before the operation meeting. The number of equipment and cranes, teams, and shifts as well as the port to be used shall be specified at this meeting. The personnel who will work in the operation will be provided with information as regards the risks of the cargo and they will be equipped with the necessary protective outfit. Environmental safety is ensured in line with the HSE procedure. Personnel will be assigned neither to the hold of the ship nor to the work area before the gas are measurements conducted.
- Necessary warnings will be made so that the trucks do not make loading exceeding the loading limit and people in charge will pay necessary attention to this issue.
- The drivers will wait at a specified location away from the vehicle during the loading and unloading of vehicles. It will be controlled if the driver has the necessary protective equipment or not.
- The shift superintendent will be responsible for controlling the work security, control of equipment, entry, and exit of outsiders, safe handling of the cargo, environmental cleaning, and duly performance of these works.
- Loading and unloading following the cargo plan are within the liability of berth operators.
- If the evacuation of the ship is partially completed, gas measurements will be conducted before assignment for the evacuation of cargo in the hold of the ship.
- Canvas is laid between the ship and the port and a responsible person is assigned to clean the cargo scattered around.
- A tarpaulin is laid between the ship and the quay and a person responsible for cleaning is determined for the cargoes scattered around.

### **1.3.2 Requirements**

Issues, as regards additional safety precautions to be taken at the port facility and these precautions, will be provided by the operations department.

The relevant shift supervisor is assigned for each shift, 4 in total, responsible for the handling of dangerous solid bulk goods, and their duties are defined in the quality management system.

Electrical equipment, devices, and tools to be used in the areas where dangerous materials are handled should have adequate standards for being used in flammable, sparking, and explosive environments. Electrical lamps other than arc lamps shall be used in loading operations of solid bulk dangerous cargoes and these lamps should be gastight.

An adequate number of personal protective clothing, equipment, and outfit shall be provided in line with the specifications of solid bulk dangerous cargoes which are

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handled and the risks they can impose.

Water balls should be placed in the vicinity of areas where dangerous materials like coal, which have spontaneous combustion but are not affected by water, are stored and watering works should be carried out in a way to avoid combustion. It will be considered if there is a drainage system for collecting the polluted water in the environment when the temporary storage area is announced.

Canvas to be used for avoiding the solid bulk dangerous cargoes from falling to the sea during evacuation or while loading to the ship will be kept between the ship and the port during the operations.

The master who will load/unload the solid bulk dangerous cargoes will receive the detailed loading or unloading plan which includes details as to the position and quantity of the cargo in the ship from the berth operator before the beginning of the loading or unloading process. An agreement shall be reached between the master and the berth operator as to the said loading or unloading plan.

The master and the berth operator will ensure, within their respective areas of responsibility, that operations regarding transport, handling or loading, or unloading of solid bulk dangerous cargoes are done following the “International Maritime Solid Bulk Cargo Code (IMSBC Code)”, “the Code of Practice for the Safe Loading and Unloading of Bulk Carriers (BLU Code)”, “Legislation on Safe Loading and Unloading of Bulk Carriers” promulgated in Official Gazette dated 31.12.2005 number 26040 and “Manual on Loading and Unloading of Solid Bulk Cargoes for Terminal Representatives (IMO MSC/Circ.1160, MSC/Circ.1230 and MSC.1/Circ.1356)”.

### **1.3.3 Documentation**

Passenger ships and cargo ships of 500 gross tonnages or over constructed on or after 1 September 1984 and carrying dangerous goods, shall comply with the requirements of regulation II-2/19 of SOLAS 1974. In this connection, such ships are required to carry on board a Document of Compliance following SOLAS 1974, regulation II-2/19.4 as evidence that the ship complies with the special requirements for ships carrying dangerous goods stipulated in SOLAS regulation II-2/19. Cargo ships of less than 500 gross tonnages constructed on or after 1 February 1992 shall comply with the requirements of regulation II-2/19 of SOLAS 1974 unless Administrations have reduced the requirements and this has been recorded in the Document of Compliance.

The Document of Compliance provides information on the classes of dangerous goods that may be carried on deck and in each compartment of the ship.

On board, a ship carrying packaged dangerous cargoes, additionally a special list or manifest setting out the dangerous goods and their location or a detailed stowage plan are required.

### **1.3.4 Responsibility for compliance**

When solid bulk dangerous cargoes are carried, handled, or stowed, the master of a ship and berth operator within their respective areas of responsibility should ensure that the

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loading and unloading operations are carried out following the Bulk Cargo (BC) Code and the Code of Practice for the Safe Loading and Unloading of Bulk Carriers, where applicable, and the Manual on Loading and Unloading of Solid Bulk Cargoes for Terminal Representatives.

### **1.3.5 Emission of harmful dust**

Where the transport, handling, or stowage of solid bulk dangerous cargoes may give rise to the emission of dust, all necessary practicable precautions should be taken to prevent and minimize the emission of such dust and to protect persons and the environment from them.

The precautions should include the use of appropriate protective clothing, respiratory protection, and barrier creams when needed as well as personal washing and hygiene and laundering of clothing.

### **1.3.6 Emission of dangerous vapor/oxygen deficiency**

Where the transport or handling of solid bulk dangerous cargoes may give rise to the emission of toxic or flammable vapor, all necessary practicable precautions should be taken to prevent and minimize the emission of such vapors and to protect persons from toxic vapors.

Whenever solid bulk dangerous cargo which may emit a toxic or flammable vapor is stowed or carried, an appropriate instrument for measuring the concentration of the toxic or flammable vapor should be provided.

### **1.3.7 Emission of explosive dust**

Where the transport or handling of solid bulk dangerous cargoes may give rise to the emission of dust that is liable to explode on the ignition, all necessary practicable precautions, such as the availability of a fire hose, should be taken to prevent such an explosion and to minimize the effects of an explosion if one should occur.

Precautions include ventilating an enclosed space to limit the concentration of dust in the atmosphere, avoiding sources of ignition, minimizing the heights of walls of materials, and hosing down rather than sweeping.

### **1.3.8 Spontaneously combustible substances and substances that react with water**

Solid bulk dangerous cargoes which, on contact with water, may evolve flammable or toxic vapors or become liable to spontaneous combustion, should be kept as dry as reasonably practicable. Such cargoes should be handled only during dry weather conditions.

### **1.3.9 Oxidizing substances**

Solid bulk dangerous cargo that is an oxidizing substance should be transported, handled, and stowed in a manner that prevents in so far as reasonably practicable, contamination with combustible or carbonaceous materials. Oxidizing substances should be kept away from any source of heat or ignition.

### **1.3.10 Incompatible materials**

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Solid bulk dangerous cargoes should be carried, handled, and stowed in a manner that prevents any dangerous interaction with incompatible materials.

### **1.3.11 Cargo can be handled at our facility per IMSBC CODE**

#### **Group A cargo (liquefiable cargo)**

Liquefaction is the status when a cargo becomes fluid (liquid). Liquefiable cargoes hold a certain amount of moisture and have got small particles and they may relatively and with particles.

#### **Group A cargoes**

##### **Mineral concentrations**

Mineral concentrations are refined ores in which valuable components are enriched by the elimination of waste materials inside them. They include copper concentrations, iron concentrations, lead concentrations, nickel concentrations, and zinc concentrations.

##### **Nickel ore**

There are different types of nickel ores with varying colors, sizes of particles, and moisture. Some of them can contain ores similar to clay.

##### **Coal**

Coal (bituminous and anthracite) is a flammable material containing natural, hard, amorphous carbon and hydrocarbons. It best fits Group B in terms of its being flammable and the spontaneous heating feature thereof however it can also be classified as part of the A group since it can get liquefied if refined (e.g. if %75 is composed of tiny particles smaller than 5 mm). In these cases, it is classified both as within the A and B groups.

#### **Group B cargoes (which possess a chemical hazard)**

Group B cargoes are classified in two ways within the IMSBC Code: ‘Dangerous goods in solid form in bulk’ (under the International Maritime Dangerous Goods (IMDG) Code; and ‘Materials hazardous only in bulk’ (MHB).

You will find this information in the “characteristics” section of the cargo’s schedule. Cargoes classified as dangerous goods in solid form in bulk will also have a ‘UN’ number in the Bulk Cargoes Shipping Name.

##### **Dangerous goods in solid form in bulk**

In the Code these cargoes are classed as follows:

Class 4.1: Flammable solids

Class 4.2: Substances liable to spontaneous combustion

Class 4.3: Substances that emit flammable gases in contact with water

Class 5.1: Oxidizing substances

Class 6.1: Toxic substances

Class 7: Radioactive materials

Class 8: Corrosive substances

Class 9: Miscellaneous dangerous substances and articles.

#### **Materials hazardous only in bulk (MHB)**

Materials hazardous only in bulk (MHB) MHB cargoes are materials that possess chemical hazards when transported in bulk that does not meet the criteria for inclusion

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in the IMDG classes above. They present significant risks when carried in bulk and require special precautions. They are described as follows:

**Combustible solids:** materials that are readily combustible or easily ignitable

**Self-heating solids:** materials that self-heat

**Solids that evolve into flammable gas when wet:** materials that emit flammable gases when in contact with water

**Solids that evolve toxic gas when wet:** materials that emit toxic gases when in contact with water

**Toxic solids:** materials that are acutely toxic to humans if inhaled or brought into contact with skin

**Corrosive solids:** materials that are corrosive to skin, eyes, metals, or respiratory sensitizers.

### The risks Group B cargoes present

The major risks associated with Group B cargoes are fire and explosion, the release of toxic gas, and corrosion.

#### Coal

It is a natural, solid, combustible material consisting of coal (bituminous and anthracite) amorphous carbon and hydrocarbons.

- Coals can remove methane, which is a flammable gas. 5% to 16% methane methane / air mixtures are explosive, spark or open flames such as sparks, match flashes or cigarette burns may be sufficient for the length. Methane is lighter in the air and it accumulates in higher volumes at another volume of the pilgrimage load. Methane leakage may occur to areas covered byload.

- Coals can be oxidized, causing oxygen in the load volume to be consumed and increasing concentrations of carbon dioxide or carbon monoxide. Carbon monoxide is a slightly lighter odorless gas that is flammable with air at 12 to 75% by volume. Toxic in case of inhalation, the blood hemoglobin is 200 times more bound than oxygen.

- Some coals may self-heat up in the load volume and self-heating may cause self-ignition. Various flammable and toxic gases, including carbon monoxide, may occur.

- Some coals may enter the reaction with the water, leading to the release of acids which can cause corrosion. Various flammable and toxic gases, including hydrogen, may occur. Hydrogen is an odorless gas, amenable to air and flammable with air from 4% to 75% by volume.

<b>ANGLE OF REPOSE</b>	<b>BULK (kg/m<sup>3</sup>)</b>	<b>DENSITY</b>	<b>STOWAGE FACTOR (m<sup>3</sup>/t)</b>
Not applicable	654-1256		0.79-1.53
<b>SIZE</b>	<b>CLASS</b>		<b>GROUP</b>
Up to 50mm	MHB		B (and A)

#### Hazards:

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Coal can form flammable atmospheres, heat up spontaneously, cause oxygen depletion, metal structures can cause corrosion. In cases where particles smaller than 5 mm are present at a rate of 75% or more, liquefaction may be observed in coal loads.

#### **Stacking and Separation Requirements:**

We do not store more than one hazardous solid bulk cargo at our port facility that would create the same stacking and sorting conditions.

#### **Precautions against ventilation conditions:**

Dangerous solid bulk cargoes that require ventilation in our port facility are not handled and stored .

#### **Precautions:**

In case of fire, the measures specified in Article 8 of this document shall be applied.

#### **Emergency procedures**

<b>Special emergency equipment to be carried</b> Nil
<b>Emergency procedures</b> Nil
<b>Emergency action in the event of fire</b> Batten down. Exclusion of air may be sufficient to control the fire. Do not use water. Seek expert advice and consider heading to the nearest port.
<b>Medical first aid</b> Refer to the Medical First Aid Guide (MFAAG), as amended

#### **FERROSILICON UN 1408**

with 30% or more but less than 90% silicon (including briquettes) (see appendix to this schedule)

#### **Description**

Ferrosilicon is an extremely heavy cargo.

#### **Characteristics**

<b>Physical properties</b>			
<b>Size</b>	<b>ANGLE OF REPOSE</b>	<b>BULK DENSITY (kg/m<sup>3</sup>)</b>	<b>STOWAGE FACTOR (m<sup>3</sup>/t)</b>
Up to 300 mm briquettes	Not applicable	1,389 to 2,083 (1,111 to 1,538 for briquettes)	0.48 to 0.72 (0.65 to 0.90 for briquettes)
<b>Hazard classification</b>			

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<b>CLASS</b>	<b>Subsidiary hazard(s)</b>	<b>MHB</b>	<b>GROUP</b>		
4,3	6,1	MHB	B		

### Hazard

In contact with moisture or water it may evolve hydrogen, a flammable gas which may form explosive mixtures with air and may, under similar circumstances, produce phosphine and arsine, which are highly toxic gases.

This cargo is non-combustible or has a low fire risk.

### Stacking and Separation Requirements:

We do not store more than one hazardous solid bulk cargo at our port facility that would create the same stacking and sorting conditions.

### Precautions against ventilation conditions:

Dangerous solid bulk cargoes that require ventilation in our port facility are not handled and stored .

### Precautions:

In case of fire, the measures specified in Article 8 of this document shall be applied.

### Emergency procedures

<b>Special emergency equipment to be carried</b> Self-contained breathing apparatus
<b>Emergency procedures</b> Wear self-contained breathing apparatus.
<b>Emergency action in the event of fire</b> Batten down and use CO <sub>2</sub> , if available. Do not use water.
<b>Medical first aid</b> Refer to the Medical First Aid Guide (MFAG), as amended

### Petroleum coke

Petroleum coke which is not calcined is sensitive to heat. It can get burned under high temperatures. There is no specific requirement for ventilation in the storage areas. There are no special requirements during transport, unloading, and cleaning. It is required to wear gloves, work uniform, shoes, and helmets as protective clothing. Spray nozzles should be kept available.

### Direct reduced iron (DRI)

DRI may react with water and air to produce hydrogen and heat. The heat produced may cause ignition. Oxygen in enclosed spaces may also be depleted.

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### **Metal sulfide concentrates**

Some sulfide concentrates are prone to oxidation and may tend to self-heat, leading to oxygen depletion and emission of toxic fumes. Some metal sulfide concentrates may present corrosion problems.

### **Organic materials**

Ammonium nitrate-based fertilizers Ammonium nitrate-based fertilizers support combustion. If heated, contaminated, or closely confined, they can explode or decompose to release toxic fumes and gases.

### **Wood products transported in bulk**

Wood products transported in bulk are listed in a new schedule to the Code: Wood Products – General. They include logs, pulpwood, Roundwood, saw logs, and timber. These cargoes may cause oxygen depletion and increase carbon dioxide in the cargo space and adjacent spaces.

These are wood products loaded and discharged by methods such as elevators and grabs. They are distinct from wood products listed in other schedules.

### **1.3.11.1 Group C cargoes (cargoes that are neither liable to liquefy nor possess chemical hazards)**

Although Group C cargoes do not present the dangers associated with Group A and B cargoes, they can still carry risks.

#### **Examples of Group C cargoes**

#### **Iron ore and high-density cargoes**

#### **Sand and fine particle materials**

Fine particle materials can be abrasive. Silica dust is easily inhaled and can result in respiratory disease. Materials with tiny particles could be abrasive. Silica sand could be easily inhaled which could cause inhalation diseases. People who may be exposed to cargo dust should wear goggles or other equivalent dust eye protection, dust filter masks, and protective clothing.

#### **Cement**

Cement may shift when aerated during loading. Dust can also be produced from this cargo. People who may be exposed to cargo dust should wear goggles or other equivalent dust eye protection, dust filter masks, and protective clothing.

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#### **1.4 Procedure for safe handling of scrap metal cargo**

Scrap metal cargo is handled within our port facility. Storage works are also carried out at our port facility.

##### **1.4.1 Requirements**

Entries to the quarantine area shall be provided in a controlled way, the entry door to the area will be kept closed when operations are not carried out, and warning signs shall be placed on them.

Two people will be assigned for handling the contaminated radioactive materials at the port facility. These people should take courses from the Turkish Atomic Energy Authority (TAEK) and their duties will be defined in writing.

Radiation measurements of scrap cargo will be carried out by accredited supervision companies at the port facility within the responsibility of the cargo receiver. The supervision company which will conduct the radiation measurements should not have any partnership with or any interest from the cargo receiver or facility which are the customer of the receiver directly or indirectly.

##### **1.4.2 Handling operation**

Measurement of dust contaminated with the radiation accumulated in the pool at the port facility will be conducted and received by the Turkish Atomic Energy Authority (TAEK).

Radiation well, where the materials detected in the scrap cargo contaminated with a radioactive source and/or radiation are kept temporarily, will be isolated and bordered to avoid unauthorized access. Radiation wells will be constantly monitored during the time these materials are stored temporarily and a control point will be created at an appropriate distance.

It will be ensured that vehicles loaded with scrap will pass from radiation measurement devices placed in front of the weighbridge with a speed lower than 10 km. It will not be permitted for any vehicle loaded with scrap to leave the facility if the required measurements are not conducted. The berth operator will be responsible for going off the vehicles to control entry to the weighbridge area and observing the measurement after the vehicles are loaded during the operations.

If a level-3 radiation level is detected in a vehicle loaded with scrap in the measurements conducted, everyone in the vehicle including the driver will evacuate the vehicle and the vehicle will be taken to a quarantine area and kept there until required emergency intervention is carried out. The said area and its immediate surroundings will be marked with warning signs and the people at the facility will be notified of this situation.

If materials contaminated with radioactive sources and/or radiation are detected, such materials will be taken into the radiation well and the number, size, and approximate weight of radioactive sources will be notified to the Turkish Atomic Energy Authority (TAEK) within 24 hours at the latest.

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Operators, employees, or third parties who have not received training for protection against radiation and without appropriate protective clothing, equipment, devices, and outfits will not be allowed to enter t the quarantine area.

Radiation measurements of radiation determination and quarantine area, the radiation well, dusts accumulated in the collection pool, the water discharged from the collection pool, and vehicles loaded with scrap shall be conducted.

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## 2 RESPONSIBILITIES

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

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

b) In emergencies such as fire, leakage, or spillage that occur during the transportation of dangerous goods, they benefit from the EmS Guide, which includes Emergency Response Methods and Emergency Schedules for Ships Carrying Dangerous Goods.

c) They benefit from the Medical First Aid Guide (MFAG) in the annex of the IMDG Code to provide the necessary medical first aid for the people affected by the damages of the dangerous goods and the health problems caused by accidents involving these cargoes.

### 2.1 Cargo Person

- Prepares and has the mandatory documents, information, and documents related to dangerous goods prepared and ensures that these documents are present with the cargo during the transportation activity.
- Provides classification, packaging, marking, labeling, and placarding of dangerous goods following their type.
- Ensures that dangerous goods are loaded, stacked, and securely fastened to approved packaging and cargo transport units following the rules and safely.

### 2.2 Responsibilities of The Carrier

- Requests mandatory documents, information, and documents related to dangerous goods from the cargo person and ensures that they are present with the cargo during the transportation activity.
- Controls the compliance of the dangerous goods classified, packaged, marked, labeled, and plated by the cargo person with the legislation.
- Checks that the dangerous goods are packaged following the rules by using approved packaging and load transport units, they are safely loaded and securely fastened to the cargo transport unit.

### 2.3 Responsibilities of the Coastal Facility Operator

- Does not dock the ships carrying dangerous goods without the permission of the port authority.
- Gives written information to the ship that will dock at its facility within the scope of facility rules, cargo handling rules, and relevant legislation.

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- 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 berth by planning in this context.
- Requests mandatory documents, information, and documents related to dangerous goods from the cargo person and ensures that they are found with the cargo. In case the relevant documents, information, and documents cannot be provided by the cargo person, it is not obliged to accept or handle the dangerous cargo at its facility.
- 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 personnel. The ship does not make any changes in the operation without the knowledge of the person concerned.
- 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.
- Controls the transport documents containing information that the dangerous goods coming to the facility are classified, packaged, marked, labeled, plated, and loaded safely to the cargo transport unit.
- 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.
- Ensures that the dangerous goods handling equipment in its facility are in working condition and that the relevant personnel is trained and documented on the use of this equipment.
- By taking occupational safety measures at the coastal facility, ensures that the personnel uses personal protective equipment suitable for the physical and chemical characteristics of the dangerous cargo.
- Carries out activities related to dangerous cargoes at docks, piers, and warehouses established per these works.
- 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.
- 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.
- Notifies the port authority of the instant risk posed by the dangerous goods they handle or temporarily store in the facility and the measures it takes for it.
- Notifies the port authority of the accidents related to dangerous goods, including the accidents at the entrance to the closed areas.
- Provides the necessary support and cooperation in the controls and inspections carried out by the administration and the port authority.
- Ensures that Class 1 (except Class 1 Compatibility Group 1.4 S), Class 6.2, and Class 7 dangerous goods, which are not allowed to be stored temporarily, are transported out of the coastal facility as soon as possible, and in cases where it is necessary to wait, it applies to the Administration for permission.
- Stores the cargo transport units where dangerous goods are transported following the separation and stacking rules and takes fire, environment, and other safety measures per the class of the dangerous cargo in the storage area. Keeps fire extinguishing systems and first aid units ready for use at any time

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in the areas where dangerous cargoes are handled and make the necessary controls periodically.

- Gets permission from the port authority before the hot working works and operations to be carried out in the areas where dangerous goods are handled and temporarily stored.
- Prepares an emergency evacuation plan for the evacuation of ships from coastal facilities in case of emergency and submits it to the port authority and informs the relevant people about the plan approved by the port authority.
- Ensures the internal loading of cargo transport units following the loading safety rules in its facility.

#### **2.4 Responsibilities of The Ship Person**

- Ensures that the cargo to be carried by vessel is certified as suitable for transportation and that the cargo holds, cargo tanks, and cargo handling equipment is suitable for cargo transportation.
- Requests all mandatory documents, information, and documents related to dangerous goods from the cargo person and ensures that they are present with the cargo during the transportation activity.
- Ensures that the documents, information, and documents required to be found on the ship regarding dangerous goods within the scope of the legislation and international conventions are appropriate and up-to-date.
- Controls the transport documents containing information that the cargo transport units loaded on the ship are appropriately marked, plated, and loaded safely.
- Informs the relevant ship personnel of the risks of dangerous cargoes, safety procedures, safety and emergency measures, response methods, and similar issues.
- Keeps up-to-date lists of all dangerous cargoes on board and declares them to the relevant parties upon request.
- Ensures that the loading program, if any, is approved and documented, and kept in working condition.
- 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.
- In case of leakage in the dangerous cargo or if such a possibility exists, does not accept the dangerous cargo to be carried.
- Notifies the port authority of the dangerous cargo accidents that occur on his ship while navigating or at the coastal facility.
- Provides the necessary support and cooperation in the controls and inspections carried out by the Administration and the port authority.

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- Does not accept carrying dangerous goods that are not included in the ship certificates issued by the relevant institutions and organizations.
- 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.
- Provides the requirements regarding the loading safety of the loads loaded on the ships.

### **2.5 Responsibilities of the ship's master**

- To ensure that the ship, its equipment, and devices are suitable for dangerous cargo transportation.
- Requests all mandatory documents, information, and documents related to dangerous goods from the port facility and the cargo person, to ensure that they accompany the dangerous cargo.
- To ensure that the safety measures related to the loading, stacking, separation, handling, transportation, and unloading of the dangerous goods on the ship are fully implemented and maintained, and to carry out the necessary inspections and controls.
- To control that the dangerous goods entering the ship are properly identified, classified, certified, packaged, marked, labeled, declared, safely loaded, and transported to the approved and legal packaging, container, and cargo transport unit.
- To ensure that all ship personnel is informed and trained about the risks of transporting, loading, and unloading dangerous goods, safety precautions, safe working, emergency measures, and similar issues.
- To ensure that people who are qualified and trained in the loading, transportation, unloading, and handling of dangerous goods work in a way that takes occupational safety precautions.
- Not being able to go out of the area allocated to him, not anchor, not approach the pier and pier without the permission of the port authority.
- To apply all rules and precautions during navigation, maneuvering, mooring, berthing, and leaving, for the ship to carry the dangerous cargo safely.
- To provide safe entry and exit between the ship and the quay.
- To inform the personnel about the applications, safety procedures, emergency measures, and response methods regarding the dangerous goods on board.
- Keeping up-to-date lists of all dangerous cargoes on board and declaring them to the relevant parties.
- Taking the necessary safety measures for the dangerous goods that are not in compliance with the rules, are unsafe, pose a risk to the ship, people, or the environment, and inform the port authority of the situation.
- Notifying the port authority of the dangerous cargo accidents on the ship.
- To provide the necessary support and cooperation in the controls made by the official authorities on the ship.

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

- To monitor compliance with the requirements for the carriage of dangerous goods.

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- To offer suggestions to the coastal facility regarding the transportation of dangerous goods.
- To prepare an annual report to the coastal facility on the activities of the coastal facility operator in the transport of dangerous goods. (Annual reports are kept for 5 years and submitted to the administration upon request.)

To control the following practices and methods;

- Control that the dangerous goods arriving at the facility are properly identified, that the correct shipping names are used, certified, packaged/packaged, labeled, and declared, and that they are safely loaded and transported to the approved and legal packaging, container, or cargo transport unit, and reporting the control results procedures.
- Loading/unloading procedure for handled and temporarily stored dangerous goods,
- Whether the coastal facility considers the special requirements regarding the dangerous goods transported when purchasing the transport vehicles for the handled dangerous goods,
- Control methods of equipment used in transport, loading, and unloading of dangerous goods,
- Whether the shore employees have received appropriate training, including the changes made in the legislation, and whether these training records have been kept,
- The suitability of emergency methods to be applied in case of an accident or an event that will affect safety during the transportation, loading, or unloading of dangerous goods,
- Compliance with reports prepared on serious accidents, incidents, or serious violations that occur during the transportation, loading, or unloading of dangerous goods,
- Determination of the necessary measures against the reoccurrence of accidents, incidents, or serious violations and evaluation of the implementation,
- To what extent the rules regarding the selection of subcontractors or 3rd parties and the transportation of dangerous goods are taken into account,
- Determination of whether employees in the transportation, handling, storage, and loading/unloading of dangerous goods have detailed information about operational procedures and instructions.
- Appropriateness of the measures taken to be prepared for risks during the transportation, handling, storage, and loading/unloading of dangerous goods
- Procedures for all mandatory documents, information, and documents related to dangerous goods.
- Procedures for the safe berthing, mooring, loading/discharging, sheltering, or anchoring of ships carrying dangerous goods to the shore facility day and night.
- Procedures for additional measures to be taken according to seasonal conditions for the loading, unloading, and limbo operations of dangerous goods.
- Procedures for fumigation, gas measurement, and degassing operations. Procedures for keeping records and statistics of dangerous goods,
- The accuracy of the issues regarding the possibility, capability, and capacity of the coastal facility to respond to emergencies,
- Appropriateness of the regulations for the first interventions to be made for the

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accidents involving dangerous substances,

- Procedures for handling and disposal of damaged dangerous cargoes and waste contaminated by dangerous cargoes,
- Information on personal protective clothing and procedures for using them.
- In addition to the IMDG Code, TMGD has information about the IBC Code, IGC Code, IMSBC Code, and MARPOL 73/78 applications, and generally the dangerous goods activities of the coastal facility within the scope of dangerous goods handled at the coastal facility. The coastal facility operator notifies the coastal facility operator in writing, with the periods, agreed between the coastal facility operator and the coastal facility operator, on the condition that it does not exceed 6 (six) months, about its evaluations on whether the dangerous goods handled at the coastal facility are handled following the rules.
- TMGDs prepare quarterly reports in the format determined by the Administration regarding the responsibilities of the coastal facilities they serve or serve in the Regulation and this Directive and this report is approved by the coastal facility operator and notified to the Administration.
- TMGD is present at the coastal facility and actively participates in the inspections carried out within the scope of Article 8 of TMGD, except for the coastal facilities that will receive PIUB for the first time.
- TMGD prepares the dangerous goods handling and/or temporary storage parts of the Dangerous Goods Handling Guide of the coastal facility together with the coastal facility and checks its accuracy. Signs the parts of the guide on dangerous goods handling and/or temporary storage.

## **2.6 Responsibilities of The 3<sup>rd</sup> Parties Operating in The Port Facility, Cargo/Ship Agency, etc.**

- To have the personnel who will work at the port facility receive the training specified in the Administration's Directive on IMDG Code Training Seminars dated 26.07.2019 and numbered 56617,
- Acting following the rules specified in the IMDG Code at the port facility,
- To act following the Dangerous Goods Handling Guide and the procedures regarding dangerous goods created by the coastal facility,
- Reporting the situation to the facility authorities when detecting any nonconformity in the handling, transportation, and storage of dangerous goods at the port facility,
- Submit the (SDS) Form, which is an important part of the work to eliminate the Occupational Health and Safety risks that may occur during the use and storage of dangerous goods, and which is prepared to inform the user accurately and adequately, containing the dangers and risks of the dangerous goods and other information, to the coastal facility management. and send it to the Administration

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### **3 POLICIES/APPLIED RULES AND MEASURES TO BE FOLLOWED BY THE PORT FACILITY**

The rules and measures given in this chapter are elaborated in Chapters 1,4,6,7,8,9 and 10 under Hazardous Material Emergency Plan and Accident Prevention Policy. The requirement for infrastructure is met by our port facilities.

#### **3.1 Berthing**

Adequate and safe mooring facilities are provided; and  
Adequate safe access is provided between the ship and the shore.

#### **3.2 Supervision**

The port operator should ensure that areas, where packages or cargo transport units are kept, are properly supervised and packages or cargo transport units are regularly inspected for damage. Any package or cargo transport units should only be handled under the supervision of a responsible person.

The port operator should ensure that no person, without reasonable cause, opens or otherwise interferes with any vehicle containing dangerous cargoes. When a vehicle is opened by a person authorized to examine its contents, the port operator should ensure that the person concerned is aware of the possible hazards arising from the presence of the dangerous cargoes.

Any equipment which is used for handling and stowing processes and driven with or without power shall be checked and inspected to ensure that it is manufactured following the manufacturer's instructions and exists in good operating conditions and compliance with proper standards.

#### **3.3 Identification, packing, marking, labeling or placarding and certification**

The port operator should ensure that dangerous cargoes entering his premises have been duly certified or declared by the cargo interests as being properly identified, packed, marked, labeled, or placarded to comply with the appropriate provisions of the IMDG Code or with appropriate national or international legal requirements applicable to the relevant mode of transport.

#### **3.4 Safe handling and segregation**

A port operator transporting or handling dangerous cargoes should appoint at least one responsible person who has adequate knowledge of the national or international legal requirements concerning the transport and handling of dangerous cargoes, including the segregation of incompatible cargoes.

#### **3.5 Emergency procedures**

The port operator should ensure that appropriate emergency arrangements are made and brought to the attention of all concerned. These arrangements should include:

- The provision of appropriate emergency alarm operating points;
- procedures for notification of an incident or emergency to the appropriate emergency services within and outside the port area;
- procedures for notification of an incident or emergency to the port authority and

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- port area users both on land and water;
- the provision of emergency equipment appropriate to the hazards of the dangerous cargoes to be handled;
  - co-ordinated arrangements for the release of a ship in the case of an emergency; and
  - arrangements to ensure adequate access/egress at all times.

The port operator should consider the necessity of arrangements for a safe and quick emergency escape, taking into account the nature of the dangerous cargoes and any special conditions.

The "Medical First Aid Guidelines (MFAG)" annexed to IMDG Code shall be used to provide those persons affected by damages caused by hazardous loads with medical first aid in case of any health issues occurring in consequence of accidents involving such loads.

"Emergency Schedules (EmS)" annexed to IMDG Code shall be used for any emergencies involving hazardous loads.

In case of any emergencies or accidents, the first aid material to be used for response shall be kept in easily accessible locations known to personnel.

### **3.6 Emergency information**

The port operator should ensure that a list of all dangerous cargoes in the warehouses, sheds, or other areas, including the quantities, and if appropriate Proper Shipping Names, correct technical names (if applicable), UN numbers, classes, or, when assigned, the division of the goods, including for class 1, the compatibility group letter, subsidiary hazard classes (if assigned), packing group (where assigned) and the exact location is held readily available for the emergency services.

The port operator should ensure that the responsible person for a warehouse, shed or area, where dangerous cargoes are handled, is as far as possible aware of the status of occupancy with the dangerous cargoes in his area and is available in case of emergencies.

The port operator should ensure that the person responsible for cargo handling operations involving dangerous cargoes has the necessary information on measures to be taken to deal with incidents involving dangerous cargoes and that it is available for use in emergencies.

Electronic or other automated information processing or transmission techniques shall be employed to provide access to information.

Data sheets of hazardous materials shall normally be kept by the manufacturers of chemicals. Emergency response information and electronic databases shall be available and used in case of direct access to information.

The port operator should ensure that the port or berth emergency response procedures and port or port emergency telephone numbers are placed at prominent locations within or at warehouses, sheds, or areas where dangerous cargoes are transported or handled.

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The port operator should ensure that fire-fighting and pollution-combating equipment and installations are marked as such and notices drawing attention to them are visible at all appropriate locations.

The port operator should inform the master of any ship carrying or handling dangerous cargoes of the emergency procedures in force and the services available at the port.

### **3.7 Fire precautions**

The port operator should ensure that:

- All parts of the port and any ship moored to it are at all times accessible to emergency services;
- Audible or visual alarms for emergency use are installed in the area or other means of rapid communication with emergency services are available;
- The handling of dangerous cargoes is kept clean and tidy;
- Before dangerous cargoes are handled, the master of a ship is informed of the location of the nearest means of summoning emergency services; and
- the lighting and other electrical equipment in areas where dangerous cargoes are present in the port is of a type-safe for use in a flammable or explosive atmosphere.
- Places where smoking is prohibited are designated; and
- Notices in a pictogram form prohibiting smoking are visible at all locations and at a safe distance from places where smoking would constitute a hazard.
- The port operator should ensure that equipment used in an area or space where a flammable or explosive atmosphere may exist or develop, is of a type-safe for use in a flammable or explosive atmosphere and used in such a manner that no fire or explosion can be caused.
- The port operator should ensure that only portable electrical equipment of a type safe for use in a flammable atmosphere is used in an area or space in which a flammable atmosphere may occur.
- The port operator should ensure that electrical equipment on a wandering lead is not used in areas or spaces where a flammable atmosphere may occur.

### **3.8 Fire fighting**

The port operator should ensure that adequate and properly tested fire-fighting equipment and facilities are provided and readily available following the requirements of the regulatory authority in areas where dangerous cargoes are transported or handled.

The port operator should ensure that personnel involved in the handling or transport of dangerous cargoes are trained and practiced in the use of fire-fighting equipment following the requirements of the regulatory authority.

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### **3.9 Environmental precautions**

The port operator should ensure that dangerous cargoes are only handled in areas that comply with the requirements of the regulatory authority.

The port operator should ensure that any damaged package, unit load, or cargo transport unit containing dangerous cargoes is dealt with following the requirements of the regulatory authority and is not transported or handled unless the dangerous cargoes have been properly repacked and are in all respects fit and safe for further transport and handling.

The port operator should ensure that, if necessary, any damaged package, unit load, or cargo transport unit containing dangerous cargoes is removed to a designated area for such cargoes.

sweeping or flushing. The said loads shall not be allowed to move into the sea by rainwater.

During the loading and unloading of bulk cargo to and from the vessel, necessary actions shall be taken to prevent the dumping of any load from the vessel or the dock into the sea. In addition, these actions shall be taken for transshipment operations.

Necessary actions shall be taken so that soil, water, or areas of water discharge is/are not contaminated with any hazardous materials handled at onshore facilities. Additionally, these actions shall be applied for the piping line used during the handling of hazardous materials and for areas with a conveyor system.

The capability to remove any contaminated bilge water, dirty ballast, sludge, slope, and load waste from the vessel shall be provided.

### **3.10 Pollution combating**

The port operator should ensure that adequate equipment is available to minimize the damage in case of a spillage of dangerous cargoes.

The equipment includes petroleum dispersion preventive fences, condensate lids, absorbing and neutralizing agents as well as cleaning agents and portable collection basins.

The port operator should ensure that personnel involved in the transport and handling of dangerous cargoes are trained and practiced in the use of pollution combating equipment and facilities following the requirements of the regulatory authority.

### **3.11 Reporting of incidents**

The port operator, within his area of responsibility, should ensure that, if an incident occurs during the handling of dangerous cargoes which may endanger the safety or security of persons, ships within the port, of the port, or any other property, or the environment, the person having charge of the handling immediately causes the operation to be stopped, if it is safe to do so, and prevents it being resumed until appropriate safety measures have been taken. The port operator should require every member of his personnel to report, to the person having charge of the operation, any such incident they see to occur during the handling of dangerous cargoes.

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to respond quickly and effectively; a short and proper description of the event should be communicated to the emergency center as soon as possible to treat the injured personnel and mitigate any potential damage.

The port operator should ensure that any incident involving dangerous cargoes which may endanger the safety or security of persons, or of ships within the port or of the port or any other property or the environment is reported immediately to the port authority.

The port operator should ensure that any damaged or leaking package, unit load, or cargo transport unit containing dangerous cargoes is reported immediately to the port authority and that suitable remedial action is taken

### **3.12 Inspections**

The port operator, where appropriate, should:

- Check documents and certificates concerning the safe transport, handling, packing, and stowage of dangerous cargoes in the port area at the time of receipt;
- Check, where practicable, packages, unit loads, and cargo transport units containing dangerous cargoes to verify that they are marked, labeled, or placarded following the provisions of the IMDG Code and the appropriate national or international legal requirements applicable for the mode of transport and that unnecessary labels, placards and marks have been removed and that the cargo transport units have been loaded, packed and secured following the IMO/ILO/UN ECE Guidelines for Packing of Cargo Transport Units (CTUs);
- Check, by external examination, the physical condition of each freight container, tank-container, portable tank, or vehicle containing dangerous cargoes for obvious damage affecting its strength or packaging integrity and for the presence of any sign of leakage of contents.
- The port operator should make such checks regularly to ensure the implementation of the safety precautions in the port area and the safety of transport.
- If any of the checks mentioned above reveal deficiencies that may affect the safe transport or handling of dangerous cargoes the port operator should immediately advise all parties concerned and request them to rectify all deficiencies before any further transport or handling of dangerous cargoes.
- The port operator should ensure that every necessary support will be given to the port authority or any other person or institution entitled to carry out inspections when they intend to inspect dangerous cargoes.

### **3.13 Hot work and other repair or maintenance work**

The port operator should ensure that no repair or maintenance work resulting in non-availability of the emergency/fire equipment required by these Recommendations is carried out at the port without prior permission of the port authority.

The port operator and the company carrying out the repairs, after having consulted the master of a ship, where appropriate, should ensure that they have a permit to proceed issued by the port authority before any repair or maintenance work involving hot work,

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or any other such work which may lead to a hazard because of the presence of dangerous cargoes, is carried out.

A prior notice to be served for the estimated duration of hot work or the lack of equipment as a result of the need for permission shall allow all emergency response authorities, such as the fire department, to make a satisfactory announcement to express their objection and recommend additional measures. In case of particular circumstances, such as any hot work to be performed in a hold or closed areas near a hold, the skilled personnel capable of determining whether specific safety measures are necessary shall perform a detailed field survey.

### **3.14 Entry into confined or enclosed spaces**

The port operator should ensure that no person enters any enclosed space such as, for example, a cargo space, cargo tank, void space around the such tank, cargo handling space, or other confined or enclosed space that has contained or may contain dangerous vapor or oxygen depleting cargoes, unless the space is free of dangerous vapor and not deficient in oxygen, and is certified to that effect by a responsible person trained in the use of the relevant equipment and sufficiently knowledgeable to interpret correctly the results obtained. The responsible person should record the measurements taken.

Where operational purposes must enter a space that cannot be freed of dangerous vapor within a reasonable time and which, therefore, can not be certified, or it is unlikely that the space will remain free of dangerous vapor, then the entry should only be made by persons wearing a self-contained breathing apparatus and any other necessary protective equipment and clothing. The entire operation should be carried out under the direct supervision of a responsible person who should be provided with a self-contained breathing apparatus, protective equipment, and rescue harness. The breathing apparatus and protective and rescue equipment should not be of a type that could introduce a source of ignition into the space.

The port operator should ensure that entry into space follows carefully established procedures that are contained in international codes and guides.

### **3.15 Contaminated wastes**

The port operator should ensure that wastes contaminated with dangerous cargoes are immediately collected and disposed of following the requirements of the regulatory authority.

### **3.16 Alcohol and drug abuse**

The port operator, within his area of responsibility, should ensure that no person under the influence of alcohol or drugs is allowed to participate in any operation involving the handling of dangerous cargoes.

Any such persons should always be kept clear of the immediate areas where dangerous cargoes are being transported or handled.

### **3.17 Weather conditions**

The port operator, within his area of responsibility, should not permit dangerous cargoes to be handled in weather conditions that may seriously increase the risk.

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Any unprotected load, which reacts dangerously when in contact with water, shall not be carried in rainy weather involving thunderstorms.

### **3.18 Lighting**

The port operator, within his area of responsibility, should ensure that areas where dangerous cargoes are handled or where preparations are being made to handle dangerous cargoes and access to such areas are adequately illuminated.

### **3.19 Handling equipment**

The port operator, within his area of responsibility, should ensure that all equipment used in the handling of dangerous cargoes is suitable for such use and used only by skilled persons.

The port operator, within his area of responsibility, should ensure that all cargo handling equipment is of an approved type where appropriate, properly maintained, and tested following national and international legal requirements.

### **3.20 Protective equipment**

The port operator, within his area of responsibility, should ensure, when necessary, that a sufficient quantity of appropriate protective equipment is available to all personnel involved in the handling of dangerous cargoes.

Such equipment should provide adequate protection against the hazards specific to the dangerous cargoes handled and should be of an approved type or made in conformity with an approved standard.

### **3.21 Signals**

The regulatory authority should decide if and when a ship engaged in the transport or handling of certain specified dangerous cargoes in the port area, should exhibit by day or by night any special visual signals.

The specified dangerous cargoes should include:

- bulk liquids with a flashpoint below 60°C closed cup;
- bulk flammable and/or toxic gases; and
- explosives (other than division 1.4S), liquid desensitized explosives assigned to class 3, and solid desensitized explosives assigned to class 4.1; to the degree specified by the regulatory authority.

The reason for exhibiting a day or night signal is to advise maritime traffic and personnel within the port area about an increased hazard created by the presence of dangerous cargoes. Vessels exhibiting such signals may be subject to the special requirements and special instructions of the port authority.

The following four scenarios should be considered:

- the ship is moored or at anchor by day;
- the ship is moored or at anchor at night;
- the ship is under way by day; or
- the ship is under way at night.

When practicable, a dedicated anchorage or port should be provided for vessels carrying dangerous cargoes requiring the exhibition of such signals. Special restrictions may be applied to:

- access to the vessels;

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- radio and radar transmissions;
- transiting the anchorage; and
- passing of ships moored or anchored.

Port authorities should consider the separation of ships under way exhibiting the signals. The port authority may also impose specific separation distances and regulate the movement of vessels to avoid the passing of such ships in narrow channels or at bends. Where signals are to be exhibited, they should be:

- by day flag “B” of the International Code of Signals; and
- by night an all-around fixed red light.

### **3.22 Communications**

The port authority should ensure that every ship engaged in the transport of dangerous cargoes can maintain effective communications with the port authority. When appropriate and practicable such communications should be carried out by VHF following the provisions of SOLAS regulation IV/7 and complying with the performance standards set out in IMO Assembly resolution A.609(15) and the requirements of the regulatory authority.

### **3.23 Areas**

#### **3.23.1 Dangerous cargo areas**

- Dangerous cargo areas should, where possible, be located so that management and/or security personnel may keep them under continuous observation. Otherwise, an alarm system may be provided or the spaces inspected at frequent intervals.
- Those areas where hazardous materials are handled shall be furnished with necessary equipment and devices to prevent potential harmful effects of such hazardous materials.
- The areas where hazardous materials are handled shall be provided with facilities of the entrance to and exit from the same to allow for response to emergencies or the access roads to those units carrying loads that contain hazardous materials shall be kept open, if any hazardous materials are stowed or stored on the entire site and the site shall be furnished with systems that are capable of providing emergency facilities for rapid response.

#### **3.23.2 Lorry parking areas**

- Separate areas may be designated for specific dangerous cargoes.
- Segregation requirements of the regulatory authority should be met when designating areas.
- Care should be taken that, in case of an emergency, adequate access is provided for handling equipment, emergency services, etc.
- Adequate emergency facilities should be provided. These should be appropriate to the hazards of the dangerous cargoes to be handled.

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### **3.23.3 Special areas for damaged dangerous cargoes and wastes contaminated with dangerous cargoes**

- Special areas for damaged dangerous cargoes and wastes contaminated with dangerous cargoes should be provided, where damaged dangerous cargoes may be kept and repacked or contaminated wastes separated and kept until their disposal.
- Such areas should, where appropriate, be covered, have a sealed floor or ground, separate drainage systems with shut-off valves, sumps, or basins, and means to discharge contaminated water to special facilities to safeguard the port area and the environment.
- Such areas should be fenced off to prevent the entry of unauthorized persons and should have facilities for watchmen. The facilities should include adequate means of communication.

### **3.23.4 Repairing/cleaning facilities**

- Where repair or cleaning facilities for ships or cargo transport units are provided, they should be situated well away from any area where dangerous cargoes are transported or handled. This should not preclude the carrying out of minor voyage repairs on ships at cargo handling ports or cleaning of cargo tanks at tanker terminals.
- Cleaning facilities should be designated and constructed to protect the environment when environmentally hazardous substances are used or are otherwise involved, in the cleaning process.

### **3.23.5 Reception facilities**

Facilities should be provided for the reception and disposal of bilge water, wastes, ballast, and slops contaminated with dangerous cargoes, as appropriate.

### **3.24 Training**

The personnel who are in charge of actions and operations for the loading/unloading of hazardous materials at the onshore facility shall be provided with training on emergencies (fire, explosion, leakage, etc.) and response, occupational health and safety, ISPS code security awareness and safety in line with their job descriptions and fields of work.

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## **4 CLASSIFICATION OF DANGEROUS GOODS, HANDLING, LOADING / UNLOADING, HANDLING, SEPARATION, STACKING, AND STORING**

### **4.1 Classification of Dangerous Goods**

#### **4.1.1 Classification of Dangerous Goods**

Dangerous solid bulk cargoes are defined in SOLAS Regulation VII/7. Within the scope of the IMSBC Code, the classification of dangerous goods is made according to the 2nd part of the IMDG Code and is classified as follows. Dangerous goods are classified according to their origin and characteristics as follows;

#### **Sub-Class 4: Flammable solids; substances prone to spontaneous ignition; substances that emit flammable gases when in contact with water**

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

Sub-Class 4.2: spontaneously combustible solids

Sub-Class 4.3: combustible solids when in contact with water

#### **Sub-Class 5: Oxidizing agents and organic peroxides**

Sub-Class 5.1: Substances that cause oxidation

#### **Sub-Class 6: Toxic substances**

Sub-Class 6.1: toxic substances

#### **Sub-Class 8: Corrosive substances**

#### **Sub-Class 9: Various hazardous substances and objects**

The numerical order of classes and sections does not indicate the degree of danger.

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#### **4.2 Packages of dangerous cargoes.**

Packaged dangerous goods are not handled at the coastal facility.

#### **4.3 Placards, plates, brands and labels for dangerous goods.**

Packaged dangerous goods are not handled at the coastal facility.

#### **4.4 Marking of dangerous goods and packaging groups.**

Packaged dangerous goods are not handled at the coastal facility.

#### **4.5 Segregation and Separation**

How the dangerous goods are safely stacked on the ship is entirely the responsibility of the Ship Planner. Port Terminals are not responsible for the plan of stowage of dangerous goods on the ship; It is only responsible for stowing the cargo in the position specified in the ship plan provided by the Cargo Line through the relevant authorities.

There is no dangerous cargo storage in the coastal facility.

#### **4.6 Separation distances and separation terms for dangerous cargoes applicable at storage areas**

There is no dangerous cargo storage in the coastal facility.

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## 5 HANDBOOK OF DANGEROUS GOODS

Dangerous cargo shipment/discharge with handling and port facilities in the temporary storage activities to contribute to the fulfillment of these activities in a safe manner containing the subjects;

- Dangerous Goods classes,
- Packages of dangerous substances,
- Packaging,
- Labels,
- Signs and packaging group,
- Ship and port separation table according to the class of dangerous goods,
- Warehouse/port separation distance of dangerous goods storage,
- Separation terms,
- Dangerous cargo documentation,
- Loads containing dangerous emergency action flowchart issues,
- Emergency contact information,
- Emergency equipment locations and operating instructions
- Coastal facility rules

A Dangerous Goods Handbook has been prepared in pocket sizes and presented as an appendix and distributed to the personnel.

Prepared as Hazardous Material Handbook in the size of a pocketbook and given as annexed hereto

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## 6 PROCEDURES FOR THE OPERATION

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

Direct when and where a ship, having any dangerous cargoes on board, should anchor, moor, berth, or remain within the port area, taking into consideration relevant matters such as the quantity and nature of the dangerous cargoes involved, the environment, the population, the weather conditions;

Direct, in an emergency, a ship having any dangerous cargoes on board to be moved within the port area, or to be removed from the port area having due regard to the safety of the ship and its crew; and

Attach such requirements to any such directions as are appropriate to local circumstances and the quantity and nature of the dangerous cargoes involved.

The port operator should ensure that:

- adequate and safe mooring facilities are provided; and
- adequate safe access is provided between the ship and the shore.

### 6.2 Procedures for additional measures to be taken according to seasonal conditions for the loading and unloading of dangerous goods.

Solid bulk dangerous cargoes that, on contact with water, may evolve flammable or toxic vapors or become liable to spontaneous combustion, should be kept as dry as reasonably practicable. Such cargoes should be handled only during dry weather conditions.

Because of the nature of explosives the handling of dangerous cargoes in adverse weather conditions needs careful attention, particularly in respect of wet conditions.

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

Before starting any hot work, on board a ship or on a port, the responsible person of the company to carry out the hot work shall have a written authorization to carry out such hot work issued by the port authority. Such authorization should include details of the specific location of the hot work as well as the safety precautions to be followed.

In addition to the safety precautions required by the port authority, before starting any hot work, the responsible person of the company to carry out the hot work together with the responsible person(s) of the ship and/or port, should add any additional safety precautions required by the ship and/or port.

These should include:

- the examination, and frequency of re-examination of local areas and adjacent

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areas, including tests, carried out by accredited testing establishments, to ensure the areas are free, and continue to be free, of flammable and/or explosive atmospheres and, where appropriate, are not deficient in oxygen;

- the removal of dangerous cargoes and other flammable substances and objects away from the working and adjacent areas. This includes scale, sludge, sediment, and other possible flammable material;
- efficient protection of flammable structural members, e.g. beams, wooden walls, floors, doors, wall and ceiling coverings against accidental ignition; and
- the sealing of open pipes, pipe lead-throughs, valves, joints, gaps, and open parts to prevent the transfer of flames, sparks, and hot particles from the working areas to adjacent or other areas.
- A duplicate of the hot work authorization and safety precautions should be posted adjacent to the work area as well as at each entrance to the work area. The authorization and safety precautions should be readily visible to, and clearly understood by, all persons engaged in the hot work.

While carrying out hot work it is essential that:

- checks are carried out to ensure that conditions have not changed; and
- at least one suitable fire extinguisher, or other suitable fire-extinguishing equipment is readily available for immediate use at the location of the hot work.
- During hot work, on completion and for a sufficient time after completion of such work, an effective fire watch should be maintained in the area of the hot work as well as adjacent areas where a hazard resulting from the transfer of heat may be created.
- Additional valuable guidance on hot work procedures may be found. In particular, the International Safety Guide for Oil Tankers and Terminals (ISGOTT) should be consulted.
- In addition, Port Facility Occupational Safety Procedures shall be followed.

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## **7 Documentation, Control, and Record**

### **7.1 Procedures regarding all necessary documents, information, and certification relating to dangerous substances and their procurement and control by the relevant persons**

The following documents related to hazardous substances are kept up to date.

IMSBC Code International Maritime Solid Bulk Cargoes Code

Blu Code Code of Practice for the Safe Loading and Unloading of Bulk Carriers

Operations Department regarding Dangerous Goods

arriving at the port,

shipped from the port,

handled in our port facility shall develop all records fully and keep the same for submission upon request regarding any hazardous materials.

The records of hazardous materials are limited to the responsible personnel.

### **7.2 Procedures of keeping a regular and accurate current list of all hazardous substances and other relevant information in the coastal facility area.**

**7.2.1** Records of dangerous cargo handled in our port will be kept by the Operations department to include the following information:

- .1 the BCSN when the cargo is listed in this Code. Secondary names may be used in addition to the BCSN;
- .2 the cargo group (A and B, A, B or C);
- .3 the IMO class of the cargo, if applicable;
- .4 the UN number preceded by letters "UN" for the cargo, if applicable;
- .5 the total quantity of the cargo offered;
- .6 the stowage factor;
- .7 the need for trimming and the trimming procedures, as necessary;
- .8 the likelihood of shifting, including angle of repose, if applicable;
- .9 additional information in the form of a certificate on the moisture content of the cargo and its transportable moisture limit in the case of a concentrate or other cargo which may liquefy;
- .10 likelihood of formation of a wet base (see 7.2.3 of this Code);
- .11 toxic or flammable gases which may be generated by cargo, if applicable;
- .12 flammability, toxicity, corrosiveness and propensity to oxygen depletion of the cargo, if applicable;
- .13 self-heating properties of the cargo, and the need for trimming, if applicable;
- .14 properties on emission of flammable gases in contact with water, if applicable;
- .15 radioactive properties, if applicable;
- .16 whether or not the cargo is classified as harmful to the marine environment in accordance with appendix I of Annex V of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto, as amended; and

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.17 any other information required by national authorities.on computer or in the file layout so that only authorized personnel can access and presented upon request.

Procedures regarding to appropriate identification of hazardous substances delivered to the facility, correct use of shipping names of dangerous cargo, certification, packaging, labeling and declaration, inspection on loading and transport of dangerous goods in the certified and proper package, container or cargo unit in a safety way and reporting of inspection results.

**7.2.2** Coordinately with the Operation, Planning checks the accuracy of the following information through the dangerous cargo documents delivered to the Port and organized by the Shipper;

- .1 the BCSN when the cargo is listed in this Code. Secondary names may be used in addition to the BCSN;
- .2 the cargo group (A and B, A, B or C);
- .3 the IMO class of the cargo, if applicable;
- .4 the UN number preceded by letters "UN" for the cargo, if applicable;
- .5 the total quantity of the cargo offered;
- .6 the stowage factor;
- .7 the need for trimming and the trimming procedures, as necessary;
- .8 the likelihood of shifting, including angle of repose, if applicable;
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- .12 flammability, toxicity, corrosiveness and propensity to oxygen depletion of the cargo, if applicable;
- .13 self-heating properties of the cargo, and the need for trimming, if applicable;
- .14 properties on emission of flammable gases in contact with water, if applicable;
- .15 radioactive properties, if applicable;
- .16 whether or not the cargo is classified as harmful to the marine environment in accordance with appendix I of Annex V of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto, as amended; and
- .17 any other information required by national authorities.on computer or in the file layout so that only authorized personnel can access and presented upon request.

This information is delivered to the tally clerk, Field Supervisor, Warehouse officer, HSE, and authorized staff through Terminals / Documents and security of the dangerous goods is provided.

In case that information sent from Operation is different from the cargo, Operation will immediately be informed and shipper is instructed to verify the information on Dangerous goods / vehicle /container and correct the incorrect label brands.

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**7.3 Procedures regarding to appropriate identification of hazardous substances delivered to the facility, correct use of shipping names of dangerous cargo, certification, packaging, labeling and declaration, inspection on loading and transport of dangerous goods in the certified and proper package, container or cargo unit in a safety way and reporting of inspection results.**

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- .11 toxic or flammable gases which may be generated by cargo, if applicable;
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#### **7.4 Procedures for the supply and possession of safety data sheets (SDS).**

According to the Laws of our country as of January 1st, 2014, Dangerous Goods Safety Data Sheet (SDS) with the following information must be present with the dangerous goods to be transported through all transport modes (by road, rail, air and marine).

- UN Number,
- PSN name (Proper Shipping Name,) (required for marine transport)
- Class, ( Including sub-hazards )
- Packing Group ( Class 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9 )
- Whether it is a marine polluter,
- Tunnel Restriction Code (required for road transport. )

For all dangerous cargoes to be accepted to the port, it is checked that this document is available with the dangerous goods.

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

Administration requested that a report containing information about the dangerous goods handled in our Port Facility be reported to the Port Authority in quarterly periods. The report sample issued by the Operation Department are shown below.

Statistical evaluation of records of dangerous goods handled in our port is carried out by our Trade, Operation departments.

Monthly inventory and control reports of Dangerous goods stocked in our Port Area is organized by the operation department and submitted to Administration.

Records and reports are archived by departments by 5-year periods

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## 7.6 Information on the Quality Management system

According to the ISO 9001 standard, the current Quality Management System (QMS) document is as follows.

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## **8 EMERGENCY SITUATION, EMERGENCY PREPAREDNESS, AND RESPONSE**

### **8.1 Response procedures for hazardous substances that are dangerous for life, property, and/or the environment and hazardous situations involving hazardous materials**

The choice of protective actions for a given situation depends on several factors. In some cases, evacuation may be the best option; in others, sheltering-in-place may be the best course. Sometimes, the set locations may be used in combination. In any emergency, officials need to quickly give the public instructions. The public will need continuing information and instructions while being evacuated or sheltered in place.

Proper evaluation of the factors listed below will determine the effectiveness of evacuation or in-place protection (shelter-in-place). The importance of these factors can vary with emergency conditions. In specific emergencies, other factors may need to be identified and considered as well. This list indicates what kind of information may be needed to make the initial decision.

#### **The Dangerous Goods**

- Degree of health hazard
- Chemical and physical properties
- Amount involved
- Containment/control of release
- Rate of vapor movement

#### **The Population Threatened**

- Location
- Number of people
- Time available to evacuate or shelter-in-place
- Ability to control evacuation or shelter-in-place
- Building types and availability
- Special institutions or populations, e.g., nursing homes, hospitals, prisons

#### **Weather Conditions**

- Effect on vapor and cloud movement
- Potential for change
- Effect on evacuation or shelter-in-place

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### **Protective Actions**

**Protective Actions** are those steps taken to preserve the health and safety of emergency responders and the public during an incident involving the release of dangerous goods.

**Isolate Hazard Area and Deny Entry means** to keep everybody away from the area if they are not directly involved in emergency response operations. Unprotected emergency responders should not be allowed to enter the isolation zone.

**This “isolation” task** is done first to establish control over the area of operations. This is the first step for any protective actions that may follow.

### **Evacuate**

**Evacuate means** to move all people from a threatened area to a safer place. To perform an evacuation, there must be enough time for people to be warned, to get ready, and leave an area. If there is enough time, evacuation is the best protective action.

Begin evacuating people nearby and those outdoors in direct view of the scene. When additional help arrives, expand the area to be evacuated downwind and crosswind to at least the extent recommended in this guidebook. Even after people move to the distances recommended, they may not be completely safe from harm.

They should not be permitted to congregate at such distances. Send evacuees to a definite place, by specific route, far enough away so they will not have to be moved again if the wind shifts.

### **Shelter-In-Place**

Shelter-In-Place means people should seek shelter inside a building and remain inside until the danger passes. Sheltering in-place is used when evacuating the public would cause greater risk than staying where they are, or when an evacuation cannot be performed. Direct the people inside to close all doors and windows and to shut off all ventilating, heating, and cooling systems.

In-place protection (shelter-in-place) may not be the best option if

- the vapors are flammable;
- if it will take a long time for the gas to clear the area; or
- if buildings cannot be closed tightly.
- Vehicles can offer some protection for a short period if the windows are closed and the ventilating systems are shut off. Vehicles are not as effective as buildings for in-place protection.

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It is vital to maintain communications with competent persons inside the building so that they are advised about changing conditions. Person protected-in-place should be warned to stay far from windows because of the danger from glass and projected metal fragments in a fire and/or explosion.

Every dangerous good incident is different. Each will have special problems and concerns. Action to protect the public must be selected carefully. These pages can help with initial decisions on how to protect the public. Officials must continue to gather information and monitor the situation until the threat is removed.

**8.2 Information on resources, capability, and capacity of the coastal facilities regarding responding to emergencies.**

The facility features an approved fire plan. Firefighting teams shall be created for each shift. Demonstrations and exercises, either scheduled or unscheduled, shall be provided for training purposes within the scope of various scenarios at indefinite times. The firefighting equipment stipulated by the approved plan shall be made available fully and maintenance, inspection, and test activities shall be conducted for the same.

The facility has an approved action plan against Environmental and Marine Pollution. For each shift, pollution-fighting teams are created. Demonstrations and exercises shall be provided twice a year within the scope of a scheduled scenario, and the reports and records of the same shall be kept. The equipment relating to Environmental and Marine Pollution shall be stored at the facility with counting and inspections in place. Additionally, the facility shall have a protocol for materials stored in the area to ensure support in case of circumstances with inadequate means.

The response teams shall be appointed against the spillage of hazardous materials in line with this guideline and under the IMDG Code.

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### 8.3 Regulations related to first aid for accidents involving dangerous substances (first aid procedures, first aid resources and capabilities, and so on.).

In case of occurrence of an emergency or detection of its symptoms, the Emergency Manager (EM) initiates the appropriate measures under Emergency Management System (EMS) according to the relevant plans. Emergency Management Group (EMG) reviews the decisions regarding the measures to be taken within the scope of the ISGOTT and IMDG Code and put it into effect. Improvements are continuously monitored by EMG and taking a higher level of measures or help is decided if needed.

EMG operations will be carried out by Emergency Management Center (EMC) or its equivalent. Emergency management at different levels depending on the severity of emergencies:

- Facility / Site
- Institutions
- County, EMC
- City EMC
- Possible to be managed by the central government.

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

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

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**8.4 On-site and off-site Notifications are required to be made in case of emergency**

- a) Time of accident occurrence,
  - b) How the accident occurs and its reason, if known,
  - c) Place where the accident occurs (onshore facility and/or vessel) and its position and impact area,
  - ç) Details of vessels involved in the accident, if any (name, flag, IMO no, owner, operator, cargo and its content, full name of the captain, and similar details),
  - d) Meteorological conditions,
  - e) UN number of hazardous materials and description of proper handling (the legislation provided in the description of hazardous materials shall apply) and quantity,
  - f) Hazard class and sub-hazard class, if any, of hazardous materials,
  - g) Packaging group of hazardous materials,
  - ğ) Additional risks posed by hazardous materials, if any, such as marine pollutants,
  - h) Marking and labeling details of hazardous materials,
  - ı) Properties and number of packing, cargo handling units, and containers by which hazardous materials are carried if any,
  - i) Manufacturer, shipper, transporter, and recipient of hazardous materials,
  - j) Extent of resulting damage/pollution,
  - k) Number of casualties, injuries, and loss, if any,
- Emergency response practices were performed at the onshore facility regarding the accident.

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## **8.5 The procedures for reporting accidents.**

### **8.5.1 Communication**

Communication channels for the determination of the on-site and off-site communication methods and effective management of the emergency in case of possible emergency cases in the Port Facility are specified as follows;

- Mobile Phones and the satellite phone, if available
- Computers
- Radio
- Siren
- Messengers olarak belirlenmiştir.

Internal communication is primarily provided by the radio and intercom for emergencies occurring in the port. The communication between the Port and Ship is carried out by radio or VFH marine band radio provided by the Port.

Secure communication with the Official authorities, adjacent facilities, and relevant authorities are provided as soon as possible in case of any emergency that may occur in the Port.

### **8.5.2 Reports**

EMC shall operate a reporting system that correctly notifies Emergencies to the relevant authorities as soon as possible. EMC including the information required to be notified in an emergency case shall properly create these reports.

Hazardous goods accidents must be reported to the Port Authority. The report format shall be free-form and include 8.4 details in full.

## **8.6 Coordination, support, and cooperation method with authorities.**

All accidents related to hazardous materials will primarily be coordinated with Port Authority. Aid units of the city / County Fire Department, DEMP, and adjacent facilities will provide support and cooperation by informing the Port Authority.

In case of any signs of explosion, fire or emergency noticed at an adjacent facility;

Measures shall be tightened at the facility in the first place,

Teams shall be caused to get prepared for providing the adjacent facility with assistance

Assistance and support teams shall be assigned for responding to any event in consideration of the urgency of the situation and the severity of the hazard if there is no possibility to request help or time.

Preparations shall be in place for measures such as unloading and reduction of loads and removal of the vessel to anchorage site in case of any interface vessel in consideration of class, quantity, and hazard risk of loads available at hazardous cargo site and on-site.

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## **8.7 Emergency evacuation plan for the evacuation of the ship and vessels from the coastal facility in case of emergency**

### **8.7.1 Preparation for Emergency Separation System**

- All emergencies should be reported to the Port Authority.
- If the emergency separation of a ship is decided, the safe places where the ship can be transferred under controlled conditions must be specified by the Port Authority.
- In case of an emergency that requires emergency separation, the ship's captain and port facilities shall initiate the emergency separation by mutual agreement and inform the situation to Port Authority as soon as possible. A representative from Port Authority or Port Master, Terminal Manager / Business Officer, Ship Captain, or Guide Captain shall come to a mutual agreement on the time and type of the separation before the immediate action where the severity and time of the emergency allow.
- The ship's machinery, steering gear, and Marine Systems equipment shall be ready for use immediately.
- All cargo discharge, and ballast discharge processes must be stopped and shall be prepared for the separation process.
- Salt water system of the ship must be watered and water mist must be used for strategic departments.
- If the atmosphere needs vent operation, the engine room staff must be ready, all unnecessary receiver entrances must be closed, all the necessary safety measures relating to the normal operation must be fulfilled and a warning notice must be published.
- If the necessary responses are over the terminal resources for all emergencies, local police or fire department must be reported immediately.
- The decision to depart the ship under control is set out on the safety principle and it should cover the following requirements.
  - The adequacy of the Trailers
  - The ship's ability to depart with its power
  - The availability of a safe place where a ship can or will be taken in an emergency case.
  - Fire-fighting competence
  - The proximity of other vessels
  - Fire Ropes

Fire ropes shall be kept on the top and shoulder of the ships as long as the ship is at Port Facility. The eye of the rope should be wound down to sea level and the section on the board must be tight with at least five rounds to the bollard. Part of the top board of the rope must be stretched from the bollard. A cord that can carry the rope must be tied right before the eyes of the rope and the eye of the rope must be located in a way that

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is three meters above sea level. The eye of the rope must be kept at this level while the ship is at Port Facility.

### **8.7.2 Realization of Emergency Separation**

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

Emergency separation will be provided by the fulfillment of the following processes in order.

A close coordination and cooperation between Terminal, Ship, and Port Authorities is required for each phase.

Emergency Separation Process is as below.

- Activating an alarm
- Inform about the emergency by VHFphone
- Making the first official assessment of the situation between the ship's captain and officer of Port Facility.
- Suspension of operation
- Implementing Port facility and ship emergency plan measures
- Removal of the flexible hose connection.
- The deterioration of the current situation and availability of the aforementioned emergency separation.
- Assessing the situation between the ship's captain, port facility officer, port authority or port master, guide captain
- The decision to the emergency separation
- Inform the adjacent facilities and other vessels
- The deployment of Trailers around the ship for an emergency separation, complements the preparation and announcement of the situation
- Completing the preparations for the ship by the captain and indicating that it is ready.
  
- Post Emergency Separation
  - Declaration of the decision on vessel backup and navigation route after the separation process of vessel.
  - Transition/mooring of the vessel to the designated area in company with towboats or its machine
  - Port Facility: Determining possible damages or deficiencies through examining the port facility
  - Consideration of the time when the vessel and port facility become available for freight handling
  - Sharing problems, if any, occurred during the emergency separation
  
- An agreement is reached by and between pilotage and towage organizations and onshore facility authorities regarding any fire, explosion, or similar emergencies which are likely to arise during loading/unloading.
  
- Adequate towing boats having satisfactory towing power as furnished with the necessary equipment to fight fire in line with weather and marine conditions

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shall reach the scene as soon as possible in case of emergencies according to the protocol executed with the authorized company to remove the vessel away from the facility and move it to a safe location.

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## **8.8 Procedures for handling and disposal of the damaged hazardous goods and wastes contaminated with hazardous goods.**

### **8.8.1 Waste Collecting and Handling**

Consequential waste is collected to waste bins taxonomically and handled to be stored properly. Waste occurred as a result of the maintenance process handled in that scope.

Additional waste classes, if available, are provided to be integrated into the current waste classes.

### **8.8.2 Waste disposal**

According to the hazardous or non-hazardous properties, the waste collected is isolated from the facility by selling them or using contracted organizations that conform with legal recycling/disposal methods.

Opportunities of all contractors and carriers within the body of waste management in terms of appropriate methods of waste handling and/or disposal are examined.

In case of any contracting service received for handling, selling, and/or disposal of the waste, those contracting companies are observed whether they fulfill their legal liabilities or perform recycling or disposal without damaging the environment.

It is an obligation to keep all the records concerning waste disposal.

### **8.8.3 Contaminated Packages;**

These waste are empty barrels. If occurred, should be left in the contaminated package area at the dump site, and Environmental Consulting Firm and Environmental Management System Supervisor contact the contracted and licensed company to send those contaminated packages by filling up the National Waste Handling Form within the time specified in the laws and regulation. Relevant documents of the National Waste Handling Form and other documents are stored in the environment folder.

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

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## **8.9 Emergency drills and their records.**

### **8.9.1 Implementation of Practices;**

Emergency organization personnel should get various training to get ready for their duties to provide against emergencies within the facility. If necessary, such training must be organized through specialized agencies. In that scope, relevant personnel have received training on IMDG CODE regarding Hazardous cargo and have been certified. Practices, which shall be performed to examine the efficiency of Emergency Plans and be prepared for facts, have to be planned in a way that they will be performed considering the worst scenario likelihood within the facility.

### **8.9.2 Practice Scenarios;**

Planning practices needs two anticipations one of which is a single incident that the port experience and the other is the worst scenario with the combination of these single incidents. Under the scenarios prepared, practices are ensured to be performed in the fastest and most efficient way possible.

### **8.9.3 Emergency Practices that will be performed within the facility;**

Have to be indicated within annual training plans.

It may be planned as local or general responses,

Safety, Spillage, etc. may be combined in practice scenarios,

Practices can be performed with or without notice.

Practices are based on different emergency scenarios.

A practice may be performed as it can be negotiated as desk work or a seminary, Each practice is prepared with scenarios of different hours, days, seasons, and incidents.

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### **8.10 Information on fire protection systems.**

Emergency and fire equipment is given as follows:

Fire hydrants, Fire extinguishers, Fire cabinets, Fire hoses, On-site fire alarm detectors, Electrical and diesel fire pumps

The fire inventory is as in the Emergency Plan.

### **8.11 Procedures for approval, inspection, testing, maintenance, and availability of the fire protection system.**

#### **8.11.1 Fire-Protection Water Tanks and Fire-Protection Water**

The storeroom should be cleaned up at least once a year by discharging the content to prevent possible hazards from moss and mud built up in the bottom and sides in the event of a fire. Inlet valves, check valves, and filters are maintained during the discharge process of poundages.

In case of sudden drawdown on water level, it must be checked for a seep or leakage and repaired if necessary.

Following the annual check, if necessary, internal and external cleaning and maintenance should be performed in sealed stores.

#### **8.11.2 Fire-Protection Water Pumps**

Points to take into consideration regarding the operation of pumps and troubleshooting in addition to scheduled maintenance are specified below.

Pumps, stuffing boxes, and pressure bolts are checked interrelated and it is ensured whether the pump can be turned up manually with ease or not. Water drops from the stuffing box during the operation of the pump are typical. To prevent such water flow to the ground, the threaded opening under the stuffing box must be connected to the drainage with a tube.

Fire-protection water pumps must be operated and recorded for at least 1 hour a week.

Pump and suction pipe are ensured to be full of water. If it is not, the water filling plug and bleed valve must be opened and such parts mentioned must be filled up with water until they overflow and when the water stops at the plug level, the plug must be tightened properly.

Pump motor will draw excessive current because of the starting current at the early stages of the operation. As a result of the simultaneous operation of all pumps, cutout switches may be tripped or diesel generators may be broken down seriously because of the heavy current. Therefore, limit relays that regulate the transition from the star located at the shielded switch which drives the pump motors to the triangle- must be arranged according to the number of pumps and the number of pumps to be operated simultaneously and for different and appropriate time intervals and timely initiation of pumps is provided.

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After performing aforesaid preliminaries and checks, pumps are operated by pressing the drive switches. During the operation, electric motor voltage and the ampere driven must be checked from time to time. If the ampere driven is high at normal operation, troubleshooting is needed. There may be a mechanical breakdown or force at the pump or motor. Substandard voltages may be hazardous for a motor.

Monometers must be checked regularly and one or more pumps must be stopped in case of excess pressure increases.

Delivery pipes of pumps must be equipped with valves initially and check valves thereon.

If the check valve of the failed pump on the delivery pipe is blocked by materials such as paper, garbage, pieces, moss, or mud and interrupts the proper close of the check valve, a part of the water pumped by the other pumps is pumped to the pool while passing through this failed pumps and suction pipes. This failure blocking the water discharge must be fixed in the condition of fire occurrence. If spinning is detected on some of the couplings of failed pumps during the operation of a part of the pumps, it must be interpreted as a sign of the above-mentioned failure.

It must be ensured that the pump and the engine are in the right direction during the operation. For that reason, a return path must be drawn on the coupling and control must be performed accordingly.

The bearings of the pump and engine must not be hotter than hands can resist. If the heat is high, it may result from an internal mechanical forcing or coupling maladjustment. In such situations pump must be stopped and the failure must be corrected immediately.

For pumps driven by diesel engines, starting the engine must be carried out in line with the instructions.

In the condition that a deficiency or malfunction is detected as a result of control, it is fixed by the responsible.

### **8.11.3 Sprinkler System**

The most important point and maintenance to do about sprinkler installation are preventing sprinkler head to be congested. To supply this; the sprinkler should be worked according to standards/legislations and should be sure that it is working. Sufficient sprinkler heads should be kept in every facility and in case of failure, they should be replaced with new ones, and broken ones should be towed by repairing.

### **8.11.4 Fire Protection Hydrant Installation**

Entering rain water into fire-protection hydrant hose closets should be prevented; hoses should be without fracture, solid, and constricted enough. At least one of the hoses should be maintained as always connected to the fire protection valve.

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Fire-protection valves should be impermeable and working. Broken nozzles, valves, and hoses should be replaced immediately and faults should be repaired and towed. Therefore, sufficient hose, nozzle, fire-protection valve, clamp, sleeve, and spare materials belong to those should be kept. Waiting for failure is not allowed for any reason in firefighting equipment.

While determined failures were fixed after drills, running fire-protection hoses shouldn't be put into the closet with water in it. Facilities should supply proper hose suspension to drain the water off in hoses and to be dry and facilities shouldn't replace before ensuring that the hose is quite dry. If sea water was ejaculated by hoses, firstly inside of them should be washed with fresh water and then they should be dried in a windy place.

All pipes belonging to the installation of sprinkler and fire-protection hydrants have to be controlled in general every three months, rusty parts should be painted, decayed parts should be replaced, valves and retched valves should be controlled and failure should be fixed.

If any lack or malfunction is determined as a result of all fire-protection hydrants, hoses, and nozzles control it is fixed by related liable.

#### **8.11.5 Portable Extinguishers**

Sufficient quantity of spare devices should always be in facility storage for failure, control, and maintenance. Instead of extinguishers, those used for the purposes above should be replaced with reserves.

All extinguishers are had visual tests monthly and are inspected. After control, the extinguishers' upper surface is marked. During the control, especially extinguishers with dry powder are turned down and slightly hit the base, so powder in the pipe is allowed to move. Otherwise, powder in extinguishers stays at the same location for a long time and can be hardened by subsiding to the base. After the result of control; if any lack or malfunction is determined, it is fixed by related liable.

Extinguishers are inspected annually in general by the firm according to TS ISO 11602-2 Fire Protection: Portable and wheeled extinguisher standard. Extinguishers are tested by the related firm at ten years most intervals, chemical powder is inspected at the end of the 4th year.

#### **8.11.6 Protection against freezing.**

##### **Protection of Generators**

By outside temperatures decreasing under +4C, water may start to freeze. Therefore, radiator generators with the water-cooled motor should be ensured with antifreeze.

##### **Protection fire-protection water pumps.**

Fire-protection water pumps and absorption pipes are always full of water. So ambient temperature shouldn't be under +4 C.

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**Protecting of fire-protection distribution pipes.**

Main pipes and branch pipes are had to be protected against the freezing about hydrant sinks. So, lines are protected against freezing by isolation or being floored underground.

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### **8.12 The measures to be taken in case of failure of fire protection systems.**

The facility is a system with established alternative competency which backs up firefighting equipment.

The support of adjacent facilities, Fire departments, and AFAD (Disaster and Emergency Management Directorate) shall be sought in cases where the facility's own fire fighting equipment is inadequate or out of service.

Other hazardous and combustible materials/vehicles, which are likely to be affected by fire, shall be removed away from the area, if possible.

A necessity may arise to determine under which conditions assistance and support are provided and their scope.

The capabilities of towing boats or marine vehicles featuring marine fire extinguishing systems available in the area should be taken into consideration.

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**8.13 Other risk control equipment.**

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## 9 SAFETY AND HEALTH AT WORK MEASURES

### 9.1 Occupational health and safety measures.

Harbor Structure Management is obligated to take all necessary measures to prevent employees to be affected by these substances, if this is not possible; minimize it and protect employees from the danger of these substances when working with chemical substances.

#### 9.1.1 Risk assessment

Harbor Structure Management is obligated to do a risk assessment under 29/12/2012 dated, 28512 numbered Occupational Health and Safety Regulation provisions published in the official gazette to determine if there is a dangerous chemical substance at Harbor Structure and if there are; determining negative effects in terms of employees' health and safety.

Following details are specifically considered at risk assessment to be made in studies with chemical substances:

- Danger and harms of the chemical substance in terms of health and safety.
- Turkish material safety data sheet (SDS) to be provided by sellers, manufacturers, or importers.
- Duration, type, and level of contagion.
- Quantity, conditions of usage, and frequency of usage of chemical substances.
- Vocational exposition limit values and biological limit values are given at annexes of this regulation
- Effect of preventive measures to be taken or taken.
- If available, results of last health surveillance.
- Each of these substances and their interactions with each other at works that were worked in with more than one chemical substance.

Harbor Structure Management obtains extra information from the supplier or other sources that are necessary for risk assessment. This information also includes special risk assessments involved in current regulations if available and intended for users.

A new activity including a dangerous chemical substance is only started after taking all types of measures that were specified by doing a risk assessment.

Measures to be taken at studying when dangerous chemical substances.

- Risks in terms of employees' health and safety when studying with dangerous chemical substances are disabled or minimized with the following measures:
- Proper regulation and organization of work are done at Harbor Structure.
- Studies with dangerous chemical substances are made with a minimum number of employees.
- Substance quantity and exposition period employees will be exposed to is allowed to be at the minimum level.
- Chemical substance quantity to be used at Harbor Structure is kept at a minimum level.

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- Workplace buildings and extensions are always kept clean and neat.
- Proper and sufficient conditions are provided for employees' personnel cleaning.
- Necessary regulations are made to store, transport, use and process dangerous chemical substances, waste, and residuals properly at Harbor Structure.
- Safe or less dangerous chemical substance is used instead of dangerous substance in terms of employees' health by using the substitution method. If substitution method can't be used because of the specification of the work, according to the risk assessment result and with an order of precedence, the following measures are taken and risk is reduced:
- Proper process and engineering control systems are chosen by also considering technological developments in studying dangerous chemical substances involving maintenance and repair works that can be hazardous in terms of employees' health and safety.
- Block protection measures like installing a sufficient ventilation system and proper work organization are taken to prevent risk at its source.
- In case of taken measures for protecting employees collectively against chemical substances' negative effects are not sufficient, personnel protection methods are adopted with these measures.

Sufficient control, supervision, and inspection are made to allow taken measures to be active and perpetual.

Harbor Structure Management provides analysis and measurements of chemical substances regularly that could be hazardous to employees' health. If any change is realized at conditions that can affect Harbor Structure employees' exposition to chemical substances, these measurements are repeated. Measurement results are assessed by considering vocational exposition limit values specified in these Regulation annexes.

Harbor Structure Management, also considers specified measurement results. In every situation vocational exposition limit values are crossed, Harbor Structure Management takes protective and preventive measures to fix this as soon as possible.

On condition of remaining Regulation Provision about Protecting Employees from Dangers of Explosive Places secret, Harbor Structure Management makes administrative arrangements and takes technical measurements according to the following order of precedence following turnover's specification involving to process, store and transport chemical substances, to prevent interacting chemical substances' touching each other mutually on the purpose of protecting employees from dangers which originate from chemical substances' physical and chemical feature, by basing results of risk assessment and risk avoidance principles:

- For inflammable and explosive substances to reach dangerous concentrations and having a dangerous quantity of chemically unstable substances are prevented at Harbor Structure. If this is not possible,

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- Having inflammable sources that can cause fire or explosion at Harbor Structure. Conditions that can cause harmful effects of chemically unstable substances and mixtures are disabled. If this is also not possible,
- Required measures are taken to minimize or prevent employees to be affected by chemically unstable substances' and the mixture's harmful effects in case of fire or explosion originating from inflammable or explosive substances.

Protective systems those were provided for protecting work equipment and employees, are designed, produced and supplied in accordance with legislation in force in terms of health and safety. Port Facility Authority ensures that all equipment and protective systems to be used in explosive places comply with the provisions of the Regulation on Equipment and Protective Systems Used in Potentially Explosive Places (2014 / 34 / EU) published in the Official Gazette dated 30/06/2016 and numbered 29758.

Arrangements to reduce the effect of explosion pressure are made. Facility, machine, and equipment are allowed to be always under control.

Minimum safety distances are complied with placing storage tanks that have liquid oxygen, liquid nitrogen, and liquid argon at workplaces.

### **9.1.2 Emergencies**

Especially following details are considered in case of emergencies originating from dangerous chemical substances at Harbor Structure on condition of keeping details specified in Regulation about Emergencies at Workplaces published 28681 numbered and 18/6/2013 dated Official Gazette as a secret :

- Preventive measures to reduce the negative effects of emergencies are taken immediately and employees are informed about the situation. Necessary studies are done to return the emergency to normal and only employees assigned at emergencies to do maintenance, repair and compulsory works and teams who came to the scene from another place are let to get into the affected area
- Personal protective equipment and special security equipment are given to the people allowed to enter the affected area and it is being sure that they are using them as long as the emergency goes on. People who do not have personal protective equipment and special security equipment are not allowed to enter the affected area.
- Information about Dangerous chemicals and emergency intervention and evacuation procedures are all ready for use. Workers employed for the cases of emergency at the Port Facility and the establishments active in first aid, emergency medical attention, saving, and firefighting outside the workplace should be provided with this information and procedures easily. This information includes;
  - For the workers employed for the cases of emergency at the Port Facility and the establishments active in first aid, emergency medical attention, saving, and firefighting outside the workplace to be ready beforehand so they can practice the appropriate attention, the danger resulting from the work done, precautions to take and works to be done,
  - A special danger or information about the work needed to be done that is

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likely to happen in an emergency,

### 9.1.3 Workers' education and informing them

Port Facility Management, provided that the provisions mentioned on Regulation 15/5/2013 dated 28648 numbered Occupational Health and Safety Education Procedures and Principles remain hidden, ensures the workers and their representative's training and informed. This training and informing especially include the aspects mentioned below;

- Information gained as a result of the risk evaluation.
- Information about the dangerous substances that may occur or take place at the Port Facility and about the recognition of these substances, health and security risks, occupational diseases, occupational exposure level values, and other legal regulations.
- Necessary precautions and things to do so that the workers do not danger themselves or the other workers.
- Information on the Turkish material safety data sheets supplied from the manufacturer for the dangerous chemical substances.
- Information on labeling/locking the parts, covers, pumping system, and suchlike installments where the dangerous chemical substances are according to the regulations
- The training and information to the workers and their representatives on the work with the dangerous substances are training supported by verbal or written instruction due to the risk degree resulting from the risk evaluation done and its type. These instructions change according to the changing conditions.

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## 9.2 Information about the personal protective clothes and procedures to use them

### Personal Protective Devices of the Response Teams

#### Level A

Usage area: Situations where the skin, breathing, eyes, etc. need to be protected in a high standard – gas proof

Positive pressured Tube Breathing Apparatus– SCBA

Protective clothing against the chemicals

Gloves are chemical proof from the inside.

Gloves that are chemical proof from the outside.

Boots or long boots, chemical proof, with steel heels.

Thermal underwear, long sleeve, and cuff

Hard Cover

Long sleeved

Double-sided wireless connection (No spreading sparks)

#### Level B

The minimum level is needed for the entry and exit of the scene, rather than for the liquids to be spilled or scattered.

Positive pressured Tube Breathing Apparatus– SCBA

Protective clothing against the chemicals

Gloves are chemical proof from the inside.

Gloves that are chemical proof from the outside.

Boots or long boots, chemical proof, with steel heels.

Hard Cover

Double-sided wireless connection (No spreading sparks)

Face mask

#### Level C

Used when the chemicals in the environment are known, when the concentration is decided when it is decided that the skin and eyes will not get harmed. However continuous measures should be done.

→ Full mask, air cleaning filter

→ Protective clothing against the chemicals

→ Gloves that are chemical proof from the inside.

→ Gloves that are chemical proof from the outside.

→ Boots or long boots, chemical proof, with steel heels.

→ Hard Cover

→ Double-sided wireless connection (No spreading sparks)

→ Face mask

#### Level D

Work clothes (emergency intervention team). Requires long-sleeved and security shoes/boots. Other Personal protection equipment changes due to the condition of the event. If a problem is to occur about the skin, entries into the scene with these kinds of clothes should not be done.

## 9.3 Confined space entry clearance measures and procedures

There is not any confined space.

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## **10 OTHER POINT**

### **10.1 Validity of the Hazardous Substances Compliance Certificate.**

The validity of the Hazardous Substances Compliance Certificate is 3 years

Coastal Operation Permit Validity Period: **21.06.2028**

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## 10.2 Responsibilities of the Dangerous Goods Safety Consultant

As in section 2.6.

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**10.3 Matters for carriers of the hazardous substances arriving/leaving the coastal facility by land (matters on required documents that must be available in the road vehicle at the entrance/exit of port or coastal facility area, equipment, and tools required for this vehicles, speed limits in the port area, etc.).**

**10.3.1 Packaged dangerous cargoes and bulk dangerous cargoes (liquid or solid):**

- Name of the consignor (shipper) and date of delivery to the port area, normally not less than 24 hours before arrival;
- For packaged dangerous cargoes: the Proper Shipping Names of the dangerous goods, the UN number, the class or, when assigned the division of the goods, including for class 1, the compatibility group letter, (if applicable), any subsidiary risk, the number and type of packages, packing group, the flashpoint range (as appropriate), the quantity and additional information as required by chapter 5.4 of the IMDG Code;
- for bulk dangerous cargoes: the product name and any other information required by the relevant IMO code; and
- the name of the ship into which the dangerous cargoes are to be loaded (if applicable), the ship's agent, and the port.

**10.3.2 Necessary certificates**

Hazardous Cargo Declaration, Hazardous Cargo Transport Dispatch, Multi-Mode Hazardous Cargo Form, Hazardous Cargo Manifest, Packaging and Container/Vehicle Loading Certificate, Safety Data Sheet, carrying certificate showing exemption for the shipping under ADR/RID/IMDG Code 3.4 and 3.5, SRC 5 certificate appropriate and valid for transport concerning shipping under ADR, ADR written instruction, Vehicle Conformity Certificate appropriate and valid for carriage, transport document, CSC Certificate for the shipping made with the container, the certificate showing eligibility of the tree in case of using heat-treated tree concerning transport or loading safety and cargo transport unit (CTU), cargo safety certificate signifying that container or the cargos in the vehicle are secured within the scope of IMDG Code,

As regards the cargoes to which fumigation application is made or contain hazardous gas in the cargo transport unit leaving the port facility and the cargo transport units arriving port facility, the result of risk evaluation or transport conformity certificate if gas measurement is done,

Without a lack of compulsory documents regarding the transport listed above, hazardous cargo that arrives at the port facility and leaves port facilities cannot be shipped. The cargo not taken under security in an appropriate way within the scope of the IMDG Code is treated as hazardous cargo too.

**10.3.3 Speed Limit in Port Facility**

The speed limit in our port facility is 20 km.

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**10.4 Matters for carriers of the hazardous substances arriving/leaving the coastal facility by sea (matters on day/night signals to be shown by ships carrying hazardous goods and vessels, cold and hot work procedures in ships, and so on.)**

**10.4.1 Day/Night Signs to be Displayed by Ships and Marine Vehicles Carrying Dangerous Goods at the Port or Coastal Facility**

The ship arriving at the coastal facility and carrying dangerous goods will have the international sign code "B" during the day and a completely fixed red light at night.

**10.4.2 Cold and Hot Working Procedures on Ships Carrying Dangerous Goods in the Coastal Facility:**

Ships in the coastal facility carrying dangerous cargo will obtain the necessary permission from the Regional Port Authority for the cold and hot works to be carried out and will inform the coastal facility authorities. The hot working principles to be done on the ships in the coastal facility and carrying dangerous goods are given in Section 10.7.

**10.5 Notes to be added by Port Facility**

**10.5.1 Training**

**Management**

Management should ensure that all shipboard and shore personnel involved in the transport or handling of dangerous cargoes or in the supervision thereof are adequately trained, commensurate with their responsibilities within their organization.

Management at all levels should exercise day-to-day responsibility for health and safety.

**Personnel (cargo companies, port operators and ships)**

Every person engaged in the transport or handling of dangerous cargoes should receive training on the safe transport and handling of dangerous cargoes, commensurate with his responsibilities.

**Shore personnel should receive general awareness, task-oriented training, and safety training.**

**10.5.2 Training content**

**General awareness/familiarization training**

Every person should receive training on the safe transport and handling of dangerous cargoes, commensurate with his duties. The training should be designed to provide familiarity with the general hazards of relevant dangerous cargoes and the legal requirements. Such training should include a description of the types and classes of dangerous cargoes; marking, labelling and placarding, packing, segregation and compatibility requirements; a description of the purpose and content of the transport documents; and a description of available emergency response documents.

**Task-oriented training**

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Everyone should receive detailed training in relation to the specific requirements for the safe transport or handling of dangerous cargoes, in accordance with the function in which they are performing.

### **Safety training**

Everyone should receive training on the risks involved in the storage of dangerous cargoes and the functions performed:

Such training should be provided or verified upon employment in a position involving the transport or handling of dangerous cargoes and should be periodically supplemented with retraining, as deemed appropriate by the regulatory authority.

Safety training for personnel engaged in the transport and handling of dangerous cargoes shall be in accordance with their responsibilities and duties under the provisions of the port facility security plan (ISPS Code section A/2.1.5). Additionally, the specific training requirements for the safety of hazardous substances given in Chapter 1.4 of the IMDG Code should also be addressed.

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## 10.6 Accident Prevention Policy

As Diler Port management, we are aware that the operations realized in our port have the potential that will lead to accidents inherently. However, we believe all accidents may be prevented. Therefore, we undertake to manage operations ideally to protect subcontractors, visitors, neighbors, and the environment at the highest level by preventing accidents.

To prevent accidents and mitigate the effects in the direction of DILER PORT MANAGEMENT Quality Management Systems, as DILER PORT, we will apply the POLICIES about

- taking high-level security measures for humans and the environment around the Port facility and procuring all resources for this purpose,
- making the risk evaluation based on quantitative analysis related to the ordinary and extraordinary operation and keeping these evaluations updated continuously to determine and assess accidents
- having performed the arrangements covering maintenance, repair, and temporary stopping related to detected risks and preparation of requisite procedures
- following technological development and providing the support required for continuous improvement of security measures in facilities to prevent accidents and mitigate the effects
- making necessary arrangements required for the design of the new facility, process along with planned changes, and having performed risk evaluations absolutely before realization and assessing the acceptability
- determining emergencies that will be detected before with systematic analysis, preparing emergency plans for these emergencies, and reviewing with drills following realization of audit regularly
- tracking performance of system within the framework of procedures to evaluate conformity to the targets identified with Quality Management Systems, in case of failing to provide conformity, searching corrective activities
- evaluating efficiency and conformity of Quality Management Systems periodically and systematically, documentation, certification, performing review by us as top management and giving support for continuous improvement of Quality Management Systems
- employing the personnel who know, education, and experience convenient for the positions that will affect the safety and security of the operational job process within the organization,
- ensuring that our employees in charge develop themselves constantly through training,
- adhering to national and international law, regulation, bylaws, and standards
- ensuring health and security of employees, contractors, visitors, and neighbors and protection of environment whereby preventing accidents and eliminating the effects systematically through taking necessary measures and searching potential incompatibilities with policy

**AS MANAGEMENT AND ALL EMPLOYEES.**

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### 10.7 Hot Work Procedure

1. No permit is given for the hot works to be done aboard the ship. However, in necessary cases, after taking permits in the direction of legal legislation by the shipping agency, it will be realized under the control of the port facility.
2. Before starting hot works and procedures in our port facility, a written permit regarding the applicability of the hot works in question will be taken from the port presidency. With the abovementioned permit, the place where hot work and procedures will be performed and related details and additional safety measures to be applied will be specified on the Hot work form.
3. Hot Work Form covers the following.
  - a) intending to be sure that the areas in which work is to be done is no burning and/or explosive environment and insufficient in terms of ventilation and oxygen, auditing frequently the area and adjacent areas where work is to be carried out including the tests applied by accredited testing organizations,
  - b) removing hazardous cargos and other combustible materials from the working area and adjacent areas (lime, sludge, residue, and other combustible materials are included in the substances to be removed from the area in question)
  - c) protecting efficiently against accidental ignition of combustible building materials (i.e., girders, wooden partitions, floors, doors, wall and ceiling coatings)
  - ç) sealing and ensuring impermeability of open pipes, pipe transitions, valves, joints, gaps, and open parts to prevent the spreading of flame, spark, and hot particles from working areas to adjacent areas or other areas
4. warrant of the hot work to be done and a plate on which the safety measures to be taken are written will be hung in working area and entrances of all working areas. Warrant and safety measures should be visible easily and will be understood clearly by everyone who will conduct hot works.
5. While doing hot work, attention should be paid to the following matters:
  - a) controls will be carried out to confirm that no current conditions have changed in the working environment.
  - b) While hot works are performed, at least one fire tube or other fire extinguishing equipment shall be made ready, to be used instantly with their all apparatus in a venue to be reached easily.
6. In the course of hot work and procedures, when the works in question are completed and during enough time following completion, efficient fire control shall be made in the area in which hot work is conducted and the adjacent areas where hazards will emerge owing to heat transfer.
7. Necessity of applying for the document titled “International Safety Guide for Oil Tankers and Terminals (ISGOTT) “ particularly for additional more detailed information and procedures about hot works and procedures will be taken into consideration every time.

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## 10.8 Responsibilities of Personnel in Operation

### 10.8.1 Operation Officer

- Acts according to the checklists in 10.9.
- A coordination meeting will be held at least 1 day before the acceptance of dangerous cargoes to the port facility and the representatives of operation, Field planning, HSE unit, TMGD, and other related persons shall participate in the meeting.
- If a decision is taken at the meeting in favor of accepting the dangerous cargo, management, operation, storage, safety, and emergency response departments shall be notified and the necessary preparations and acceptance process will be commenced.
- If it is required to notify the Port Authority, the situation shall be notified to the Port Authority in writing by specifying the reasons.
- The number of equipment and cranes, teams, and shifts as well as the port to be used shall be specified at this meeting.
- Organize the work order with the 2nd Cap.
- Ensure that the cargo handling is made according to the approved cargo plan With the Planning Specialist
- Every person engaged in the handling of dangerous cargo exercises reasonable care to avoid damage to packages, unit loads, and cargo transport units.
- Whilst dangerous cargoes are being handled, precautions are taken to prevent unauthorized access to handling areas.
- If there is any loss or containment of dangerous cargo, every practical step is taken to minimize risks to persons and adverse effects to the environment.
- Wrappings and packaging to be used in the activities of changing cargo transport units, repairing thereof, or placing the damaged packages inside the saving packages should be per the structure of dangerous materials and they shall be produced and certified as they are set out in chapter 6 of the IMDG Code
- Packaged cargoes containing Class 4.3 cargo and bulk cargo shall be prevented from being affected by rain, seawater, and other factors.

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- If the evacuation of the ship is partially completed, gas measurements will be conducted before assignment for the evacuation of cargo in the hold of the ship.
- During handling of dangerous solid loads, a Canvas is laid between the ship and the port and a responsible person is assigned for cleaning the cargo scattered around.
- In the areas where solid bulk dangerous cargoes releasing poisonous or flammable gases are handled, periodic controls will be conducted for measuring poisonous or flammable gas concentrations as well as their probable dissemination and the precautions taken will be recorded.

### **10.8.2 Shift Supervisor**

- Acts according to the checklists in 10.9.
- The personnel is equipped with the necessary protective equipment check before the operation.
- Necessary warnings will be made so that the trucks do not make loading exceeding the loading limit and people in charge will pay necessary attention to this issue.
- The drivers will wait at a specified location away from the vehicle during the loading and unloading of vehicles. It will be controlled if the driver has the necessary protective equipment or not.
- The shift superintendent will be responsible for controlling the work security, control of equipment, entry, and exit of outsiders, safe handling of the cargo, environmental cleaning, and duly performance of these works.
- Organize the work order with the 2nd Cap.
- Ensure that the cargo handling is made according to the approved cargo plan.
- Performs the necessary separation according to the classes of dangerous loads.
- Every person engaged in the handling of dangerous cargo exercises reasonable care to avoid damage to packages, unit loads, and cargo transport units.
- Whilst dangerous cargoes are being handled, precautions are taken to prevent unauthorized access to handling areas.
- If there is any loss or containment of dangerous cargo, every practical step is taken to minimize risks to persons and adverse effects to the environment.

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- Wrappings and packaging to be used in the activities of changing cargo transport units, repairing thereof, or placing the damaged packages inside the saving packages should be following the structure of dangerous materials and they shall be produced and certified as they are set out in chapter 6 of the IMDG Code
- Packaged cargoes containing Class 4.3 cargo and bulk cargo shall be prevented from being affected by rain, seawater, and other factors.
- If the evacuation of the ship is partially completed, gas measurements will be conducted before assignment for the evacuation of cargo in the hold of the ship.
- During handling of dangerous solid loads, a Canvas is laid between the ship and the port and a responsible person is assigned for cleaning the cargo scattered around.
- In the areas where solid bulk dangerous cargoes releasing poisonous or flammable gases are handled, periodic controls will be conducted for measuring poisonous or flammable gas concentrations as well as their probable dissemination and the precautions taken will be recorded.
- Water balls should be placed in the vicinity of areas where dangerous materials like coal, which have spontaneous combustion but are not affected by water, are stored and watering works should be carried out in a way to avoid combustion. It will be considered if there is a drainage system for collecting the polluted water in the environment when the temporary storage area is announced.

### **10.8.3 HSE Responsibility**

- Acts according to the checklists in 10.9.
- The worker at the operation informs about the danger of load and equips it with the necessary protective equipment.
- Environmental safety is ensured.
- Ensure that personnel is not dutied in the ship's warehouse or on the ground before gas measurements are made.
- Take necessary fire precautions and control system operation.
- Controls the presence of the required warning and warning signs.
- Wrappings and packaging to be used in the activities of changing cargo transport units, repairing thereof, or placing the damaged packages inside the saving packages should be per the structure of dangerous materials and they shall be produced and certified as they are set out in chapter 6 of the IMDG Code
- Packaged cargoes containing Class 4.3 cargo and bulk cargo shall be prevented from being affected by rain, seawater, and other factors.
- If the evacuation of the ship is partially completed, gas measurements will be conducted before assignment for the evacuation of cargo in the hold of the ship.
- During handling of dangerous solid loads, a Canvas is laid between the ship and the port and a responsible person is assigned for cleaning the cargo scattered around.
- In the areas where solid bulk dangerous cargoes releasing poisonous or flammable gases are handled, periodic controls will be conducted for measuring poisonous or flammable gas concentrations as well as their

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probable dissemination and the precautions taken will be recorded.

- Water balls should be placed in the vicinity of areas where dangerous materials like coal, which have spontaneous combustion but are not affected by water, are stored and watering works should be carried out in a way to avoid combustion. It will be considered if there is a drainage system for collecting the polluted water in the environment when the temporary storage area is announced.

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## 10.9 Safe Handling of Dangerous Goods Operation Procedure Checklist

### GENERAL

S.NO	Eylem	SEC	OP. SOR	VAR. AMR.
<b>Acceptance of the load</b>				
1.	A coordination meeting will be held at least 1 day before the acceptance of dangerous cargoes to the port facility	X	X	
2.	The MSDS form about load is provided.		X	
3.	A detailed stowage plan, which identifies by class and sets out the location of all dangerous goods and marine pollutants on board, may be used in place of such a special list or manifest. (IMO FAL form 7)		X	
4.	The Certificate of Conformity for the ship carrying the dangerous cargoes will be checked.		X	
5.	Approved cargo handling/evacuation plan requested		X	
6.	The dangerous cargo (es) to be accepted to the port: 1. Risk arising from dangerous cargo 2. Interaction with dangerous cargoes existing at the port facility, 3. Interaction with cargoes planned to be accepted to the port facility soon, 4. Conditions for stowage 5. Conditions for segregation 6. Requirement of materials and equipment concerning emergency response 7. Sufficiency of emergency response equipment 8. Interaction with the neighboring area (s) The issues mentioned herein above will be discussed within the scope of current IMDG CODE documents and a management decision for accepting/rejecting will be taken.		X	
7.	If a decision is taken at the meeting in favor of accepting the dangerous cargo, management, operation, storage, safety, and emergency response departments shall be notified and the necessary preparations and acceptance process will be commenced.		X	
8.	The number of equipment and cranes, teams and shifts, and pier shall be specified.		X	
9.	The personnel who will work in the operation will be provided with information as regards the risks of the cargo and they will be equipped with the necessary protective outfit.		X	
10.	Required warnings and warning signs are provided around the area being handled.		X	
P.S. In standard handled loads, a meeting is optional. Previous meeting resolutions may apply.				

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**Safe Handling of Solid Dangerous Goods Operation Procedure Checklist**  
**Solid dangerous goods will be loaded/discharged in our coastal facility.**

S.NO	Eylem	SEÇ	OP. SOR	VAR. AMR.
<b>Handling</b>				
1.	Necessary warnings will be made so that the trucks do not make loading exceeding the loading limit. After loading the trucks will surely top off.	X	X	X
2.	The drivers will wait at a specified location away from the vehicle during the loading and unloading of vehicles. It will be controlled if the driver has the necessary protective equipment or not.	X	X	X
3.	Controlling the work safety, control of equipment, entry, and exit of outsiders, safe handling of the cargo, environmental cleaning, and duly performance of these works.			X
4.	Loading and unloading following the cargo plan		X	X
5.	If the evacuation of the ship is partially completed, gas measurements will be conducted before assignment for the evacuation of cargo in the hold of the ship.	X	X	X
6.	Canvas is laid between the ship and the port and a responsible person is assigned to clean the cargo scattered around.	X	X	X
7.	Dangerous areas, where handling is done in line with the risks of the dangerous cargo, are determined, regulatory authority's buildings, another facility near the facility, the types of cargo handled at these facilities, and features of other cargo which are temporarily stored and handled at the facility, and the fastest and the safest access opportunities as to emergency responses will be taken into consideration.	X	X	X
8.	In the areas where solid bulk dangerous cargoes releasing poisonous or flammable gases are handled, periodic controls will be conducted for measuring poisonous or flammable gas concentrations as well as their probable dissemination and the precautions taken will be recorded	X		
9.	Water balls should be placed in the vicinity of areas where dangerous materials like coal, which have spontaneous combustion but are not affected by water, are stored and watering works should be carried out in a way to avoid combustion. It will be considered if there is a drainage system for collecting the polluted water in the environment when the temporary storage area is announced.	X	X	X
10.	Canvas to be used for avoiding the solid bulk dangerous cargoes from falling to the sea during evacuation or while loading to the ship will be kept between the ship and the port during the operations.	X	X	X
11.	The master who will load/unload the solid bulk dangerous cargoes will receive the detailed loading or unloading plan which includes details as to the position and quantity of the cargo in the ship from the berth operator before the beginning of the loading or unloading process. An agreement shall be reached between the master and the berth operator as to the said loading or unloading plan.		X	X

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**10.10 Procedures for Ships Carrying Dangerous Goods) and MFAG (Medical First Aid Guide)**

In emergencies, it is important to utilize all information available in the IMDG Code, EmS and MFAG

**10.10.1** EmS

**10.8.1.1** EmS contains procedures for the actions that can be taken if there is a fire or spill of dangerous goods.

**10.8.1.2** It contains general procedures applicable to an entire substance class as well as procedures specific to certain products.

**10.8.1.3** Examples of the information found in the specific "emergency schedules" are necessary protective equipment and the types of extinguishing agents that can be used to put out fires involving dangerous goods.

**10.8.1.4** EmS is divided into EmS for fires and EmS for spills. There will be EmS numbers for every UN number in column 15 of the Dangerous Goods List. EmS number does not have to be specified in the Dangerous Goods Declaration.

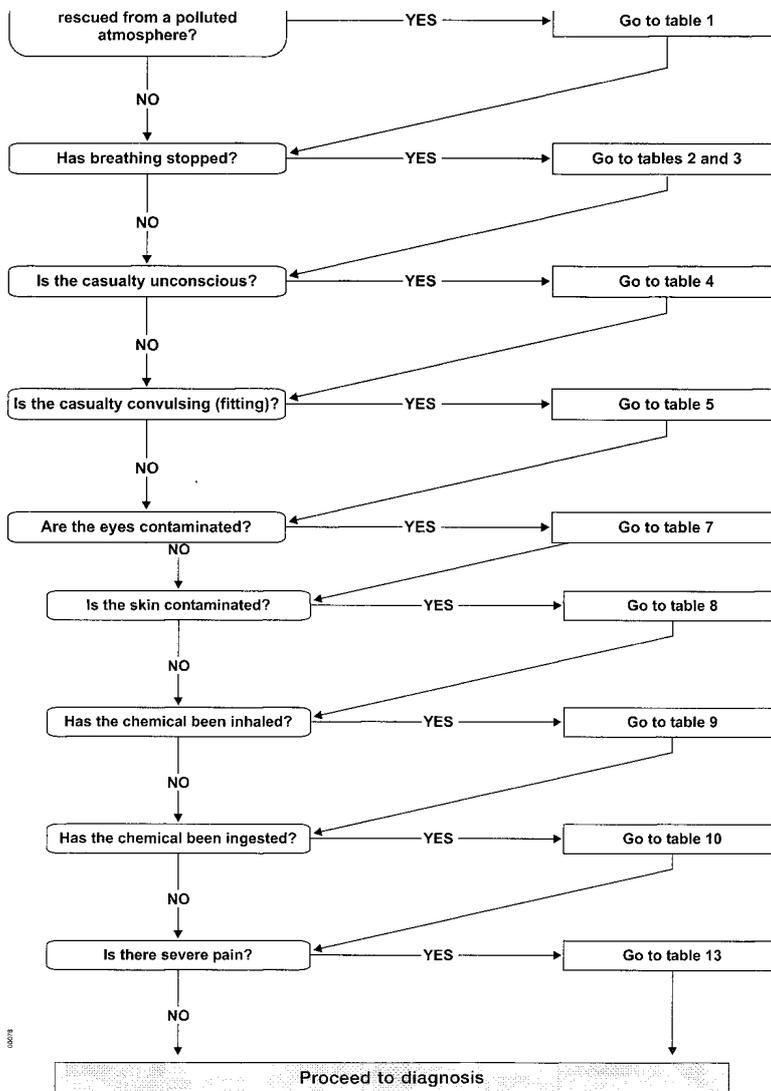
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## 10.10.2 MFAG

**10.10.2.1** MFAG table numbers do not have to be stated on the Dangerous Goods Declaration.

**10.10.2.2** MFAG consists of a flow chart that shows what actions should be taken, based on the situation and symptoms when a person has been exposed to dangerous goods of some kind. However, the person must be trained to use MFAG in advance so that it will work in an emergency.

**10.8.2.3** The person can also get in touch with a doctor to get assistance treating an injured person. Usage information is below.



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## **10.11 EmS (Emergency Response Procedures for Ships Carrying Dangerous Goods) and MFAG (Medical First Aid Guide for Use in Accidents Involving Dangerous Goods)**

In case of emergency, it is important to use IMSBC, IBC, or IGC Codes for bulk cargo as well as all available information from IMDG Code, EMS, and MFAG.

### **10.11.1 EmS**

EmS includes procedures for actions to be taken when a fire or spill of hazardous materials occurs.

EmS includes specific action procedures for some products as well as general procedures applicable to a whole class of substances.

The necessary protective equipment and types of extinguishing agents that can be used to extinguish fires involving dangerous goods can be found in the EmS guide "in case of emergency action".

EmS is divided into two for spills and fires. In column 15 of the Dangerous Goods list, there are EmS reference numbers for each UN number. It is not mandatory to specify the EmS number in the Dangerous Goods Declaration.

### **10.11.2 MFAG**

MFAG table numbers do not have to be specified in the Hazardous Substances Declaration.

MFAG creates a flowchart of procedures that should be taken according to syndromes when a person is exposed to some type of hazardous substance. However, Employees must be pre-trained to use MFAG to work in an emergency.

Employees should also contact a doctor for assistance in treating an injured person.

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**11 APPENDICES**

**11.1 General View of the Coastal Facility**



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## 11.2 Emergency Contact Points and Contact Information

### Emergency Contact Numbers

Service	Phone Number
Police	112
Ambulance (Emergency Aid)	112
Fire Department	112
Water Failure	185
Electricity Failure	186
Natural Gas Emergency	187
Traffic Emergency	112
Environmental Hotline	181
Municipal Police (Zabıta)	153

### Hospital Address and Contact Information

Hospital Name	Address	Phone Number
Derince State Hospital	İbnisina, Lojman Street, 41900 Derince / Kocaeli	Adres: İbnisina, Lojman Sk., 41900 Derince/Kocaeli
Dilovası State Hospital	Turgut Özal District, Çerkeşli Village Area No:34, 41455 Dilovası / Kocaeli	(0262) 754 15 25
Medical Park Gebze Hospital – Microsurgery	Güzeller District, Kavak Street No:5, 41400 Gebze / Kocaeli	(0262) 675 75 75 – Ext. 1115

### Pharmacy Address and Contact Information

Pharmacy Name	Address	Phone Number
Merkez Pharmacy – Hereke	Agah Ateş, Hereke Cumhuriyet Street No:38, 41800 Körfez / Kocaeli	(0262) 511 40 21









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### 11.7 Emergency Plan

It is kept as a separate document at the port facility and is renewed at least every 2 years. Emergency Plan details are as follows.

- a) Name, title, and contact details of the person/organization preparing the emergency procedures and procedures.
- b) Emergency response organization chart.
- c) Coordinating the response activities to emergencies that may occur in the coastal facility and port authority; where there is no port authority, the name, title, and contact information, duties, and responsibilities of the authorized person appointed to liaise with the regional port authority and other relevant institutions and organizations.
- d) Coordination methods with emergency teams outside the coastal facility in case of emergencies.
- e) The names and duties of the teams designated for emergency response, and the names, duties, and responsibilities of the personnel assigned to these teams.
- f) The quality, capacity, and locations of the resources and equipment to be used by the coastal facility for emergency response.
- g) Measures and actions to be taken as a result of the risk assessment to control the serious conditions that can be foreseen to cause emergencies and to minimize the negative effects that may arise from them, and the existing facilities, capabilities, and capacity of the facility.
- h) The nature of the precautions and warnings to be taken to prevent or minimize the possible risks to the persons in the coastal facility in case of an emergency, the methods of the announcement, and the regulations regarding what the persons should do in the face of the warnings.
- i) In case of emergencies, the notification procedures are to be made following the Directive on Notification and Special Permit on Dangerous Goods Transported by Sea, published with the Minister's Approval dated 12/4/2019 and numbered 29486.
- j) Training is to be taken by the person who will be assigned in emergencies.
- k) The nature and period of the drills are to be made for emergencies.

Medical first aid covers all of the goods handled and/or temporarily stored in the facility by making use of the Medical First Aid Guide (MFAG) included in the IMDG Code annex, to provide the necessary medical first aid for the people affected by the damages of the dangerous goods and the health problems that occur as a result of the accidents involving these goods. A help guide is prepared and added to the relevant part of the Emergency Plan. For packaged dangerous goods, general medical recommendations are given based on load classes.

If a new dangerous cargo is to be handled, a procedure including first aid applications for this cargo is prepared and added to the relevant part of the Emergency Plan, and the port authority is informed. All relevant personnel is told how to use the medical first aid guide in emergency training held at the facility.

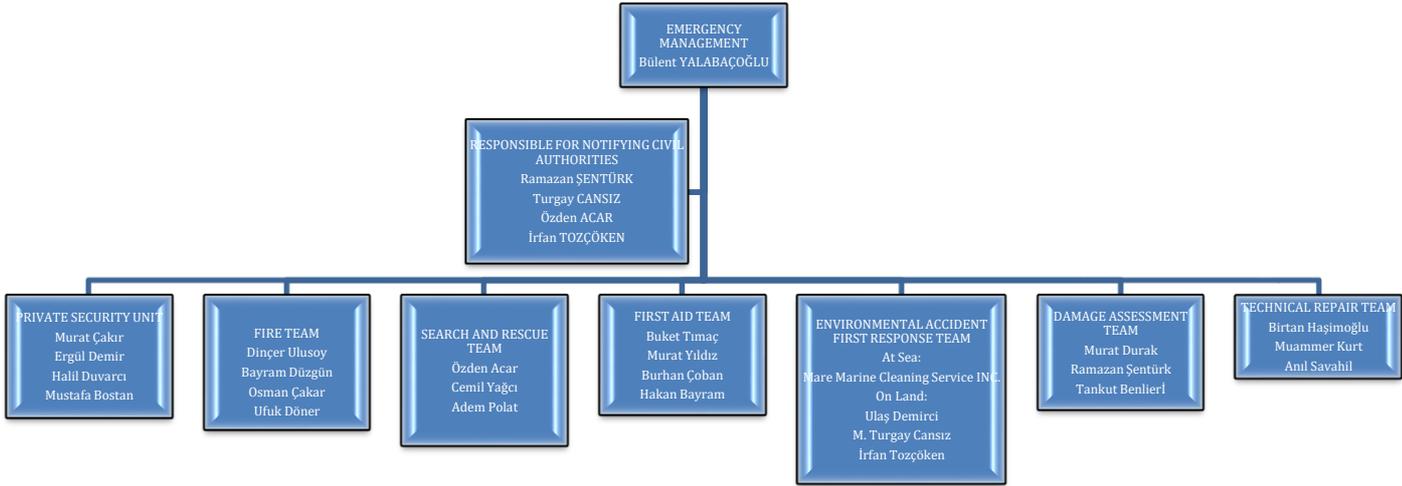
The relevant part of the Emergency Plan covers each of the following emergencies:

- a) Facility, equipment, field, and ship fires and explosions.
- b) Load fires or leakage/spillage of dangerous goods belonging to each dangerous cargo class and sub-hazard classes that are allowed to be handled and/or temporarily stored at the coastal facility.



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## 11.9 Emergency Management Schema



## 11.10 Dangerous Goods Handbook

### DİLER LİMAN TESİSİ TEHLİKELİ MADDE EL KİTABI



### YÜK TEŞHİS EDİLEMEDİĞİ DURUMLARDA KULLANINIZ. MALZEME BİLGİ FORMLARINA ULAŞINIZ VE ONA GÖRE HAREKET EDİNİZ.

Koruyucu Yalıtım (Transit İzolasyon) Kapsamı	YANGIN TEHLİKELERİ
Yükün tehlikesi belirlenemediği takdirde, taşıma sırasında aşağıdaki kurallara uyulmalıdır:	SALGIK
Yükün tehlikesi belirlenemediği takdirde, taşıma sırasında aşağıdaki kurallara uyulmalıdır:	KORUYUCU EYLEM
Yükün tehlikesi belirlenemediği takdirde, taşıma sırasında aşağıdaki kurallara uyulmalıdır:	TANITIM


Koruyucu Yalıtım (Transit İzolasyon) Kapsamı	YANGIN TEHLİKELERİ
Yükün tehlikesi belirlenemediği takdirde, taşıma sırasında aşağıdaki kurallara uyulmalıdır:	SALGIK
Yükün tehlikesi belirlenemediği takdirde, taşıma sırasında aşağıdaki kurallara uyulmalıdır:	KORUYUCU EYLEM
Yükün tehlikesi belirlenemediği takdirde, taşıma sırasında aşağıdaki kurallara uyulmalıdır:	TANITIM


Koruyucu Yalıtım (Transit İzolasyon) Kapsamı	YANGIN TEHLİKELERİ
Yükün tehlikesi belirlenemediği takdirde, taşıma sırasında aşağıdaki kurallara uyulmalıdır:	SALGIK
Yükün tehlikesi belirlenemediği takdirde, taşıma sırasında aşağıdaki kurallara uyulmalıdır:	KORUYUCU EYLEM
Yükün tehlikesi belirlenemediği takdirde, taşıma sırasında aşağıdaki kurallara uyulmalıdır:	TANITIM

- IMDG KOD Sınıfın Tanımlanması**
- Sınıf**
1. Patlayıcı Madde ve Nesnelere Gazlar
  2. Yangın Sınıfı Maddeler
  3. Yangın Sınıfı Maddeler
  - 4.1 Kendi Kendine Yanan Maddeler
  - 4.2 Su ile Temas Halinde Tehlikeli Gazlar Çıkaran Maddeler
  - 5.1 Yavaş (oksidatif) Maddeler
  - 5.2 Organik Peroksitler
  - 6.1 Zehirli Maddeler
  - 6.2 Bulamacı Maddeler
  - 7 Asındırıcı / Asidik Maddeler
  - 8 Farklı Tehlikeleri Olan Madde ve Nesnelere
- DIKKAT EDİLECEK HUSUSLAR**
1. İş emniyeti talimatlarına uy.
  2. Tehlikeli yük sembol/etiket, plakartlara dikkat et.
  3. Sızıntı,koku,duman ve paket bozulmalarında derhal sorumluya haber ver.
  4. Tehlikeli bölgeye ilgisizleri sokma.
  5. Ateşle yaklaşma yaklaşma, sigara içme ve içirme
  6. Yetkisz kişilerin müdahale etmesine müsaade etme
  7. Tehlikeli madde buluşup atıkları atık toplama merkezlerine göndermelerini sağla.
  8. İş emniyeti kurallarına uymayanları uyar

- TEHLİKELİ YÜK BELGELERİ**
- Tehlikeli Mal Taşıma Belgesi'nde aşağıdaki bilgiler bulunmalıdır:
- Nakliye adı veya doğru teknik isim (tucari isimler kabul edilmeyecektir)
  - Mümkünse Sınıf ve Bölüm. Sınıf veya Bölüm riski ayrıca sınıf 1 malları içinde belirtilecektir ve ikinci risk içeren gaz olması durumunda, risklerin belirtimesi amacıyla daha fazla bilgi eklenecektir
  - Birleşmiş Milletler numarası UN'den sonra yazılacaktır
  - Varsa paketlenme grubu
  - Paket numarası ve tiplerinin yanında hacim veya kitle başına tehlikeli malların toplam miktarı
  - 61 C: veya daha düşük bir parlama noktasına sahip maddeler için parlama noktası
  - EK riskler seviyatı isminde belirtilmemiş riskler
  - Gerektiğinde, mallar "Denizi Kirlenici Madde" olarak belirtilecektir
  - Tehlikeli mal kağıtları içeren boş muhafazalara nakliye adından önce veya sonra "Boş", "Temizlenmemiş veya Kalıntı İçeri" gibi durum belirtici yazılar yazılacaktır.
  - Malların doğru sınıflandırıldığı, paketlenildiği, işaretlendiği, etiketlendiği ve nakliyat için uygun olduğunu belirten gönderenin adına imzalanmış belge

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**11.11 Leak Areas and Equipment and Inlet/Exit Drawings for CTU and Packages**  
 Not applicable.

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### **11.12 Envantery of Port Service Ships**

Provided by Ankaş Pilot and Sanmar Romörkör.

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### **11.13 Maritime coordinates of the administrative borders of the Port Authority, anchorage areas, and the pilot's disembarkation/embarkation points**

#### **A) Port administrative area boundary**

port administrative area of Kocaeli Port Authority is the sea and coastal area within the following coordinates.

- a) 40° 48' 37" K – 029° 20' 24" D
- b) 40° 46' 59" K – 029° 19' 00" D
- c) 40° 43' 27" K – 029° 19' 00" D
- d) 40° 43' 30" K – 029° 21' 18" D
- e) 40° 43' 00" K – 029° 23' 24" D
- f) 40° 43' 00" K – 029° 23' 24" D
- g) 40° 44' 57" K – 029° 30' 57" D
- h) 40° 44' 48" K – 029° 32' 30" D
- i) 40° 41' 12" K – 029° 33' 36" D

#### **B) Anchorage areas**

a) İzmit anchorage area: The anchorage area of ships that do not carry dangerous goods is the sea area formed by the following coordinates.

- 1) 40° 45' 00" K – 029° 52' 48" D
- 2) 40° 44' 00" K – 029° 52' 48" D
- 3) 40° 44' 00" K – 029° 55' 00" D
- 4) 40° 45' 00" K – 029° 55' 00" D

b) Yarımca anchorage area: Ships carrying dangerous goods, nuclear-powered military ships, and the quarantine anchorage area are the sea area formed by the following coordinates.

- 1) 40° 46' 27" K – 029° 39' 30" D
- 2) 40° 45' 14" K – 029° 39' 30" D
- 3) 40° 45' 02" K – 029° 41' 30" D
- 4) 40° 46' 19" K – 029° 41' 30" D

c) Hereke anchorage area: The anchorage area of ships that do not carry dangerous goods is the sea area formed by the following coordinates.

- 1) 40° 46' 22" K – 029° 37' 11" D
- 2) 40° 45' 25" K – 029° 37' 11" D
- 3) 40° 45' 14" K – 029° 39' 30" D
- 4) 40° 46' 16" K – 029° 39' 30" D

d) Eskihisar anchorage area: The anchorage area of ships not carrying dangerous goods is the sea area between the line connecting the coordinates below and the coastline to the north of this line. In this area, anchoring cannot be done within 2.5 gomino distance from the shore.

- 1) 40° 45' 12" K – 029° 23' 27" D (Darıca )
- 2) 40° 46' 00" K – 029° 30' 57" D (Kaba)

d) Fuel barges anchorage area: The fuel barges anchorage area is the sea area formed by the following coordinates.

- 1) 40° 46' 4,25" K – 029° 37' 45" D (Beach)
- 2) 40° 46' 20,50" K – 029° 37' 46" D
- 3) 40° 46' 16" K – 029° 39' 30" D
- 4) 40° 46' 40" K – 029° 39' 30" D (Beach)

#### **C) Pilot pick-up and drop-off places**

- 1) 40° 43' 24" K – 029° 21' 24" D (Receiving place)

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2) 40° 44' 24" K – 029° 21' 24" D (Receiving place)

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### 11.14 Emergency Response Equipment Against Marine Pollution in the Port Facility

<b>MATERIAL INVENTORY</b>	
Fence Type Barrier (m)	500 M (5 piece)
Sorbent Barrier (m)	258 meter
Sorbent Pad (Qty)	600 piece
Portable Lighting (Number)	PROJECTOR
Pressure Washer (Qty)	3 piece
40x50 cm chemical absorbent pad	15 piece
Chemical absorbent sausage	10 piece
23x23 cm chemical absorbent pillow	1 piece
Hazardous waste bag	1 piece
Wheeled container	1 piece



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### 11.16 Dangerous Good Incidents Notification Form

<b>No – Date</b>		
<b>Firm / Corporation</b>		
<b>From</b>		<b>CONTACT INFORMATION</b>
<b>Subject</b>		

PORT FACILITY “DANGEROUS GOOD INCIDENT NOTIFICATION”	
<b>DATE:</b>	
1. Time the accident occurred,	
2. How the accident occurred and the reason, if known,	
3. Place the accident occurred (coastal facility and/or ship), its position and area of influence, information (name, flag, IMO number, owner, operator, cargo and quantity, captain's name, and similar information) of the ship involved in the accident if any,	
4. Meteorological conditions,	
5. UN number of the dangerous good, proper transport name (based on the legislation specified in the definition of dangerous goods) and amount, Hazard class of the dangerous good or sub-hazard division, if any, Packing group of the dangerous good, if any, Additional risks of the dangerous good, such as marine pollutants, if any, Sign and label details of the dangerous good, The characteristics and number of the package, cargo transport unit, and container in which the dangerous good is transported, if any, Manufacturer, sender, carrier, and receiver of dangerous goods	
6. The extent of the damage/pollution that occurred,	
7. Number of dead and injured in the accident, if any	
8. How the accident was dealt with,	
9. From which organizations help is requested,	
10. Other ships or neighboring facilities that may be affected by the accident,	
The form is prepared by	
Name Surname :	
Position :	
Signature :	

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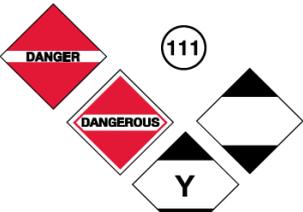
### 11.17 Control Results Notification Form for Dangerous Cargo Transport Units (CTUs)

The form containing the CTU control results requested by the administration to be sent quarterly to the port authorities is presented below.

Yıl / Dönem	.... / ....	Sayı	Yüzdellik
<b>Kontrol edilen paketler:</b>			
<b>Kusurlu paketler:</b>			
. toplam			
. yurt içinde doldurulmuş			
. yurt dışında doldurulmuş			
<b>Kusurlar:</b>			
<b>Dokümantasyon:</b>			
. Tehlikeli Yük Deklarasyonu			
. Konteyner/Araç Paketleme Sertifikası			
Plakalama ve markalama			
Konteyner Güvenlik Sözleşmesi onay levhası			
Ciddi yapısal kusurlar			
Kara tankerleri bağlama eklentileri			
Taşınabilir tank veya kara tankerleri ( <i>uygunsuz veya hasarlı</i> )			
Etiketleme (paketler için)			
Paketleme ( <i>uygunsuz veya hasarlı</i> )			
Yükün segregasyonu			
Paketin içinin istiflenmesi / bağlanması			

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## 11.18 Emergency Response Guide

<b>GUIDE 111</b>	
<b>Mixed/Unspecified Cargo</b>	
<b>POTENTIAL HAZARDS</b>	
<b>FIRE OR EXPLOSION</b>	
<ul style="list-style-type: none"> <li>• May explode due to heat, shock, friction, or pollution.</li> <li>• May react violently or explosively in contact with air, water, or foam.</li> <li>• May ignite due to heat, sparks, or fire.</li> <li>• Vapors may travel to the ignition source and ignite.</li> <li>• Containers may explode when heated.</li> <li>• Torn rollers can be thrown out.</li> </ul>	
<b>HEALTH</b>	
<ul style="list-style-type: none"> <li>• Inhalation, ingestion, or contact with the substance can cause serious injury, infection, illness, or death.</li> <li>• High gas concentration can cause suffocation without warning.</li> <li>• Contact may cause skin and eye burns.</li> <li>• Fire or contact with water may cause irritating, toxic, and/or corrosive gases.</li> <li>• Responding to fire may cause environmental pollution.</li> </ul>	
<b>PUBLIC SAFETY</b>	
<ul style="list-style-type: none"> <li>• As an emergency measure, isolate the spill or leak area at least 100 meters in all directions.</li> <li>• Keep unauthorized personnel away.</li> <li>• Stand upwind.</li> <li>• Stay away from low areas.</li> </ul>	
<b>PROTECTIVE EQUIPMENT</b>	
<ul style="list-style-type: none"> <li>• Wear positive pressure self-contained breathing apparatus (SCBA).</li> <li>• Structural firefighting suits provide ONLY limited protection in the event of fire; They may not be effective in spill situations.</li> </ul>	
<b>EVACUATION</b>	
<p>Fire</p> <ul style="list-style-type: none"> <li>• If the tank, wagon, or tanker is involved in a fire, ISOLATE 800 meters on all sides; also consider the initial evacuation of 800 meters in each direction.</li> </ul>	

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### 11.19 Special Permit Application for New Dangerous Goods

The coastal facility will request a special permit from the Administration to handle dangerous goods that are not listed in its Dangerous Goods Handling Manual (TYUB).

For the notification of a cargo that is not listed in the current Dangerous Goods Guide and planned to be handled at the facility, the relevant Port Authority will be notified by completing the form below. The facility will demonstrate that it has the necessary equipment for the cargo based on its assigned code and the attached safety data sheet, and that all necessary precautions, including first aid, fire, safety, etc., have been implemented. It will also show that the necessary updates have been made in the Dangerous Goods Handling Manual and other procedures.

Coastal facilities requesting special permits must submit their applications, including the safety data sheet for the dangerous goods, the cargo manifest, and the additional precautions to be taken at the coastal facility, to the Administration at least 96 (ninety-six) hours before the vessel enters the port administrative area.

Applicable Shipment Name	
UN Number and Class ID/Groups in the Characteristics Table	

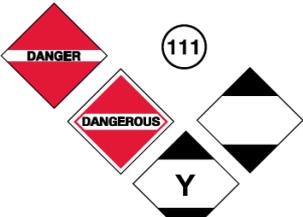
Type of Cargo and Relevant Code:	Dangerous Liquid Bulk Cargoes (Petroleum and Petroleum Derivatives - MARPOL Annex I)	
	Dangerous Liquid Bulk Cargoes (Chemicals and Similar - IBC Code)	
	Dangerous Liquid Bulk Cargoes (Liquefied Gas - IGC Code)	
	Dangerous Packed Cargoes (IMDG Code)	
	Dangerous Solid Bulk Cargoes (IMSBC Code)	

Attachment: Safety Data Sheet

Dangerous Goods Safety Advisor  
Name/Signature

Coastal Facility Authorized  
Name/Signature

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<b>GUIDE 111</b>	
<b>Mixed/Unspecified Cargo</b>	

<b>EMERGENCY RESPONSE</b>
<b>FIRE</b>

**CAUTION: The material may react with the extinguishing agent.**

Small Fire

- Dry chemical, CO2, water spray, or regular foam

Great Fire

- Water spray, fog, or regular foam
- Remove containers from the fire area if you can make them risk-free.

Fire covering tanks

- Cool containers with plenty of water well after the fire has gone out.
- Do not let water into the containers.
- Withdraw immediately after raising noise from ventilation safety devices or after tank color changes.
- ALWAYS stay away from fire-trapped containers.

<b>SPILL OR LEAK</b>
----------------------

- Do not touch or walk towards the spilled material.
- Eliminate all ignition sources (cigarettes, flames, glare, etc.).
- All equipment used during product transportation must be grounded.
- Keep fuels (wood, paper, oil, etc.) away from the spill area.
- Spray water or direct vapor cloud build-up to reduce steam. Avoid contact with water with spilled material.
- Prevent leakage into waterways, sewers, basements, or confined spaces.

Small Spill

- Take it using sand or other absorbent material and place it in the container for later disposal.

Large Spill

- Ditch away from spilled liquid for later disposal.

<b>FIRST AID</b>
------------------

- Move the casualty to fresh air.
- Call the emergency medical service.
- If the victim is not breathing, give artificial respiration.
- Do not administer mouth-to-mouth CPR if the victim has inhaled or swallowed the substance; Give CPR using a pocket mask equipped with a one-way valve or another suitable medical respirator.
- If breathing is difficult, give oxygen.
- Remove and insulate dirty clothes or shoes.
- In case of contact with the substance, rinse immediately under running water for at least 20 minutes.
- Wash with soap and water.
- Keep the casualty warm and calm.
- Effects of exposure to the substance (inhalation, ingestion, or skin contact) may be delayed.
- Make sure that medical personnel are knowledgeable about substances and take the necessary protective measures to protect themselves.

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<b>DANGEROUS GOODS HANDLING GUIDE</b>					

<b>GUIDE 134</b>	
<b>Combustible solids - toxic and/or corrosive</b>	
<b>POTENTIAL HAZARDS</b>	
<b>FIRE AND EXPLOSION</b>	
<ul style="list-style-type: none"> <li>• Flammable combustible material</li> <li>• May ignite with heat, sparks, or flame.</li> <li>• When heated, vapor can form explosive mixtures with air: indoors, outdoors, and sewer explosion hazards</li> <li>• Contact with a metal may emit flammable hydrogen gas.</li> <li>• Containers may explode when heated.</li> </ul>	
<b>HEALTH</b>	
<ul style="list-style-type: none"> <li>• <b>TOXIC:</b> Contact, ingestion, or skin contact with the material can cause serious injury or death.</li> <li>• Fire can produce irritating, corrosive, and/or toxic gases.</li> <li>• Leakage or dilution water may be corrosive and/or toxic and cause environmental pollution.</li> </ul>	
<b>PUBLIC SAFETY</b>	
<ul style="list-style-type: none"> <li>• As an immediate precaution, isolate spill and leak areas from major directions for at least 25 meters.</li> <li>• Stand upwind.</li> <li>• Keep unauthorized personnel away.</li> <li>• Keep away from low-pressure areas.</li> <li>• Ventilate the enclosed areas.</li> </ul>	
<b>PROTECTIVE EQUIPMENT</b>	
<ul style="list-style-type: none"> <li>• Wear positive pressure self-contained breathing apparatus (SCBA).</li> <li>• Wear chemical protection clothing, especially recommended by the manufacturer. It can provide little or no heat protection.</li> <li>• Structural fire extinguishers provide limited protection of protective clothing in fire situations. BUT; it is not effective in bulk situations where one-to-one contact with the substance is provided.</li> </ul>	
<b>EVACUATION</b>	
<p>Large Spill</p> <ul style="list-style-type: none"> <li>• Consider internal downwind for at least 100 meters.</li> </ul> <p>Fire</p> <ul style="list-style-type: none"> <li>• ISOLATE if there is a tank, wagon, or tanker in the fire. Also, consider an internal evacuation of 800 meters in all directions.</li> </ul>	

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<b>GUIDE 134</b>	
<b>Combustible solids - toxic and/or corrosive</b>	

**EMERGENCY RESPONSE**

**FIRE**

Small Fire

- Dry chemical CO2, water spray, or alcohol-resistant foam

Great Fire

- Water spray, fog, or alcohol-resistant foam.
- If you can do it without risk, move the containers from the fire area.
- Use water spray or mist. Do not use direct steam.
- Do not get water inside the containers.
- Ditch fire control water for subsequent disposals. Do not distribute the material.

Fire of Tanks or Car/Trailer Loads

- Try to prevent the fire from the maximum distance or use unmanned hose holders or observe the nozzles.
- Cool the containers filled with water until the fire goes out.
- Withdraw immediately to prevent the increase of noises from the safety devices being vented or the tank breathing.
- ALWAYS stay away from tanks lost in a fire.

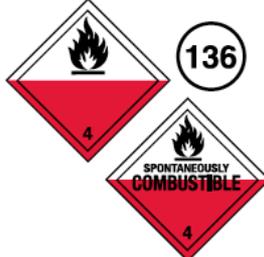
**SPILL OR LEAK**

- For non-fire spills and leaks, fully covering, vapor-proof clothing should be worn.
- DESTROY all sources of ignition (no smoking, flashing, sparkles, or sparks in the emergency room)
- Do it if you can stop the leak without risk.
- Do not touch damaged containers or spilled material without wearing suitable protective clothing.
- Prevent entry to waterways, sewers, basements, or confined spaces.
- Use clean non-glare tools to collect material and place it in loosely covered plastic containers for later disposal.

**FIRST AID**

- Take the casualty to fresh air.
- call the emergency medical service.
- If the victim is not breathing, give artificial respiration.
- Do not use the mouth-to-mouth method if the victim has ingested or inhaled the substance. Give artificial respiration with the help of a pocket mask with a one-way valve or other proper uni health devices.
- If breathing is difficult, give oxygen.
- Discard or isolate contaminated clothing and shoes.
- If contact has occurred, immediately flush skin and eyes with water for 20 minutes.
- Avoid material spread to unaffected skin for minimal contact.
- Keep the casualty warm and quiet.
- The effects of exposure to the substance (inhalation, entry into the body, or skin contact) may be delayed.
- Make sure that the health personnel is informed about the substances in it and make sure that they pay the necessary attention to protect themselves.

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<b>GUIDE 136</b>	
<b>Substances - flammable - toxic and/or corrosive (air reactive)</b>	

**POTENTIAL HAZARDS**

**FIRE OR EXPLOSION**

Extremely flammable; ignites by itself if exposed to air.

- It burns quickly and emits dense, white, irritating smoke.
- The substance may go into a molten state.
- After the fire is extinguished, it can ignite again.
- Contact with a metal may emit flammable hydrogen gas.
- Containers may explode when heated.

**HEALTH**

- Fire may produce irritating, corrosive, and/or toxic gases.
- POISON; Entry of the substance into the body or inhalation of decomposition products can cause severe injury or death.
- Contact with the substance may cause severe burns to the skin and eyes.
- Some effects may result from skin absorption.
- Leakage under the control of the site may be corrosive and/or toxic and cause environmental pollution.

**PUBLIC SAFETY**

- Call the EMERGENCY RETURN phone number originally written on the Shipping Paper. If the Shipping Paper is not available or there is no answer, contact the appropriate telephone number located on the inside back cover.
- As an immediate precaution, isolate spillage or leakage from all directions for at least 50 meters for liquids and at least 25 meters for solids.
- Stand against the wind
- Keep unauthorized personnel away.
- Stay away from low sections.

**PROTECTIVE EQUIPMENT**

- Wear positive pressure self-contained breathing apparatus (SCBA).
- Wear chemical protection clothing, especially recommended by the manufacturer. It can provide little or no heat protection.
- Structural fire extinguishers provide limited protection of protective clothing in fire situations. ONLY; Not effective with bulk situations where one-to-one contact with the substance is achieved
- For Phosphorus (UN1381): Special aluminum protective clothing should be worn in direct contact with the substance.

**EVACUATION**

Debris

- Consider priority downwind evacuation for at least 300 meters.

Fire

- Isolate if there is a tank, wagon, or tanker in the fire; Also, consider an 800-meter primary evacuation in all directions.

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<b>GUIDE 136</b>  <b>Substances - flammable - toxic and/or corrosive (air reactive)</b>	
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<b>EMERGENCY RESPONSE</b>
<b>FIRE</b>

- Small Fire
- Water spray, wet sand, or wet soil.
- Great Fire
- Water spray or mist.
  - Do not disperse spilled material with high-pressure water streams.
  - Move containers from fire compartments if you can do it without risk.
- Fire of Tanks or Car/Trailer Loads
- Try to prevent the fire from the maximum distance or use unmanned hose holders or observe the nozzles.
  - Cool the containers filled with water until the fire goes out.
  - In the event of loud noise or discoloration of the tank caused by the discharge of safety devices, leave the premises immediately.
  - ALWAYS stay away from tanks lost in a fire

<b>SPILL OR LEAK</b>
----------------------

- For non-fire spills and leaks, fully covering, vapor-proof clothing should be worn.
  - DESTROY all sources of ignition (no smoking, flashing, sparkles, or sparks in the emergency room)
  - Do not touch or walk over spilled material.
  - Do not touch damaged containers or spilled material without wearing suitable protective clothing.
  - Do it if you can stop the leak without risk.
- Small Rash
- Cover with water, sand, or earth. Put in a metal container and keep the material underwater.
- Big Spill
- For further disposal, dig a ditch and cover it with wet sand or earth.
  - Prevent entry to waterways, sewers, basements, or confined spaces.

<b>FIRST AID</b>
------------------

- Take the casualty to fresh air.
- Call the emergency health service.
- If the victim is not breathing, give artificial respiration.
- If breathing is difficult, give oxygen.
- In case of contact with the substance, cover the exposed areas with water or a wet cloth until sanitary care is taken.
- It is only possible to remove a solidified bulk material from the skin with the help of a healthcare assistant.
- Destroy and isolate exposed clothing and shoes and place them in a metal container filled with water. Fire hazard exists if allowed to dry.
- The effects of exposure to the substance may be delayed (intake, inhalation, or skin contact).
- Keep the casualty warm and quiet.
- Make sure that the health personnel is informed about the substances in it and make sure that they pay the necessary attention to protect themselves.

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<b>DANGEROUS GOODS HANDLING GUIDE</b>					

<b>GUIDE 139</b>	
<b>Substances – reactive to water (emitted, flammable and poisonous gases)</b>	

<b>POTENTIAL HAZARDS</b>
--------------------------

<b>FIRE OR EXPLOSION</b>
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- May ignite in contact with water or moist air.
- Some react strongly or explosively with water.
- May ignite with heat or sparks.
- After the fire is extinguished, it may catch fire again.
- Some were transported in highly flammable liquids.
- Containers may explode when heated.
- The current may create a fire or explosion hazard.

<b>HEALTH</b>
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- Highly toxic: contact with water produces toxic gas, which can be fatal if inhaled.
- Contact with or inhalation of vapors, substances, and decomposed products can cause severe injury or death.
- Contact with water can be corrosive.
- Fire will produce irritating, corrosive, and/or toxic gases.
- Flow from fire control can cause contamination.

<b>PUBLIC SAFETY</b>
----------------------

- As an immediate precautionary measure, isolate the spill or spill area in all directions at least 50 meters for liquids and at least 25 meters for solids.
- Keep unauthorized personnel away.
- Stand against the direction of the wind.
- Stay away from low areas.
- Ventilate the area before entering.

<b>PROTECTIVE EQUIPMENT</b>
-----------------------------

- Wear positive pressure self-contained breathing apparatus (SCBA).
- Wear chemical protection clothing, especially recommended by the manufacturer. It can provide little or no heat protection.
- Structural fire extinguishers provide limited protection of protective clothing in fire situations. ONLY; Not effective with bulk situations where one-to-one contact with the substance is achieved.

<b>EVACUATION</b>
-------------------

- Spill
- Increase the wind distance as needed for non-emphasized materials, the insulation distance is shown under the heading 'PUBLIC REGULATION'.
- Fire
- If the tank, wagon, or fuel tanker is involved in the fire, isolate 800 meters from all directions; Also, consider 800 meters in each direction for the first evacuation.

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<b>GUIDE 139</b>  <b>Substances – Reactive to water (emitted, flammable and poisonous gases)</b>	
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**EMERGENCY RESPONSE**

**FIRE**

- DO NOT USE WATER OR FOAM. (Available for foam chlorosilanes, SEE BELOW)
- Small fire
  - Dry chemical, sodium carbonate, lime, or sand.
- Big fire
  - Dry sand, dry chemical, sodium carbonate, or lemon or withdraw from the area and light a fire.
  - DO NOT USE WATER FOR CHLORO SILANS; Use AFFF alcohol-resistant medium expansion foam; DO NOT use dry chemicals, soda ash, or lime on chlorosilane fires (large or small) as they may release large quantities of hydrogen gas that may explode. Lime on sodium carbonate or chlorosilane causes large amounts of fire (large or small).
  - Move containers away from the fire area if you can do it without risk.
- Fires involving tanker or car/trailer loads
  - Fight the fire from the farthest distance or use hose holders or surveillance nozzles.
  - Cool containers with large amounts of water until the fire is gone.
  - Do not get water into the containers.
  - In the event of loud noise or discoloration of the tank due to the discharge of safety devices, leave the premises immediately.
  - ALWAYS stay away from tanks lost in a fire.

**SPILL OR LEAK**

- Fully vapor-proof clothing without fire should be worn for spills and leaks.
- Eliminate all flammable sources (no smoking, sparks, flames at the scene).
- Do not touch or walk on spilled material.
- Stop leaking if you can do without risk.
- DO NOT pour WATER on the spill or into the container.
- Use water spray to reduce or deflect steam. Prevent running water from coming into contact with spilled material.
- FOR CHLORO SILANS, use alcohol-resistant expansion foam to reduce vapor.
- Minor spillage
  - Cover with DRY earth, DRY sand, or other non-combustible material covered with a plastic sheet to reduce contact with scattering or rain.
  - Dig trenches for further destruction; Do not use water unless directed.
- Dust spill
  - Cover the discharged powder with a plastic sheet or tarpaulin to reduce the spread and keep the dust dry.
  - DO NOT CLEAN OR DISPOSE OF WITHOUT EXPERT SUPERVISION.

**FIRST AID**

- Direct the victim towards fresh air.
- Call emergency medical services.
- If the victim is not breathing, give artificial respiration.
- Do not use the mouth-to-mouth method if the victim has swallowed or inhaled the substance; Perform CPR with the aid of a pocket mask fitted with a simple cover or another suitable medical device.
- Provide oxygen if breathing is difficult.
- Remove and insulate contaminated clothing and shoes.
- In case of contact with the substance, exfoliate the skin immediately; Cleanse your skin and eyes with water for at least 20 minutes.
- Keep the victim in a warm and quiet environment.
- Make sure that the health personnel are aware of the substances in it and make sure that they pay the necessary attention to protect themselves.

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<b>GUIDE 143</b>	
<b>Combustibles (Unstable)</b>	
<b>POTENTIAL HAZARDS</b>	
<b>FIRE OR EXPLOSION</b>	
<ul style="list-style-type: none"> <li>• These substances can accelerate combustion when there is a fire.</li> <li>• It can ignite easily combustible materials. (wood, paper, gasoline, clothes, etc.).</li> <li>• Some react explosively to hydrocarbons (fuels).</li> <li>• Containers may explode when heated.</li> <li>• Flow causes explosion or fire hazard.</li> </ul>	
<b>HEALTH</b>	
<ul style="list-style-type: none"> <li>• POISON; Skin and eye contact, ingestion, or inhalation with vapor, dust, or substance can cause serious injury, burns, or death.</li> <li>• Fire may create nuisance and/or toxic gas.</li> <li>• Toxic clouds or dust can accumulate in confined spaces (basement, tankers, hopper/tank-carts, etc.).</li> <li>• Flow or dilution from fire control can cause water pollution.</li> </ul>	
<b>PUBLIC SAFETY</b>	
<ul style="list-style-type: none"> <li>• As an immediate precautionary measure, isolate the spill or spill area in all directions at least 50 meters for liquids and at least 25 meters for solids.</li> <li>• Keep unauthorized personnel away.</li> <li>• Stand against the direction of the wind.</li> <li>• Stay away from low areas.</li> <li>• Ventilate the area before entering.</li> </ul>	
<b>PROTECTIVE EQUIPMENT</b>	
<ul style="list-style-type: none"> <li>• Wear positive pressure self-contained breathing apparatus (SCBA).</li> <li>• Wear the chemical protective suit specifically recommended by the manufacturer. It may provide non-thermal or some thermal protection.</li> <li>• The structural protective firefighter suit ONLY provides limited protection in fire situations, not effective in spill situations where direct contact with the substance is possible.</li> </ul>	
<b>EVACUATION</b>	
<ul style="list-style-type: none"> <li>• Increase the wind distance as needed for non-emphasized materials, the insulation distance is shown under the heading 'PUBLIC REGULATION'.</li> </ul> <p>Fire</p> <ul style="list-style-type: none"> <li>• If the tank, wagon, or fuel tanker is involved in the fire, isolate 800 meters from all directions; Also, consider 800 meters in each direction for the first evacuation.</li> </ul>	

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<b>GUIDE 143</b>	
<b>Combustibles (Unstable)</b>	

<b>EMERGENCY RESPONSE</b>
<b>FIRE</b>

Little Fire

- Use water. Do not use dry chemicals or foams. CO or Halon® may provide limited control.

2

Big Fire

- Spray water from a distance from the fire area.
- Do not move the cargo or vehicle if the cargo has been exposed to heat.
- Move containers away from the fire area if you can do it without risk.
- Do not put water in containers: a violent reaction may occur.

Fire Including Tankers, Car, and Trailer Cargoes

- Cool containers with large amounts of water until the fire is gone.
- Protect fire control water by bundling for later disposal.
- ALWAYS stay away from tankers in a fire.
- For large fires, use an inspection nozzle or hose holder; If possible, withdraw from the area and do not get involved in the fire.

<b>SPILL OR LEAK</b>
----------------------

- Keep materials (wood, paper, gasoline, etc.) away from spilled material.
- Do not touch damaged containers or spilled material unless you are wearing appropriate protective clothing.
- Use water spray to reduce or deflect steam.
- Block access to confined spaces, basements, drains, or waterways.

Small Spill

- Clean the area with copious amounts of water.

Large Spill

- **DO NOT CLEAN OR DISPOSE OF WITHOUT AN EXPERT'S SUPERVISION.**

<b>FIRST AID</b>
------------------

- Provide the victim with fresh air.
- Call emergency medical services.
- If the victim is not breathing, give artificial respiration.
- Provide oxygen if breathing is difficult.
- Remove and keep away contaminated clothing and shoes.
- Contaminated clothing may pose a fire risk if dry.
- In case of contact with the substance, immediately flush skin and eyes with water for at least 20 minutes.
- Keep the victim in a warm and quiet environment.
- Make sure medical personnel are aware of the causative agents and take precautions to protect themselves.

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<b>DANGEROUS GOODS HANDLING GUIDE</b>					

<b>GUIDE 153</b>	
<b>Substances - Toxic and/or Corrosive (Flammable Substance)</b>	
<b>POTENTIAL HAZARDS</b>	
<b>FIRE OR EXPLOSION</b>	
<ul style="list-style-type: none"> <li>• Combustible material: flammable but not easily ignited.</li> <li>• When heated, steam can form explosive mixtures in the air: indoor, outdoor, and sewer explosion hazards.</li> <li>• Substances marked (P) may polymerize explosively when heated or exposed to fire.</li> <li>• Flammable hydrogen gas may be released from contact with metal.</li> <li>• Containers may explode when heated.</li> <li>• Leaks can contaminate waterways.</li> <li>• The substance can be transported in a molten form.</li> </ul>	
<b>HEALTH</b>	
<ul style="list-style-type: none"> <li>• TOXIC. Inhalation, ingestion, or skin contact with the substance can cause serious injury or death.</li> <li>• Skin contact with molten material can cause severe burns to the skin and eyes.</li> <li>• Avoid skin contact.</li> <li>• The effects of contact or inhalation may occur later.</li> <li>• Fire may release irritating, corrosive, and/or toxic gases.</li> <li>• Fire control or diluted water flow can be corrosive and/or toxic and cause environmental pollution.</li> </ul>	
<b>PUBLIC SAFETY</b>	
<ul style="list-style-type: none"> <li>• As an emergency measure, isolate the spill or leak area at least 50 meters for liquids and at least 25 meters for solids.</li> <li>• Keep unauthorized personnel away.</li> <li>• Stand upwind.</li> <li>• Stay away from low areas.</li> <li>• Ventilate closed areas.</li> </ul>	
<b>PROTECTIVE EQUIPMENT</b>	
<ul style="list-style-type: none"> <li>• Wear a positive pressure self-contained breathing apparatus (SCBA).</li> <li>• Wear chemical protective clothing that provides more or less heat protection as specifically recommended by the manufacturer.</li> <li>• Structural firefighter protective suits provide limited protection in fire situations. Not effective in spill situations where direct contact is possible.</li> </ul>	
<b>EVACUATION</b>	
<ul style="list-style-type: none"> <li>• Increase the wind distance as needed for non-emphasized materials, the insulation distance is shown under the heading 'PUBLIC REGULATION'.</li> </ul> <p>Fire</p> <ul style="list-style-type: none"> <li>• If the tank, wagon, or fuel tanker is involved in the fire, isolate 800 meters from all directions; Also, consider 800 meters in each direction for the first evacuation.</li> </ul>	

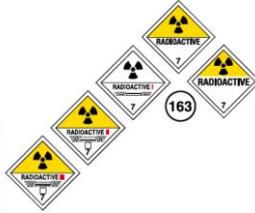
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<b>GUIDE 153</b>	
<b>Substances - Toxic and/or Corrosive (Flammable Substance)</b>	
<b>EMERGENCY RESPONSE</b>	
<b>FIRE</b>	
<p>Little Fire</p> <ul style="list-style-type: none"> <li>• Dry chemical, CO or water.</li> </ul> <p>Big Fire</p> <ul style="list-style-type: none"> <li>• Dry chemical, CO, alcohol-resistant foam, or water.</li> <li>• Move the container away from the fire area if it is not dangerous.</li> <li>• dam to drain fire extinguishing water afterward; Do not scatter the substance.</li> </ul> <p>Tank or Vehicle/Trailer involved in the fire</p> <ul style="list-style-type: none"> <li>• Fight fire from maximum distance or use unmanned hose holder or monitor nozzle.</li> <li>• Do not put water in the container.</li> <li>• Water the containers until the fire is out.</li> <li>• If there is noise from the vent safety device or if the tank is discolored, take action immediately.</li> <li>• ALWAYS stay away from tanks lost in the fire.</li> </ul>	
<b>SPILL OR LEAK</b>	
<ul style="list-style-type: none"> <li>• ELIMINATE all sources of combustion (do not smoke, keep away from flame and fire).</li> <li>• Do not touch damaged containers or spills without the necessary protective clothing.</li> <li>• Prevent leakage if not dangerous.</li> <li>• Keep away from entering waterways, sewers, basements, and confined areas.</li> <li>• Cover with dry earth, sand, or other non-combustible material and place in containers.</li> <li>• DO NOT PUT WATER INTO THE CONTAINER.</li> </ul>	
<b>FIRST AID</b>	
<ul style="list-style-type: none"> <li>• Move the victim to fresh air.</li> <li>• Call the emergency line.</li> <li>• If the victim is not breathing, give artificial respiration.</li> <li>• Do not use the mouth-to-mouth method if the victim has inhaled the substance; Give CPR with a pocket mask equipped with a one-way valve or another suitable medical device.</li> <li>• Give oxygen if breathing is difficult.</li> <li>• Remove and dispose of contaminated clothing and shoes.</li> <li>• In case of contact with the substance, flush skin or eyes for at least 20 minutes.</li> <li>• Make sure that the places that come into contact with the skin with little contact do not touch the other places.</li> <li>• Keep the casualty warm and calm.</li> <li>• The effects of exposure (inhalation, ingestion, or skin contact) may occur later.</li> <li>• Make sure medical personnel have sufficient knowledge of the substances in question and protect themselves.</li> </ul>	

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<b>GUIDE 163</b>	
<b>Radioactive Substances (Low to High Radiation)</b>	
<b>POTENTIAL HAZARDS</b>	
<b>FIRE OR EXPLOSION</b>	
<ul style="list-style-type: none"> <li>• Some of these substances can burn, but may not ignite immediately.</li> <li>• Radioactivity does not change flammability or other properties of materials.</li> </ul> <p>Type B packages are designed and tested to withstand an 800°C flame for 30 minutes.</p>	
<b>HEALTH</b>	
<ul style="list-style-type: none"> <li>• Radiation poses a low risk to transport workers, emergency responders, and the public during transport accidents. As the hazard ratio of the radioactive content increases, the package durability should also increase.</li> <li>• Undamaged packages are safe. Damaged packages can result in high radiation exposure and release of contents, resulting in both internal and external radiation exposure.</li> <li>• Type A packages (cartons, boxes, barrels, etc.) are defined as “A Type” on the packages or as the amount that does not contain life-threatening dangers in the shipping documents. The partial release can be expected when “Type A” packages are damaged in moderate accidents.</li> <li>• Type B packages and the rarely used Type C packages (large and small usually metal) contain the most dangerous quantities. It can be specified by labeling or on shipping documents. Life-threatening can only occur if the contents are released or the packaging is broken. Due to the design, evaluation, and testing applied to the packages, such a situation can only occur in very serious accidents.</li> <li>• Infrequent “Special Arrangement” shipments may be Type A, Type B, or Type C packages. The package type will be labeled on the packages and the shipping details will be specified in the shipping documents.</li> <li>• Radioactive White-I labels have very low radiation levels (less than 0.005 mSv/h (0.5 mrem/h)).</li> <li>• The radiation level in radioactive Yellow-II and Yellow-III labeled packages is high. The shipping index (TI) on the label defines the maximum radiation level in mrem/h one meter away from single, isolated, undamaged o-packages.</li> <li>• Some radioactive materials cannot be detected by commonly used instruments.</li> </ul> <p>The water left in the cargo fire can cause environmental pollution.</p>	
<b>PUBLIC SAFETY</b>	
<ul style="list-style-type: none"> <li>• Rescue priorities, life-saving, first aid, fire control, and other hazards come before measuring radiation level.</li> <li>• In case of an accident, Radiation Authorities should be notified. Radiation Authorities are generally the decision makers regarding the resolution of radioactive results and emergencies.</li> <li>• As an emergency measure, isolate the spill or spill area at least 25 meters in all directions.</li> <li>• Keep unauthorized personnel away.</li> <li>• Stand upwind.</li> <li>• Contain or isolate persons or equipment suspected of being contaminated with undamaged material. Postpone decontamination and cleaning operations until instructions are received from the Radiation Authorities.</li> </ul>	
<b>PROTECTIVE EQUIPMENT</b>	
<ul style="list-style-type: none"> <li>• Positive pressure self-contained breathing apparatus (SCBA) and structural firefighter's protective clothing provide adequate protection against internal radiation exposure, but not complete protection against external radiation exposure.</li> </ul>	
<b>EVACUATION</b>	
<p>Large Spill</p> <ul style="list-style-type: none"> <li>• Evacuate at least 100 meters downwind.</li> </ul> <p>Fire</p> <p>Provide a primary evacuation distance of 300 meters in all directions if a large amount of these substances is involved in a large fire.</p>	

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<b>GUIDE 163</b>	
<b>Radioactive Substances (Low to High Radiation)</b>	

**EMERGENCY RESPONSE**

**FIRE**

- The presence of radioactive materials will not affect fire control operations and should not affect their choice of technique.
  - Move containers away from the fire area if you can do it without risk.
  - Do not move damaged packaging; Take undamaged packaging away from the fire area.
- Small Fire
- Dry chemical, CO2, water spray, or regular foam.
- Big Fire
- Water spray, fog (in flood volumes).
  - Contain fire control water by digging a trench for later disposal.

**SPILL OR LEAK**

- Do not contact with damaged packaging or spilled material.
- Moist surfaces on undamaged or slightly damaged packages rarely indicate packaging errors. Many packages for liquid content have their inner carriers and/or inner absorbents.
- Cover the liquid spill with sand, earth, or other non-combustible absorbent material.

**FIRST AID**

- Call emergency services.
- Medical issues take precedence over radiological concerns.
- Use first aid practice appropriate to the nature of the injury.
- Do not delay the treatment and referral of a seriously injured person.
- If the victim is not breathing, give artificial respiration.
- Give oxygen if breathing is difficult.
- In case of contact with chemicals, flush skin or eyes with tap water for at least 20 minutes.
- Injured persons exposed to contamination by contact with released material; do not pose a serious hazard to healthcare personnel, equipment, or facility.
- Ensure that medical personnel are aware of the material(s) involved in the accident and take action to protect themselves.

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<b>GUIDE 171</b>	
<b>Chemical substances</b>	
<b>POTENTIAL HAZARDS</b>	
<b>FIRE AND EXPLOSION</b>	
<ul style="list-style-type: none"> <li>• Some of them can ignite, but none of them ignite.</li> <li>• Containers may explode when exposed to heat.</li> <li>• Some may be shipped hot.</li> </ul>	
<b>HEALTH</b>	
<ul style="list-style-type: none"> <li>• Material may be harmful if inhaled.</li> <li>• In case of contact, it may cause burns to the skin and eyes.</li> <li>• Inhalation of asbestos dust can have devastating effects on the lungs.</li> <li>• It may cause irritating, corrosive/corrosive, and/or toxic gas production as a result of combustion. Some liquids can produce gases that cause dizziness or suffocation.</li> <li>• Flow while controlling fire can cause pollution.</li> </ul>	
<b>PUBLIC SAFETY</b>	
<ul style="list-style-type: none"> <li>• As an emergency precautionary measure, isolate the spill or leak area from all directions for a minimum of 50 meters for liquids and at least 25 meters for solids.</li> <li>• Keep unauthorized personnel away.</li> <li>• Stay upwind.</li> </ul>	
<b>PROTECTIVE EQUIPMENT</b>	
<ul style="list-style-type: none"> <li>• Use positive pressure self-contained breathing apparatus (SCBA).</li> <li>• Existing structural protective clothing for firefighters provides limited protection.</li> </ul>	
<b>EVACUATION</b>	
<p>Spill</p> <ul style="list-style-type: none"> <li>• For unobtrusive materials, increase the insulation distance in the direction of the wind as necessary, as stated in the "PUBLIC SAFETY" section.</li> </ul> <p>Fire</p> <ul style="list-style-type: none"> <li>• In case the tank, wagon, or fuel tank is involved in the fire, provide an INSULATION of 800 meters from all directions, and also carry out the preliminary evacuation considering a distance of 800 meters from all directions.</li> </ul>	

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<b>GUIDE 171</b>	
<b>Chemical substances</b>	

<b>EMERGENCY RESPONSE</b>
<b>FIRE</b>

Small Fire

- Dry chemical, CO2, water spray, or regular foam.

Big Fire

- Water spray, fog, or normal foam.
- Do not allow spilled material to scatter with high-pressure steam.
- Move containers away from the fire area if you can do it without risk.
- Contain fire control water by digging a trench for later disposal.

Tanks Involved in Fire

- After the fire is over, cool the containers with overflowing water.
- In the event of loud noise or discoloration of the tank due to the discharge of safety devices, leave the premises immediately.
- ALWAYS stay away from tanks caught in the fire.

<b>SPILL OR LEAK</b>
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- Do not touch or walk over spilled material.
- Stop the leak if you can do it without risk.
- Avoid the formation of dust clouds.
- Avoid breathing asbestos dust.

Small Dry Spill

- With a clean shovel, place material in a clean, dry container and seal loosely; Move containers away from the spill area.

Small Spill

- Remove with sand or other non-flammable absorbent material and place in containers for later disposal.

Large Spill

- Dig a ditch ahead of the spilled liquid for later disposal.
- Dust the spill with a plastic sheet or cover it with a tarp to minimize splashing.
- Prevent from entering waterways, drains, basements, or confined spaces.

<b>FIRST AID</b>
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- Move the victim to fresh air.
- Call emergency services.
- If the victim is not breathing, give artificial respiration.
- Give oxygen if breathing is difficult.
- Remove and isolate contaminated clothing and shoes.
- In case of contact with chemicals, flush skin or eyes with tap water for at least 20 minutes.
- Ensure that medical personnel are aware of the material(s) involved in the accident and take measures to protect themselves.

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## 12 ABBREVIATIONS

**VHF**, Marine Band Radio (Very High Frequency)

**CTU**, Cargo Transport Unit

**IMDG**, International Maritime Dangerous Goods

**IMO**, International Maritime Organization

**ILO**, International Labour Organization

**UN**, United Nations

**PEAR**, Harmful to People, Environment, Assets, and Reputation

**UATF**, National Waste Transport Form

**AFAD**, Disaster and Emergency Management Presidency

**SDS**, Material Safety Data Sheet

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## **13 PRESENTATION**

### **13.1 Presentation**

This guide applies to the entry and presence of dangerous goods in port areas, both on board and onshore. These are intended to be made applicable to all ships visiting a port, regardless of their flag. It should not be applied to ships' stores and equipment, or troop transports and warships.

2.1 The purpose of this section is to help drafters of national legal requirements ensure that such requirements are made as effective as possible by specifying all possible situations of dangerous goods in cargo areas, but without validating for exceptional cases.

Definitions must be carefully studied and used to avoid misunderstanding.

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## 14 DEFINITIONS

**The interface** means a dock, pier, breakwater, quay, wharf, marine terminal, or similar structure (floating or not) to which a ship can be moored. This includes any facility or property other than the vessel used directly or indirectly for the loading or unloading of dangerous cargoes.

**Port Facility** means any person or institution that controls the operation of a port daily.

**Bulk** means cargoes intended to be transported in a tank permanently fixed on or inside the Ship or without a bulkhead for storage in the cargo area that is a structural part of a ship.

**Cargo companies** mean a shipper, carrier, forwarder, groupage agent, packing center, or any person, company, or institution involved in any of the following activities: identifying, storing, packing, packing, securing dangerous cargoes, Receiving cargo in port, transporting it by sea and always have control over the cargo about its labeling, placarding or documentation.

**Certificate of Conformity** means a document issued by or on behalf of the Administration following the relevant laws for the ship's structure and equipment, certifying that the ship's structure and equipment are suitable for the dangerous cargoes to be transported on the ship.

### **Dangerous cargo" refers to:**

1. Oil and oil products listed in Annex I, Appendix 1 of the International Convention for the Prevention of Pollution from Ships (MARPOL) 73/78,
2. Packaged dangerous goods and articles listed in Chapter 3 of the International Maritime Dangerous Goods (IMDG) Code,
3. Bulk cargoes listed in Appendix 1 of the International Maritime Solid Bulk Cargoes (IMSBC) Code, where the entry in the "Group" column of the characteristics table is marked as "B" or "A and B",
4. Liquid substances listed in the table in Chapter 17 of the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code), where the "Hazards" column (column "d") includes the notation "S" or "S/P",
5. Gaseous substances listed in Chapter 19 of the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code).

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**The term dangerous goods** include any uncleaned packaging that has previously been transported dangerous cargo (tank-container casing, bulk compartment intermediate containers) if it has been filled with a substance that is not classified as dangerous or has been purged of gases to neutralize any dangerous cargo and the residues of the dangerous cargoes have not been sufficiently removed. (IBCs), bulk packagings, portable tanks, or tank vehicles).

**Certificate of Conformity** means a document issued by or on behalf of the Administration to a ship carrying dangerous goods in bulk in solid form or packaged form under SOLAS regulation II-2/19.4, which proves that the structure and equipment comply with the requirements of the regulation.

**Flexible conduit** refers to flexible hose and end connections containing sealed end means used for the transfer of dangerous cargoes.

**Handling**, including interim holding operations such as the temporary storage of dangerous cargoes in the port area during their transport from the point of origin to the destination route to change the means and methods of transport and movement within the port, which forms part of the transport supply chain for cargoes, and from a ship, rail car, vehicle, freight This includes loading or unloading operations from a container or other means of transport, intermediate transport between ships or other modes of transport, or transfer within a ship or in a warehouse or terminal area. This term has been expanded to include all operations related to dangerous cargoes in the port area.

**Hot work** means any open fire and flame, power tools or hot rivets, grinding, welding, burning, cutting, welding, or other repair work involving heat or causing sparks, which may become dangerous due to the presence or proximity of dangerous loads.

**Captain** means the person in command of a ship. The pilot is not included.

**Packing** refers to the packaging, loading, and loading of dangerous cargoes to recipients, intermediate containers for bulk transport (IBCs), freight containers, tank containers, portable tanks, railroad wagons, bulk containers, vehicles, and ship barges or other cargo transport units.

**Pipeline** means all pipes, connections, valves, and other auxiliary facilities, apparatus, and equipment in a port related to or used for the loading of dangerous cargoes, but any pipe, apparatus, or equipment of the ship excluding the ends of the parts of the pipe, apparatus or equipment of the ship to which the flexible pipes are connected. shall not include the piece of equipment, the flexible pipe, or the loading arm.

**The port area** means the land and sea area determined by the legislation.

Note: Some port areas may overlap and legal requirements must be taken into account. When establishing the definition of the port area in legal regulations, care must be taken to ensure that the law applies to all facilities that may be involved.

**Port Authority** means any person or institution authorized to implement effective control in the port area.

**Administration(s)** means the national, regional or local administration that has the authority to enforce the legal requirements and is empowered to enforce the legal requirements about the port area.

**Person Responsible** means a ship's master or someone appointed by a shore-side employer, who is certified or otherwise recognized by the Regulatory Authority as required, has sufficient knowledge and experience for that purpose and is empowered to make all decisions regarding a specific assignment.

**Ship**, means ships that fall within the scope of the relevant legislation or the international conventions to which we are a party.

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**Ship's stores** mean materials on board for the maintenance, containment, safety, use, or navigation of the ship (excluding fuel and compressed air used for the ship's primary propulsion machinery or fixed auxiliary equipment) or for the safety or comfort of the ship's passengers or crew.

It is stated that the ship's stores contain these items, including those for the comfort of passengers and crew, that a ship may need for normal operation, but not items that a ship may carry for the performance of its specialist functions, e.g. explosives carried by a deep-sea rescue vessel or dangerous goods used by a good propulsion vessel.

**A responsible person** means a person who has up-to-date knowledge, experience, and competence to perform a specific task.

**Stacking** means the positioning of packages, intermediate bulk containers (IBCs), freight containers, tank containers, portable tanks, bulk containers, vehicles, onboard barges, other cargo transport units, and bulk cargoes on the ship's deck hold sheds, or other areas. is coming.

**Shipping** means moving in port areas by one or more means of transport.

**An unstable substance** means a substance that, due to its chemical structure, tends to polymerize or otherwise give dangerous reactions under certain temperature conditions or when in contact with a catalyst. Reducing this tendency can be accomplished through special shipping conditions or by using sufficient quantities of chemical inhibitors or stabilizers in the product.