



DANGEROUS CARGO HANDLING GUIDE

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Revision No	0
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Revision Date	25.03.2024
Page No	1/100



İDÇ LİMAN İŞLETMELERİ A.Ş. DANGEROUS CARGO HANDLING GUIDE



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(See revision page for revisions.)

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DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	2/100

CONTENT

REVISION PAGE.....	6
DEFINITIONS / ABBREVIATIONS.....	7
PRESENTATION.....	10
PURPOSE	10
SCOPE	10
LEGAL BASIS.....	10
1. INTRODUCTION	11
1.1. PLANT INFORMATION FORM	11
1.2. Shipment, Handling and Storage Procedures Related To Dangerous Loads which are Handled in Shore Plants and Temporarily Stored	15
2. RESPONSIBILITIES.....	18
3. RULES AND MEASURES TO BE IMPLEMENTED BY THE COASTAL FACILITY.....	21
4. CLASSES OF DANGEROUS LOADS, TRANSPORTATION, LOADING / DISCHARGE, HANDLING, SEPARATION, STACKING AND STORAGE	23
4.1. Classes of Dangerous Goods	23
4.2. Packages and Packages of Dangerous Goods.....	24
4.3. Placards, Plates, Brands and Labels for Dangerous Goods	24
4.4. Signs of Dangerous Goods and Packing Groups	27
4.5. Separation Tables on Ship and in Port According to Classes of Dangerous Goods	29
4.6. Separation Distances and Terms of Dangerous Goods in Warehouses.....	32
5. HANDBOOK ON DANGEROUS LOADS HANDLED ON THE COASTAL FACILITY.....	32
6. OPERATIONAL MATTERS.....	33
6.1. Procedures for safe berthing, mooring, loading/discharging, sheltering or anchoring of ships carrying dangerous goods day and night.....	33
6.2. Procedures for additional measures to be taken according to seasonal conditions for the loading and unloading of dangerous goods	40
6.3. Procedures for keeping flammable, combustible and explosive loads away from processes that create/can create sparks and not to operate vehicles, equipment or tools that create/can create sparks in dangerous goods handling, stacking and storage areas	41
7. DOCUMENTATION, CONTROL AND REGISTRATION	41

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DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	3/100

7.1. What are All Mandatory Documents, Information and Documents Related to Dangerous Substances, Procedures for their Supply and Control by Relevant Persons...	41
7.2. Procedures for Keeping Up-to-Date List of All Dangerous Goods in the Coastal Facility Site and Other Related Information Regularly and Completely	41
7.3. Procedures for Control and Reporting of Control Results that Dangerous Goods Arriving at the Facility are Properly Defined, Correct Shipping Names of Dangerous Goods are Used, Certified, Packed, Packed, Labeled and Declared, and Are Safely Loaded and Transported to the Package, Container or Cargo Transport Unit in accordance with the Rules	42
7.4. Procedures for Obtaining and Keeping a Safety Data Sheet (SDS)	43
7.5. Procedures for keeping records and statistics of dangerous goods.....	43
7.6. Information with Quality Management System.....	43
8. EMERGENCIES, EMERGENCY PREPAREDNESS AND RESPONSE	43
8.1. Intervention Procedures for Dangerous Cargoes and Dangerous Situations Composed by Dangerous Cargoes that Create/Can Create Risk to Life, Property and/or Environment	43
8.2. Information on the Opportunity, Capability and Capacity of the Coastal Facility to Respond to Emergency Situations	44
8.3. Regulations regarding the first response to the accidents involving dangerous goods (first aid procedures, first aid possibilities and capabilities, etc.)	44
8.4. Notifications to be Made Inside and Outside the Facility in Emergency Situations .	45
8.5. Accident Reporting Procedures	45
8.6. Coordination, Support and Cooperation Method with Official Authorities.....	45
8.7. Emergency Evacuation Plan for Removal of Ships and Marine Vehicles from the Coastal Facility in Emergency Situations.....	46
8.8. Procedures for Handling and Disposal of Damaged Dangerous Goods and Wastes Contaminated by Dangerous Goods.....	48
8.9. Emergency Drills and Their Records	51
8.10. Information on Fire Protection Systems.....	51
8.11. Procedures for the approval, inspection, testing, maintenance and availability of fire protection systems	52
8.12. Precautions to be Taken When Fire Protection Systems Do Not Work.....	52
8.13. Other Risk Control Equipment	53
9. OCCUPATIONAL HEALTH AND SAFETY	53

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PORT OPERATIONS CHIEF	QUALITY ENGINEER	PORT OPERATIONS MANAGER



DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	4/100

9.1. Occupational Health and Safety Measures	53
9.2. Information on Personal Protective Clothing and Procedures for Their Use	58
9.3. Closed Space Entry Permit Measures and Procedures	61
10. OTHER MATTERS	62
10.1. Validity of Dangerous Goods Conformity Certificate	62
10.2. Duties Defined for Dangerous Goods Safety Advisor	62
10.3. Issues for those carrying dangerous goods that will arrive/leave the coastal facility by road (documents required by road vehicles carrying dangerous goods at the entrance/exit of the port or coastal facility area, equipment and equipment that these vehicles must have, speed limits in the port area, etc.)	63
10.4. Issues for those carrying dangerous goods that will arrive/leave the coastal facility by sea (day/night signs to be displayed by ships and sea vehicles carrying dangerous goods at the port or coastal facility, cold and hot working procedures on ships, etc.)	64
10.5. Additional Considerations to be Added by the Shore Facility	65
ANNEX – 1 GENERAL SITUATION PLAN OF THE COASTAL FACILITY	69
ANNEX – 2 GENERAL VIEW PHOTOS OF THE COASTAL FACILITY	70
ANNEX – 3 EMERGENCY CONTACT DETAILS AND CONTACT INFORMATION	73
ANNEX – 4 GENERAL SITUATION PLAN OF AREAS HANDLING DANGEROUS LOADS	74
ANNEX – 5 FIRE PLAN OF AREAS HANDLING DANGEROUS LOADS.....	75
ANNEX – 6 GENERAL FIRE PLAN OF THE FACILITY.....	76
ANNEX – 7 EMERGENCY PLAN.....	77
ANNEX – 8 EMERGENCY MEETING PLACES PLAN	78
ANNEX-9 EMERGENCY MANAGEMENT CHART	79
ANNEX-10 DANGEROUS LOADS MANUAL	80
ANNEX-11 LEAKAGE AREAS AND EQUIPMENT, INPUT/EXIT DRAWINGS FOR CTU AND ITS PACKS	81
ANNEX-12 INVENTORY OF PORT SERVICE SHIPS.....	82
ANNEX-13 MARINE COORDINATES OF THE PORT MINISTRY ADMINISTRATIVE BOUNDARIES, ANCHORING PLACES AND GUIDE CAPTAIN LANDING/EMBORY POINTS...	83
ANNEX-14 EMERGENCY RESPONSE EQUIPMENT AGAINST MARINE POLLUTION.....	89
ANNEX-15 PERSONAL PROTECTIVE EQUIPMENT USAGE MAP.....	90
ANNEX-16 DANGEROUS LOAD INCIDENTS NOTIFICATION FORM.....	91

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PORT OPERATIONS CHIEF	QUALITY ENGINEER	PORT OPERATIONS MANAGER



DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	5/100

ANNEX-17 CONTROL RESULTS NOTIFICATION FORM FOR DANGEROUS LOAD

TRANSPORT UNITS (CTUS).....	92
ANNEX-18 DANGEROUS LOADS TO BE HANDLED AT OUR COASTAL FACILITY	93

PREPARED BY	VERIFIED BY	APPROVED BY
PORT OPERATIONS CHIEF	QUALITY ENGINEER	PORT OPERATIONS MANAGER



DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	6/100

REVISION PAGE

Section No	Revision No	Content of Revision	Revision Date	Reviser	
				Name Surname	Signature
1					
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DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	7/100

DEFINITIONS / ABBREVIATIONS

Buyer: Real and legal persons who will receive the dangerous cargo according to the transportation contract,

Packaging: The transport container in which the dangerous cargo is placed, as defined in IMDG Code Chapter 6,

Packer: Real and legal persons who place dangerous goods in large packaging containers and make the packages ready for transport when necessary, pack dangerous goods or change the packages and labels of these goods, label them for transportation, carry out these operations with the sender or his instructions, and actually perform this operation. land and shore facility personnel

Ministry: Ministry of Transport and Infrastructure

Bulk Cargo: Substances in solid, liquid and gaseous state that are the structural part of the ship or are in a tank or hold permanently fixed in or on the ship, and intended to be transported directly without containment,

Handling: Relocation of dangerous cargo, transferring it from large containers to small containers, ventilating, separating, sifting, mixing, renewing, changing or repairing the cargo transport units and packages and similar operations without changing its essential qualities,

Fumigation: The process of applying chemical substances in gaseous form to a closed cargo transport unit (CTU) or ship hold in order to destroy harmful organisms,

Gas measurement: Determining the gases and required amounts determined by the Administration within the scope of the relevant regulation in cargo transport units and/or closed areas by authorized institutions and persons using special devices and apparatus,

Degassing: Works and processes performed with active or passive ventilation, in case it is determined that the cargo transport units, which are within the scope of fumigation and not within the scope of fumigation, but that may be harmful to life, property and the environment, are above the values in the relevant directive as a result of the risk assessment,

Gas-forming products: Products that cause gas formation in cargo transport units that cause gas formation in cargo transport units due to the characteristics of the transported product or the cargo transport unit (CTU), although no fumigant is used,

IBC Code: International Code on the Construction and Equipment of Ships Carrying Dangerous Chemical Cargo in Bulk,

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DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	8/100

IGC Code: International Code on the Construction and Equipment of Ships Carrying Liquefied Gas in Bulk,

IMDG Code: International Code for Dangerous Goods Transported by Sea,

IMO: United Nations International Maritime Organization,

IMSBC Code: International Maritime Solid Bulk Cargoes Code,

ISPS Code: International Ship and Port Facility Security Code,

Administration: General Directorate of Maritime Affairs,

Captain: Person who directs and manages the ship,

Timber Code: Code of Safe Practices Regarding Ships Carrying Timber Cargo on Deck,

Coastal facility: The boundaries of which are determined by the Administration, where ships can safely take or take shelter of cargo or passengers, dock, pier, buoy, platform and anchor points, approach areas, closed and open storage areas, buildings and services used for administrative and service purposes. structures,

Personal Protective Equipment (PPE): All tools, tools, equipment and devices designed for this purpose, worn, worn or held by the employee, that protect the employee against one or more risks arising from the work, affecting health and safety,

SOLAS: International Convention for the Safety of Life at Sea, 1974,

Grain Code: International Code for the Safe Transport of Bulk Grains,

Carrier: Actual carrier, broker, ship owner, freight forwarder, freight forwarder, shipping agency, who receives, submits, or accepts offers for the transportation of all kinds of dangerous goods on his own behalf or on behalf of third parties, together with the dangerous cargo by road or road transport within the scope of combined transportation. Natural and legal persons who carry out the transportation with or without a contract with the railway,

Hazardous waste: Carried for reprocessing, trashing, incineration or other disposal of the cargo or dangerous cargo or the packaging and cargo transport units carrying dangerous goods, which are classified as specified in the Basel Convention and whose transport class and conditions are determined within the scope of SOLAS. parts, solutions, mixtures and used packaging and cargo transport units

Dangerous Cargo:

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DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	9/100

1. Petroleum and petroleum products included in the International Convention for the Prevention of Pollution of the Seas by Ships (MARPOL) 73/78 Annex I, Attachment 1,
2. Packaged goods and objects given in IMDG Code Part 3,
3. Among the cargoes given in IMSBC Code Attachment 1, the bulk cargoes with "B" and "A and B" inscriptions in the group box in the characteristic table,
4. Liquid substances with the phrase "S" or "S/P" in the "d" column titled "hazards" of the table given in Chapter 17 of the IBC Code,
5. Gaseous substances given in IGC Code Chapter 19,

Toolbox görüşmeleri: Toolbox interviews: Meetings held on the job 15 minutes before the start of the shift for the purpose of transferring experiences, raising motivation, raising awareness and informing, on topics such as general information about the port situation, special conditions, malfunctioning equipment, experienced accidents, extra situations,

UN number: The four-digit identification number of dangerous goods or parts taken from the United Nations sample regulations,

Shipper: Loads dangerous cargoes and cargoes that pose a danger in terms of loading safety to the ship or sea vehicle, vehicle or cargo transport unit (CTU) in accordance with the instructions of the sender, and labels and plates the cargo transport unit, handles and stacks the cargoes including the dangerous cargoes in the ship or cargo transport unit. , natural or legal persons who vacated,

Cargo Person: The sender, receiver, representative and freight forwarder of the dangerous cargo,

Cargo transport unit (CTU): Designed and manufactured for the transport of packaged or bulk dangerous cargoes; road trailer, semi-trailer and tanker, portable tank and multi-element gas container, railway car and tank wagon, container and tank container.

TYUB: The Coastal Facility Dangerous Goods Conformity Certificate, which is issued by the Administration and must be obtained by the coastal facilities that handle packaged or bulk dangerous goods,

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DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	10/100

PRESENTATION

PURPOSE

The purpose of this dangerous cargo handling guide is to ensure that the dangerous goods handling activities to be carried out at the İDÇ Port Facility operated by İDÇ Liman İşletmeleri A.Ş. are carried

out in an economical, fast, safe, high quality, environment-friendly manner and in harmony with other transportation activities.

SCOPE

This Dangerous Goods Handling Guide includes the dangerous goods to be handled at the İDÇ Port Facility, the loading, stowage, storage, unloading of these cargoes at the port, unloading from the transport unit and the ship, and the duties and responsibilities of the Dangerous Goods Safety Advisor of the ship's captain, the cargo person and the coastal facility operator rules and measures to be taken.

LEGAL BASIS

This Dangerous Goods Handling Guide has been prepared in accordance with the Implementation Instruction on the Dangerous Goods Handling Guide dated 20.04.2022 and numbered 281879, based on the Regulation on the Transport of Dangerous Goods by Sea and Loading Safety published in the Official Gazette dated 14/11/2021 and numbered 31659.

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DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	11/100

1. INTRODUCTION

1.1. PLANT INFORMATION FORM

1	Name / title of plant operator	İDÇ LİMAN İŞLETMELERİ A.Ş.		
2	Contact details of plant operator (address, telephone, fax, e-mail and website)	Gümrük Caddesi No : 7 Çakmaklı / Aliağa / İZMİR TELEPHONE : 0232 625 54 65 FAX : 0232 625 54 75 portmanagement@idcliman.com.tr www.idcliman.com.tr		
3	Name of Plant	İDÇ LİMAN İŞLETMELERİ A.Ş.		
4	Province in which plant takes place	İZMİR		
5	Contact details of plant (address, telephone, fax, e-mail and website)	Gümrük Caddesi No : 7 Çakmaklı / Aliağa / İZMİR TELEPHONE : 0232 625 54 65 FAX : 0232 625 54 75 portmanagement@idcliman.com.tr www.idcliman.com.tr		
6	Geographical region in which the plant takes place	AEGEAN REGION / NEMRUT BAY		
7	Port Directorate in which the plant is registered, and its contact details	ALIAGA PORT DIRECTORATE TEL: 0232 616 19 93, FAKS: 0232 616 41 06		
8	Municipality Presidency in which the plant is registered, and its contact details	MUNICIPALITY OF ALIAGA KÜLTÜR MAH. İSTİKLAL CAD. NO:66 ALIAĞA / İZMİR TEL: 0232 616 19 80, FAKS: 0232 616 37 19		
9	Free Zone or Organize Industrial Area in which the plant takes place	-/-		
10	Validity Date of Shore Plant Operation Permit / Temporary Operating Permit Certificate	4403 – G7 / Validity Date: 29.01.2023		
11	Activity Status of Plant (X)	Its own load and additional 3 rd Party (X)	Its own load (....)	3 rd Party (.....)
12	Name and surname, and contact details (telephone, fax, e-mail) of plant manager	Emre SÖYLER TELEPHONE : 0232 625 54 65 E – MAIL : esoyler@idcliman.com.tr		

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DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	12/100

13	Name and surname, anc contact details (telephone, fax, e-mail) of the dangerous material operation manager of the plant (TELEPHONE , FAX, e-posta)	Emre SÖYLER TELEPHONE : 0232 625 54 65 E – MAIL : esoyler@idcliman.com.tr																		
14	Name and surname, anc contact details (telephone, fax, e-mail) of dangerous material safety consultant of the plant	Huriye AKKAŞ E-Posta: huriyeakkas @kuzeytmgd.com Mobile: 0(544) 676 36 37 Kuzey Tmgd Tic. Ltd. Şti. Adalet Mah. Manas Blv. No: 39 Bayraklı – İZMİR E-Posta: info@kuzeytmgd.com Tel: 0(232) 335 15 97																		
15	Maritime coordinates of plant	38° 46" K - 26° 56 " D																		
16	Types of dangerous materials handled in plant (Loads and asphalt/bitumen and scrap loads in the scope of MARPOL Appendix-I, IMDG Code, IBC Code, IGC Code, IMSBC Code, Grain K Code od, TDC Code)	Loads included in IMSBC KOD, GRAIN KOD, TDC CODE																		
17	Dangerous goods handled at the facility (loads other than IMDG code, among the cargo types in Article 16, will be written separately. Additional cargo request will be sent to the port authority with Annex-1 form. It will be added to TYER when appropriate.	<table border="1"><thead><tr><th>CARGO NAME</th><th>IMSB C CODE</th><th>UN NUMBER</th></tr></thead><tbody><tr><td>Coal</td><td>B (ve A)</td><td>N/A</td></tr><tr><td>Sulphur</td><td>B</td><td>UN 1350</td></tr><tr><td>Ferrous Metal Scraps</td><td>B</td><td>UN 2793</td></tr><tr><td>Ferrosilicon</td><td>B</td><td>UN 1408</td></tr><tr><td>Ferromanganes e</td><td>C</td><td>N/A</td></tr></tbody></table>	CARGO NAME	IMSB C CODE	UN NUMBER	Coal	B (ve A)	N/A	Sulphur	B	UN 1350	Ferrous Metal Scraps	B	UN 2793	Ferrosilicon	B	UN 1408	Ferromanganes e	C	N/A
CARGO NAME	IMSB C CODE	UN NUMBER																		
Coal	B (ve A)	N/A																		
Sulphur	B	UN 1350																		
Ferrous Metal Scraps	B	UN 2793																		
Ferrosilicon	B	UN 1408																		
Ferromanganes e	C	N/A																		
18	Classes for cargo handled, subject to IMDG Code	Class 4.1 Class 4.2 Class 4.3																		
19	Groups in characteristic table for handled cargo subject to IMSBC Code	B A and B C																		
20	Types of vessels edging to the plant	DRY BULK CARGO , GENERAL CARGO																		
21	Distance between plant and highway (kilometer)	7 KM.																		
22	Distance between plant and railway (kilometre) or any connection to railway (Yes/No)	6 KM. NO CONNECTION TO RAILWAY																		
23	The nearest airport and distance to the plant (kilometer)	İZMİR ADNAN MENDERES AIRPORT 65 KM.																		

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DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	13/100

24	Load handling capacity of plant (Ton/Year;TEU/ Year;Vehicle/ Year)	7.500 000 - MT/YEAR
25	Handling scraps in the plant?	YES
26	Entry point available? (Yes/No)	NO
27	Bonded Area? (Yes/No)	YES
28	Equipment for handling load and capacity	2 PIECES OF SHORE CRANE 12,5 TONS 1 PIECE OF RUBBER WHEEL CRANE 90 TONS 1 PIECE OF CRAWLER CRANE 60 TONS 1 PIECE OF CRAWLER CRANE 50 TONS 4 PIECES OF 880 SENNEBOGEN ELECTRIC CRANE 25 TONS 1 PIECE OF 870 SENNEBOGEN RUBBER WHEEL CRANE 20 TONS 7 PIECES OF EXCAVATOR 12 PIECES OF FORKLIFTS 2,5 TONS- 3 TONS-7 TONS-9 TONS-12 TONS – 16 TONS
29	Storing tank capacity(m ³)	NO
30	Open storing area (m ²)	36.602 m ²
31	Semi-closed storing area (m ²)	NO
32	Closed storing area (m ²)	6.303 m ²
33	Fumigation and/or de-fumigating area (dm ²)	NO
34	Name/title and contact details of service provider of guidance and towage	<u>UZMAR UZMANLAR DENİZCİLİK LTD.ŞTİ.</u> CUMHURİYET BULVARI NO:87 ERDEN İŞHANI KAT:7 DAİRE :21-22 PASAPORT - İZMİR TEL: 0232 445 11 20, FAKS: 0232 445 79 00 <u>MARİN RÖMORKÖR VE KILAVUZLUK A.Ş.</u>

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DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	14/100

		HÜKÜMET CADDESİ. GÜRBÜZ İŞ HANI NO:34 KAT:2 DAİRE:8 ALIĞA – İZMİR TEL: 0532 462 10 15 <u>SANMAR DENİZCİLİK MAKİNE VE TİCARET A.Ş.</u> İSTİKLAL CADDESİ KZIM DİRİK MAHALLESİ NO:76 KAT:2 DAİRE:8 ALIĞA- İZMİR				
35	Security Plan created? (Yes/No)	YES SECURITY PLAN APPROVED ON 06.02.2020				
36	Capacity of waste receiving facility (This section shall be arranged individually as per the wastes received by plant)	Waste Type	Capacity (m ³)			
		SLAC	70			
		BILGE WATER	45			
		DEHYDRATED BILGE WATER	25			
		WASTE OIL	25			
		SEWERAGE	75			
		DOMESTIC SOLID WASTE	8			
37	Features of dock/pier etc.					
Dock/pier No	Lenght (meter)	Width (meter)	Maximum water depth (meter)	Minimum water depth (meter)	Tonage and length of the biggest vessel to be experienced (DWT or GRT-meter)	
1	150	4	12	8	100000 DWT	
2	150	4	20	12	100000 DWT	
3	175	4	28	20	100000 DWT	
4	175	4	28	20	120000 DWT	
5	150	4	20	12	120000 DWT	
6	150	4	12	7	120000 DWT	
Name of pipeline (If available)				Number (piece)	Lenght (meter)	Diameter (inch)
NO				X	X	X

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DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	15/100

1.2. Shipment, Handling and Storage Procedures Related To Dangerous Loads which are Handled in Shore Plants and Temporarily Stored

Within İDÇ Port Operator İN.C's shore plant processing permit, as general cargo and bulk's handling is carried out, also according to do IMDG code the handling of the sea-borne dangerous loads can be done.

In our port operator, handling of all kinds of bulk within IMSCB Code and handling of all kinds of grain load within GRAIN Code can be done.

In case there is a request of firms, wood blocks and forest products included in TCD Code can be loaded and unloaded.

In case of a requirement, stowage and storage of the loads within IMSBC Code, GRAIN Code and TDC Code in the frame of determined rules can be done in customs warehouse and temporary storage areas found in our plants borders.

Under the general rules of İdç Liman, the Safety Data Sheet will not be accepted to the port facility, which presents a dangerous cargo or harmful cargo. Authorization of those who prepare the Safety Data Sheet may be requested by İdç Liman if deemed necessary. In case of doubt, even if the relevant product has not been involved in an accident, additional classification tests can be made for the products covered by the GBF, all costs related to testing and certification are paid by the cargo person.

Safe entry-exit arrangements between the ship and the shore facility;

Personnel changes to be made by ships calling at the port facility, crews coming out of the port for meeting needs and sightseeing purposes, arranging people or vehicles to bring supplies, food, etc. to the ship, ensuring the safety of people, visitors, employees of official institutions or organizations who will come to the port area for any business reason. The following rules will apply in order to ensure the transportation of.

One of the biggest causes of fatal or injury accidents that may occur within the port facility and damage to the equipment or immovable property owned by the port is the uncontrolled interaction between directly moving port machinery, vehicles and pedestrians. These rules have been defined in great detail and put into practice so that undesirable events do not occur. Although continuous monitoring and inspections are carried out, there is so much interaction between machines, vehicles and pedestrians that undesired events cannot be guaranteed not to happen again. Therefore, in order to ensure all kinds of safe entry and exit regulations and to comply with these regulations, the persons who will perform the above-mentioned works or actions will act within the framework of the following rules:

- Only authorized persons or vehicles are allowed to enter the operation areas. These persons are expected to strictly comply with the port's procedures and rules.
- Regardless of whether they are on foot or in a vehicle, they are required to wear reflective vests or any clothing that will provide high visibility as long as they are in the port facility.

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DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	16/100

- The number of people walking into the port facility will be as low as possible. Persons who are allowed to enter on foot are required to use the sidewalks or special walking paths allocated for them.
- Even if the pedestrians in the port facility walk on the sidewalks, they should always pay attention to the moving port machines and suspended loads. Likewise, operators and vehicle drivers using these machines will also pay attention to the pedestrians around them. Under no circumstances are pedestrians allowed to pass under suspended loads, walk, sit or lie down. Likewise, vehicle drivers cannot pass, stop or park under such loads.
- Under no circumstances are hoists allowed to run towards pedestrians or vehicles, regardless of whether they are loaded or unladen.
- Persons within the port facility are not allowed to sit, squat, lie down or sleep in any place where the operation continues, including on the quay and on the ship's liner. This rule does not apply only if the work to be done has to be done naturally; In this case, the facility operator will provide the necessary equipment and take the necessary precautions.
- All moving vehicles or work machines that will enter the port area and be in the areas where the operation continues must have a yellow warning lamp that can be clearly seen by everyone. Vehicles or machinery without these warning lamps must turn on the hazard warning signals or operate warning signals that can be heard by anyone nearby.
- Operators or vehicle drivers may not drive on roads designated for pedestrians under any circumstances while cruising within the port facility.
- It is strictly forbidden to enter the rear working areas of the quay cranes in operation on foot or to cross with a vehicle to get from one place to another.
- It is strictly forbidden to enter the field operation and storage areas on foot or to drive from one place to another.
- There will be warning signs and signs as far as possible at the entrances and around the field operation and storage areas. These warnings are placed to prohibit unauthorized persons from entering these areas.
- If there is a pedestrian around, near or in the impact areas of the construction machines operating in the areas where loading and unloading operations are carried out and is seen by the operator, the construction machine operator or the vehicle driver will stop the operation and will not continue the operation until the pedestrian goes to a safe area.
- During the maintenance and repair works in these areas, including the periodic controls of the facility, equipment or infrastructure, no machine operation will be carried out until the works are completed.
- It is not allowed to repair inoperative equipment in the areas where the operation is actively carried out, however, if the movement of these equipments is dangerous or not possible, other operations in the vicinity are stopped and necessary safety measures are taken, and repairs are allowed.

Since the port facility is a bonded area, the entry and exit of all cargoes are subject to the permission of the customs authority. No cargo can enter or leave the port area without the

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DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	17/100

knowledge and approval of the customs authority.

Speed Limit in the Port Area

The maximum speed limits allowed for all kinds of vehicles in the port area are as follows:

At the quay: 20 km/h

In the field: 20 km/h

Regulations on not berthing of ships and marine vehicles carrying dangerous goods to coastal facilities without the permission of the port authority

Ships and sea vehicles that carry dangerous goods and have not received a docking order from the Port Authority will not be allowed to dock at any port pier.

If there is a demand for berthing in emergency situations and for force majeure, the Port Authority will be informed first and the berthing operation will be allowed if the port operation is approved based on its written approval.

Under all circumstances, the authorized pilotage and tugboat organization will be informed simultaneously.

Dangerous ships and marine vehicles:

- 1) In the port administrative area, regardless of its type, tonnage and flag, which are the subject of legal proceedings such as lien, precautionary attachment, interim injunction or prohibition from the voyage given by the judicial authorities, or who are detained by an administrative decision due to technical deficiencies, or in coastal facilities or anchorage for any reason Within the scope of the permission of the port authority, the ship's authorities are responsible for making the ships and marine vehicles that are waiting in the area, posing a danger, uncontrollable and not seaworthy due to similar reasons, to make them suitable for the sea, to take measures that will not endanger the navigation, life, property, environmental safety and security, and to have them taken.
- 2) With the permission of the port authority, ship related persons are responsible for removing, towing or rendering harmless ships and marine vehicles that are sunken, semi-submerged or abandoned in the port administrative area as soon as possible.
- 3) If the ship and marine vessel in emergency situations such as grounding and drifting do not make a rescue request within 72 hours, the port authority will initiate the rescue process ex officio.

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DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	18/100

Preparation, revision and announcement procedure of the Dangerous Goods Handling Guide

The Dangerous Goods Handling Guide prepared will be available to all relevant port personnel, public authorities and facility users. The port facility operator will publish it in the form of a "pdf" file that can be viewed on the "Dangerous Cargo Handling Guide" website by giving an easily visible link on the official website homepage.

(www.idcliman.com.tr)

The relevant Regulation stipulates that the Dangerous Goods Handling Guide is kept up-to-date by the facility operator. For this reason, changes in the information in the Dangerous Goods Handling Guide will be processed and published in the Dangerous Goods Handling Guide within 1 month at the latest.

2. RESPONSIBILITIES

Responsibilities of Cargo Person;

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

Responsibilities of the Shore Facility Operator;

- It does not dock the ships carrying dangerous goods without the permission of the port authority.
- It gives written information to the ship that will dock at its facility within the scope of facility rules, cargo handling rules and relevant legislation.
- It does not handle dangerous goods for which it has not received a handling permit from the administration, and it does not harm the ships that will berth by planning in this context.
- It requests mandatory documents, information and documents related to dangerous goods from the cargo person and ensures that they are found with the cargo. If the relevant documents, information and documents cannot be provided by the cargo person, it is not obliged to accept or handle the dangerous cargo at its facility.
- It carries out the loading or unloading operation according to the agreement to be reached by sharing all the data that may be required according to the characteristics of the cargo with the ship's person. The ship does not change the operation without the knowledge of the person concerned.

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DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	19/100

- f) It determines the working limits by taking into account the safe working capacity of the facility and the weather forecasts, takes the necessary measures for the ship to be safely anchored at the pier and for handling.
- g) It 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.
- h) It ensures that the personnel involved in the handling of dangerous goods and the planning of this handling are documented by receiving the necessary training, and does not assign personnel without documents in these operations.
- i) It ensures that the dangerous goods handling equipment in its facility is in working condition and that the relevant personnel are trained and documented on the use of these equipment.
- j) By taking occupational safety measures at the coastal facility, it ensures that the personnel use personal protective equipment suitable for the physical and chemical characteristics of the dangerous cargo.
- k) It carries out activities related to dangerous cargoes at docks, piers and warehouses established in accordance with these works.
- l) 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.
- m) It keeps an up-to-date list of all dangerous cargoes on the ships berthed at its facility and in the closed and open areas of its facility and gives this information to the relevant parties upon request.
- n) It notifies the port authority of the instant risk posed by the dangerous goods it handles or temporarily stores in its facility and the measures it takes for it.
- o) It notifies the port authority of the accidents related to dangerous goods, including the accidents at the entrance to the closed areas.
- p) It provides the necessary support and cooperation in the controls and inspections carried out by the administration and the port authority.
- q) It ensures that Class 1 (except Class 1 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.
- r) It stores the cargo transport units where dangerous goods are transported in accordance

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DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	20/100

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

- s) It takes permission from the port authority before the hot work and operations to be carried out in the areas where dangerous cargoes are handled and temporarily stored.
- t) Prepares an emergency evacuation plan for the evacuation of ships from the coastal facilities in case of emergency and submits it to the port authority and informs the relevant people about the plan approved by the port authority.
- u) It ensures the internal loading of cargo transport units in accordance with the loading safety rules in its facility.

Responsibilities of the Carrier;

- a) It 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.
- b) It controls the compliance of the dangerous goods classified, packaged, marked, labeled and plated by the cargo person with the legislation.
- c) It checks that the dangerous goods are packaged in accordance with the rules by using approved packaging and load transport units, they are safely loaded and securely fastened to the cargo transport unit.

Responsibilities of Ship Persons;

- a) It ensures that the cargo to be carried by the ship is certified as suitable for transportation and that the cargo holds, cargo tanks and cargo handling equipment are suitable for cargo transportation.
- b) It requests all mandatory documents, information and documents related to dangerous goods from the cargo person and ensures that they are present with the cargo during the transportation activity.
- c) It ensures that the documents, information and documents required to be found on the ship regarding dangerous goods within the scope of legislation and international conventions are appropriate and up-to-date.
- d) It checks the transport documents containing information that the cargo transport units loaded on the ship are appropriately marked, plated and loaded safely.
- e) It informs the relevant ship personnel about the risks of dangerous cargoes, safety

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DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	21/100

procedures, safety and emergency measures, intervention methods and similar issues.

f) It keeps up-to-date lists of all dangerous cargoes on board and declares them to the relevant parties upon request.

g) It ensures that the loading program, if any, is approved and documented and kept in working condition.

h) It notifies the port authority and the coastal facility about the instant risk posed by the dangerous cargoes on the ship berthing to the coastal facility and the measures taken for it.

i) In case of leakage in the dangerous cargo or if there is such a possibility, it does not accept to carry the dangerous cargo.

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

k) It provides the necessary support and cooperation in the controls and inspections carried out by the administration and the port authority.

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

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

n) It provides the requirements for the loading safety of the loads loaded on the ships.

3. RULES AND MEASURES TO BE IMPLEMENTED BY THE COASTAL FACILITY

How the precautions regarding the issues specified in the third part of the "Regulation on the Transport of Dangerous Goods by Sea and Loading Safety" are carried out and how the requirements of the provisions in the fourth part will be met are given below.

Our Coastal Facility fulfills the following rules, precautions and provisions;

- Dangerous goods handled in our coastal facility are loaded onto land vehicles to be transported directly from the ship and taken out of the coastal facility as soon as possible without waiting.
- Personal Protective Equipment is given to our personnel according to the relevant dangerous load within the scope of Occupational Safety at our shore facility, and at the same time, fire extinguishers are kept ready for use at any time. Tehlikeli yükleri taşıyan gemileri liman başkanlığının izni olmadan tesisine yanaştırmamaktadır.
- Coastal Facility Information and Rules booklet will be sent to the ship that will dock at our facility, within the scope of facility rules, cargo handling rules and relevant legislation.
- İDÇ Port coastal facility does not handle dangerous goods for which it has not received a

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PORT OPERATIONS CHIEF	QUALITY ENGINEER	PORT OPERATIONS MANAGER



DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	22/100

handling permit from the administration, and in this context, it does not harm the ships that will dock by planning.

- Requests the mandatory documents, information and documents related to dangerous goods from the cargo person and ensures that they are included with the cargo. It will keep the incoming Safety Data Sheets for 3 (three) years.
- Our shore facility shares all the data that may be required according to the characteristics of the cargo with the ship's person and performs the loading or unloading operation according to the agreement to be reached. The ship does not make any changes in the operation without the knowledge of the person concerned.
- Our coastal facility determines the working limits by taking into account the safe working capacity of the facility and weather forecasts, and takes the necessary measures to ensure that the ship is safely moored at the pier and handling.
- The coastal facility ensures that the personnel involved in the handling of dangerous goods and the planning of this handling are trained and documented.
- It is ensured that the dangerous cargo handling equipment of the coastal facility is in working condition and that the relevant personnel are trained on the use of these equipment.
- Our shore facility takes occupational safety measures and ensures that the personnel use 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 in accordance with these works.
- An up-to-date list of all dangerous cargoes on board the ships berthed at our facility will be kept and this information will be given to the relevant persons upon request.
- In case of an instantaneous risk in the dangerous goods handled in our facility and the measures taken for this, the port authority will be notified.
- Our facility provides the necessary support and cooperation in the controls and inspections carried out by the Administration and the port authority.
- İdç Port Shore Facility does not handle dangerous goods that are not authorized in the dangerous cargo conformity certificate and dangerous goods belonging to 1, 6.2 and 7 classes.
- Fire extinguishing systems and first aid units are kept ready for use at all times in the areas where dangerous cargoes are handled, and necessary controls are made periodically.
- Our facility 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.
- It is forbidden to smoke, use open fire, spark-producing tools, equipment, etc. on the cargo deck and points of berthed ships carrying dangerous goods and in coastal storage areas of dangerous goods.

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DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	23/100

4. CLASSES OF DANGEROUS LOADS, TRANSPORTATION, LOADING / DISCHARGE, HANDLING, SEPARATION, STACKING AND STORAGE

4.1. Classes of Dangerous Goods

Hazardous Substance Classes and Subsections according to IMDG Code and ADR As explained in IMDG Code Book Volume 1 Part 2 and ADR Book Volume 1 Part 2 are as follows:

Hazardous Substance Classes

IMDG Code	Hazard Class	Hazard Class Name	ADR
Bölüm 2.0		Genel	Bölüm 2.1
Bölüm 2.1	Class 1	Explosives	Bölüm 2.2.1
Bölüm 2.2	Class 2	Gases	Bölüm 2.2.2
Bölüm 2.3	Class 3	Flammable Liquids	Bölüm 2.2.3
Bölüm 2.4	Class 4.1	Combustible Solids	Bölüm 2.2.41
	Class 4.2	Self-Burning Solids	Bölüm 2.2.42
	Class 4.3	Solids Emitting Flammable Gases in Contact with Water	Bölüm 2.2.43
Bölüm 2.5	Class 5.1	Oxidizing Agents	Bölüm 2.2.51
	Class 5.2	Organic Peroxides	Bölüm 2.2.52
Bölüm 2.6	Class 6.1	Toxic (Toxic) Substances	Bölüm 2.2.61
	Class 6.2	Infectious Substances	Bölüm 2.2.62
Bölüm 2.7	Class 7	Radioactive Substances	Bölüm 2.2.7
Bölüm 2.8	Class 8	Corrosive (Corrosive) Substances	Bölüm 2.2.8
Bölüm 2.9	Class 9	Different Hazardous Substances and Objects and Environmentally Harmful Substances	Bölüm 2.2.9
Bölüm 2.10		Marine Pollutants	Bölüm 2.2.9

Dangerous Goods Subsections

- **Class 1 Explosives**

Class 1.1 Explosives capable of mass destruction

Class 1.2 Explosives without mass destruction capability but with fragmentation effect

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DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	24/100

Class 1.3 Explosives that will not cause mass destruction, but will cause fire or partial fragmentation or explosion, or both.

Class 1.4 Substances without a significant explosion hazard

Class 1.5 Substances with mass destruction effect but not very sensitive

Class 1.6 Substances not capable of mass destruction and not very sensitive

• **Class 2 Gases**

Class 2.1 Combustible Gases

Class 2.2 Flammable and Non-Toxic Gases

Class 2.3 Toxic Gases

• **Class 4 Combustible Solids**

Class 4.1 Flammable Solids

Class 4.2 Self-Burning Solids

Class 4.3 Solids Emitting Flammable Gases in Contact with Water

• **Class 5 Oxidizing Agents and Organic Peroxides**

Class 5.1 Oxidizing Agents

Class 5.2 Organic Peroxides

• **Class 6 Toxic (Toxic) and Infectious Substances**

Class 6.1 Toxic (Toxic) Substances

Class 6.2 Infectious Substances

4.2. Packages and Packages of Dangerous Goods

Dangerous goods coming to the port facility will be packed and packaged within the scope of IMDG Code Chapter 4.

All packages containing dangerous goods must have United Nations (UN) Type Approval, even if they are in any Cargo Transport Unit (CTU).

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

Packages containing dangerous goods coming to the port facility and all Cargo Transport Units (CTU) will be marked, labeled and placarded as shown below within the scope of IMDG Code Section 5.2 and 5.3.

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DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	25/100

- Class 1 Explosives



- Class 2 Gases



- Class 3 Flammable Liquids



- Class 4 Flammable Solids



Sınıf 4.1

Sınıf 4.2

Sınıf 4.3

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DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	26/100

- Class 5 Oxidizing Agents and Organic Peroxides



Sınıf 5.1



Sınıf 5.2

- Class 6 Toxic and Infectious Substances



Sınıf 6.1



Sınıf 6.2

- Class 7 Radioactive Substances



Kategori 1



Kategori 2



Kategori 3



- Class 8 Corrosive Substances



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DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	27/100

- **Class 9 Different Hazardous Substances and Objects and Environmentally Harmful Substances**



4.4. Signs of Dangerous Goods and Packing Groups

In addition to the hazard classes, other signs to be used when necessary are given below;

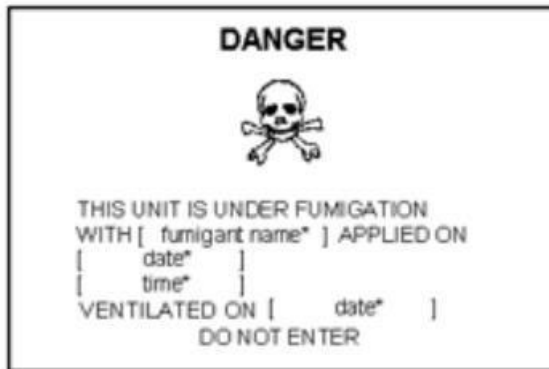
- **Marine Pollutants**



- **Dangerous Goods Transported at High Temperatures**



- **Fumigation Warning Sign**



* Insert details as appropriate

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DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	28/100

- **Limited Quantity**



- **Exceptional Quantity**



As shown in the table in section 3.5 within the categories (from E0 to E5) in column 7b of the IMDG Code Volume II Dangerous Goods List, a maximum of 1,000 packages suitable for this scope can be transported.

In cases where this label is applied, the sender part ** should be written on the spot and the hazard class * section of the product.

There are Packing (Packaging) Groups (PG) for different classes of dangerous goods. These groups and their meanings are given below:

PG I - high degree of danger

PG II - Moderate danger

PG III - Low level of anger

However, there is no packing group for self-reactive substances in Classes 1, 2, 5.2, 6.2, 7 and 4.1, and there is no PG I for Class 9.

The letters X, Y and Z in the UN type approved packaging codes to which the dangerous goods will be transported determine the durability of the packaging. The letter X is the most durable packaging and can be used for all Packing Groups. The letter Y is medium strength

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DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	29/100

packaging and can be used for Packing Groups II and III, and the letter Z is the least durable packaging and should only be used for Packing Group III.

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

In order to determine the separation conditions of two or more dangerous goods, the separation conditions, the Separation Table given in IMDG Code Volume I, 7.2.4 and the provisions of IMDG Code Volume II Dangerous Goods List (DGL) Column 16(b) shall be applied.

In case of any conflict, the provisions in Column 16(b) of the Dangerous Goods List (DGL) shall take precedence.

The general separation table of dangerous goods is given below:

CLASS	1.1	1.2	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3
	1.1	1.2	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3
Explosives 1.1, 1.21.5	*	*	*	4	2	2	4	4	4	4	4	4	4	2	4	2	4	X	
Explosives 1.3 1.6	*	*	*	4	2	2	4	3	3	4	4	4	2	4	2	2	X		
Explosives 1.4	*	*	*	2	1	1	2	2	2	2	2	2	X	4	2	2	X		
Flammable Gases 2.1	4	4	2	X	X	X	2	1	2	X	2	2	X	4	2	1	X		
Flammable and Non-Toxic Gases 2.1	2	2	1	X	X	X	1	X	1	X	X	1	X	2	1	X	X		
Toxic Gases 2.3	2	2	1	X	X	X	2	X	2	X	X	2	X	2	1	X	X		
Flammable Liquids 3	4	4	2	2	1	2	X	X	2	1	2	2	X	3	2	X	X		
Flammable Solids 4.1	4	3	2	1	X	X	X	X	1	X	1	2	X	3	2	1	X		
Self-Burning Solids 4.2	4	3	2	2	1	2	2	1	X	1	2	2	1	3	2	1	X		
Solids Emitting Flammable Gases in Contact with Water 4.3	4	4	2	X	X	X	1	X	1	X	2	2	X	2	2	1	X		
Oxidizing Agents 5.1	4	4	2	2	X	X	2	1	2	2	X	2	1	3	1	2	X		
Organic Peroxides 5.2	4	4	2	2	1	2	2	2	2	2	2	X	1	3	2	2	X		
Toxic (Toxic) Substances 6.1	2	2	X	X	X	X	X	X	1	X	1	1	X	1	X	X	X		
Infectious Substances 6.2	4	4	4	4	2	2	3	3	3	2	3	3	1	X	3	3	X		
Radioactive Substances 7	2	2	2	2	1	1	2	2	2	2	1	2	X	3	X	2	X		
Corrosive (Corrosive)	4	2	2	1	X	X	X	1	1	1	2	2	X	3	2	X	X		

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PORT OPERATIONS CHIEF	QUALITY ENGINEER	PORT OPERATIONS MANAGER



DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	30/100

Substances 8																	
Different Hazardous Substances and Objects and Harmful to the Environment 9	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Segregation terms in this table provide information about the distances to be found between dangerous goods belonging to different hazard classes:

“1”: **“away from”:** It can be transported in the same hold or on the deck with a horizontal distance of at least 3 meters.

“2”: **“Separate from”:** A minimum horizontal distance of 6 meters can be carried below deck in different holds or above deck.

“3”: **“One full compartment or warehouses separate from”:** It can be transported on deck with a horizontal distance of at least 12 meters. It cannot be carried under deck in the same hold or compartment.

“4”: **“separate longitudinally from with an intervening full partition or hatch”:** Can be carried on deck with a horizontal distance of at least 24 meters. In case of transport under deck, another warehouse should be inserted between the longitudinal (forward and aft direction) dangerous goods.

“For “X” and “*”, the stacking conditions given in the framework of the special provisions in the IMDG Code and the Dangerous Goods List are valid.

Dangerous goods in different cargo transport units or in packages in the port area will be stacked based on the distances in the segregation table below:

		2.1	2.2	2.3	3	4.1	4.2	4.3	5.1	5.2	6.1	8	9
Flammable Gases	2.1	0	0	0	S	A	S	0	S	S	0	A	0
Flammable and Non-Toxic Gases	2.2	0	0	0	A	0	A	0	0	A	0	0	0
Toxic Gases	2.3	0	0	0	S	0	S	0	0	S	0	0	0
Flammable Liquids	3	S	A	S	0	0	S	A	S	S	0	0	0
Flammable Solids	4.1	A	0	0	0	0	A	0	A	S	0	A	0
Self-Burning Solids	4.2	S	A	S	S	A	A	A	S	S	A	A	0

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DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	31/100

Solids Emitting Flammable Gases in Contact with Water	4.3	0	0	0	A	0	A	0	S	S	0	A	0
Oxidizing Agents	5.1	S	0	0	S	A	S	S	0	S	A	S	0
Organic Peroxides	5.2	S	A	S	S	S	S	S	S	0	A	S	0
Toxic (Toxic) Substances	6.1	0	0	0	0	0	A	0	A	A	0	0	0
Corrosive (Corrosive) Substances	8	A	0	0	0	A	A	A	S	S	0	0	0
Different Hazardous Substances and Objects	9	0	0	0	0	0	0	0	0	0	0	0	0

1. For packaging / IBCs / trailers / flat or platform containers

0 = no parsing required (unless specified otherwise in special provisions)

A = “far from...” – minimum distance of 3 m

S = “Separate from ...” – minimum distance of 6 m in open areas;

In closed areas and warehouses, a minimum distance of 12 m or separated by a fireproof wall

2. For closed containers / mobile tanks / closed road vehicles

0 = no segregation required (unless specified otherwise in special provisions)

A = “away from ...” – no parsing required (unless specified otherwise in special provisions)

S = “Separate from ...” – in open areas, min 3 m longitudinally and transversely distance, a minimum distance of 6 m in closed areas and warehouses or separated by a fire-proof wall

3. For open road vehicles / train wagons / open top containers

0 = no segregation required (unless specified otherwise in special provisions)

A = “Away from...” – minimum distance of 3 m

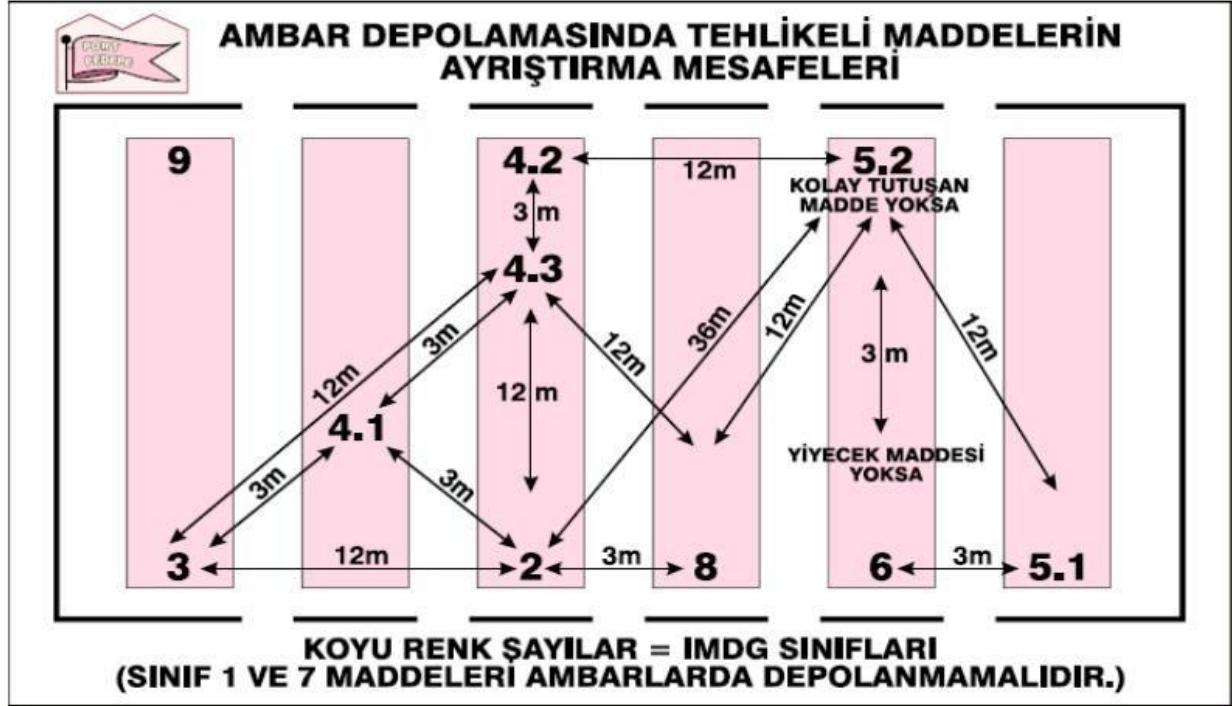
S = “Separate from ...” – in open areas, minimum 6 m longitudinally and transversely

distance; In closed areas and warehouses, a minimum distance of 12 m or separated by a fireproof wall

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4.6. Separation Distances and Terms of Dangerous Goods in Warehouses

Dangerous goods will not be stored in packages other than the cargo transport units at İDÇ PORT Facilities. If dangerous goods are stored in port warehouses for a short time in a controlled manner due to force majeure, the following separation distances will be valid.



5. HANDBOOK ON DANGEROUS LOADS HANDLED ON THE COASTAL FACILITY

İdç Liman, which is engaged in the loading/discharging of dangerous goods, handling and temporary storage activities, in order to contribute to the safe fulfillment of these activities; Within the scope of the IMSBC Code and Imdg Code, a Dangerous Goods Handbook has been prepared and presented to the use of those concerned, in pocket sizes, containing dangerous goods classes, packages, labels, signs and packaging groups of dangerous goods, separation tables on the ship and in the port according to the classes of dangerous goods, and similar topics.

PREPARED BY	VERIFIED BY	APPROVED BY
PORT OPERATIONS CHIEF	QUALITY ENGINEER	PORT OPERATIONS MANAGER



DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	33/100

6. OPERATIONAL MATTERS

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

Prepared within the scope of legal regulations regarding Pre-Notification;

- 1) After the preliminary notification of the dangerous goods that will arrive at any port facility with the ship, the Port Authority is responsible for granting berthing permission to the ship according to the suitability of the cargo/loads and the facility. If the port facility is structurally inadequate for the pre-notified dangerous cargo, or if the port is not allowed for the cargo mentioned in the coastal facility operation permit, the cargo is not allowed to enter the port. If requested, suitable port or ports in that region can be suggested for that load.
- 2) If it is reported that a damaged cargo has arrived with the ship, the Port Authority has to obtain information from the port operator that the necessary measures have been taken within the scope of the IMDG Code for that cargo at the port area, and if necessary, make a physical check.
- 3) The port operator has to make plans and preparations for the handling, stowage and transport of the dangerous cargo, whether it comes from the sea or the land. In cases where dangerous goods will be stowed in the port area, segregation rules will be valid in the port area as per the IMDG Code, and the notified loads will be planned and operated accordingly. The Port Authority can at any time check whether the dangerous goods are handled in the port area within the framework of the IMDG Code separation rules. The port operator is responsible for nonconformities.
- 4) The port operator plans that the cargo will be stacked in accordance with the IMDG Code rules in accordance with the preliminary notifications of the dangerous cargoes to come from the land side.
- 5) Cargo transport units containing dangerous goods at the port entrance are controlled according to IMDG Code rules by certified port personnel who have received IMDG Code General Awareness and Mission-Oriented Training. Unsuitable cargo transport units are not allowed to enter the port area.
- 6) Within the framework of the preliminary notification, the vehicle driver's/mechanic's certificate, the vehicle/wagon/container/tank-container conformity and loading certificate, the dangerous goods activity certificate of the sender and/or the transporter must be checked over the system and recorded in the port system. If any of these information is not suitable, the vehicle and/or cargo will not be allowed to enter the port area..
- 7) In addition to the preliminary notification information, the dangerous goods transport document of the vehicle must also be checked at the port entrance. A vehicle that does not have a dangerous cargo transport document or has deficiencies in the transport document is not allowed to enter the port area.
- 8) Vehicles and loads that are not deficient in the controls made as a result of the preliminary notification and received in the port area must be recorded in the port system, reported monthly, and submitted to the Port Authorities and the Administration.

PREPARED BY	VERIFIED BY	APPROVED BY
PORT OPERATIONS CHIEF	QUALITY ENGINEER	PORT OPERATIONS MANAGER



DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	34/100

As a port facility, notification rules will apply. All dangerous goods that will enter the port facility both by sea and land must be notified at least 1 week in advance. This notification should include the IMDG Class of the dangerous substance, the UN Number, the Safety Data Sheet (SDS) prepared by the original manufacturer and the Packing Group, if any. Notifications will be forwarded to the Operations Department.

Anchorage Location of Ships Carrying Dangerous Goods:

It will be discussed within the scope of the Regulation on the Amendment of the Ports Regulation dated February 27, 2013 and numbered 28572.

ALIAGA PORT MANAGEMENT

Port administrative area border, port administrative area of Aliğa Port Authority:

The line connecting the coordinates (a) and (b) below, followed by the line drawn from the coordinate (b) to the true west (270°) direction, and the line connecting the coordinates (c) and (d) and its continuation.

It is the sea and coastal area between the line drawn from the coordinate (d) to the true west (270°) direction and bounded by the adjacent Turkish territorial waters.

- a) 38° 55' 00" K – 026° 51' 12" D (Kemikli Burnu)
- b) 38° 54' 00" K – 026° 50' 21" D (Kara Ada)
- c) 38° 45' 12" K – 026° 51' 24" D
- d) 38° 46' 30" K – 026° 51' 24" D

ANCHORING LOCATIONS

Anchorage area no. 3: The anchorage area of ships carrying dangerous goods and ships that will carry out degassing is the sea area formed by the following coordinates.

- 1) 38° 53' 00" K – 026° 57' 48" D
- 2) 38° 53' 00" K – 026° 56' 00" D
- 3) 38° 51' 36" K – 026° 57' 48" D

Anchorage area no. 6: The anchorage area of ships carrying dangerous goods, nuclear powered military ships, ships to be quarantined and ships that will carry out degassing is the sea area formed by the following coordinates.

- 1) 38° 49' 06" K – 026° 52' 06" D
- 2) 38° 48' 24" K – 026° 52' 18" D
- 3) 38° 49' 06" K – 026° 53' 12" D

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PORT OPERATIONS CHIEF	QUALITY ENGINEER	PORT OPERATIONS MANAGER



DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	35/100

4) 38° 48' 24" K – 026° 53' 42" D

Port Piers to be Handled Dangerous Goods:

Since all hazard classes specified in the facility information sheet are handled, all piers and docks of the facility where these types of ships will dock are in the status to handle dangerous goods.

General Provisions Regarding the Rules and Measures to be Taken in Dangerous Goods Operations:

Within the scope of PORTS REGULATION numbered 28453, published in the Official Gazette on 31 October 2012;

Notification obligation regarding dangerous goods

1) All Turkish or foreign flagged vessels making international voyages and carrying dangerous goods, at least twenty-four hours before entering the port administrative area, and vessels and marine vessels with a cruise time of less than twenty-four hours until entering the port area, immediately after their departure from the coastal facility, Dangerous Goods Manifesto It fills the form and notifies the port authority in writing through the relevant persons.

2) Ships carrying petroleum and its derivatives and other harmful and dangerous substances, Law No. 5312 of 3/3/2005 on the Principles of Emergency Intervention and Compensation of Damages in Pollution of the Marine Environment with Petroleum and Other Harmful Substances and Official Gazette dated 21/10/2006 and numbered 26326 Within the scope of the Regulation on the Implementation of the Law on the Principles of Emergency Response and Compensation of Damages in the Pollution of the Marine Environment with Petroleum and Other Harmful Substances, published in . Otherwise, the sanctions stipulated in the said Law shall be applied to these ships.

3) Dangerous goods in the port administrative area and between adjacent ports; in special containers and packages, loaded on wagons and trucks and provided that the necessary safety measures are taken by the carrier and the shipper; It is transported by non-passenger ships and sea vehicles dedicated to these works. This transportation is carried out in accordance with the procedures and principles determined by the port authority and at the times deemed appropriate.

Transport between vessels subject to customs inspection and customs service points:

- 1) From the ships and sea vehicles subject to customs inspection to the places where customs service is provided or from these places to them; Passengers, passengers' luggage, ship personnel, materials, stores and persons related to the ship can only be

PREPARED BY	VERIFIED BY	APPROVED BY
PORT OPERATIONS CHIEF	QUALITY ENGINEER	PORT OPERATIONS MANAGER



DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	36/100

transported by authorized service boats. Written permission is given to these boats by the port authority.

- 2) Ships and marine vehicles that are subject to customs inspection and ships and marine vehicles that will serve between the places where customs service is provided, depart from the places determined by the port authority and customs administration and dock at the same place again. Docking, mooring and other similar issues regarding these are specified in the permit documents.
- 3) Ships and sea vehicles that are not subject to customs inspection are also serviced by certified service boats with a written permission. However, these boats may not use the places where customs service is provided.
- 4) Public officials with inspection authority can go to and from ships and sea vehicles that are subject to customs inspection or not, by public boats, as well as collectively or separately by boats authorized by the port authority.
- 5) Service boats that do not obtain a written permission from the port authority in accordance with the provisions of this article cannot operate in the port administrative area.

Ships Arrival Notification and Pilotage/Towing Requests:

It will be carried out in accordance with the principles set forth in the article of the Ports Regulation on "guidance services and the obligation to purchase tugboats":

Guidelines for the pilot and tugboat

- 1) In maritime areas where there is no authorized pilotage and tugboat organization and/or there is no organization nearby, the Administration; Considering the technical structure and characteristics of the ship and sea vehicle, its purpose of use, the cargo and type, its maneuverability, the infrastructure of the coastal facilities and the risk situations of the facilities located in the port area, including the berthing of the pilot and/or tugboat without a tugboat, and may grant temporary exemption or request service from other port areas, with all responsibility of the ship and coastal facility authorities. However, in case of disruptions in the service to be received from other port areas due to unexpected situations such as weather conditions, tugboat failure, these ships and marine vessels may berth without a tugboat, with the permission of the port authority, for once until the unexpected situation disappears.
- 2) Considering the technical structure and characteristics of the ships, the purpose of use, the type of cargo they carry, the tonnage and number of ships arriving at the coastal facility, the infrastructure status and maneuverability of the coastal facilities, the duration of the berthing and departure maneuvers, and the maneuvering risks involved in this

PREPARED BY	VERIFIED BY	APPROVED BY
PORT OPERATIONS CHIEF	QUALITY ENGINEER	PORT OPERATIONS MANAGER



DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	37/100

coastal facility, the Administration, It is authorized to make temporary changes and arrangements in the number of tugboats and towing force given in Annex-5 and the fifth paragraph.

- 3) The Administration, for existing, newly built or coastal facilities that want to grow-expand; Increasing the number of tugboats and pulling force given in Annex-5, taking into account the type, size and technical characteristics of the ships, as well as the maneuvering areas, oceanographic and meteorological conditions, environmental factors such as interaction with neighboring facilities and traffic approach density, and the Modeling Report to be prepared if deemed necessary can do.
- 4) Except for tankers carrying LPG, LNG and flammable, explosive dangerous goods, and ships and marine vessels with an overall length of over 200 meters, ships with bow and stern thruster or system; a tugboat with a towing force in the gross tonnage range, upon arrival at the port area, upon submission of the documents related to the propellant propeller or systems by the ship's authorities and their written declaration to the port authority that they are operating at full capacity; for ships with bow thruster or bow thruster or system, it is allowed to berth and leave with one less tugboat from the number of tugboats given in Annex-5, provided that they purchase at least one tugboat, provided that the total towing power is not reduced by more than 30%.
- 5) In the event that the documents regarding the bow and stern thruster or system of the passenger ships and the declaration indicating that they are operating at full capacity are submitted in writing to the port authority, tugboats/tugboats are allocated to these ships to serve only in emergencies. The pulling force and numbers of these tugs are given below
- 6) **(Amended:OG-27/2/2013-28572)** The minimum power of the propellers of the ships that will benefit from the exemptions in the fourth paragraph is shown below. However, the additional power provided by the said rudder system is added to the total power of the thruster propellers, and the resulting value is taken as basis in ships and marine vehicles that are determined by the authorized classification society to be equipped with a rudder system that increases the effect of the thruster propellers. In addition, ships and marine vessels that will enter or exit the dock at the shipyards cannot benefit from the exemptions in the fourth paragraph.
- 7) Long distance captain, with at least two independent main engines and two propulsion systems with high maneuverability, greater than 2000 GT, with line permission granted in the cabotage and port administrative area, with bow thruster, maneuverable over the bridge, and classified by one of the classification societies authorized by the Administration. The obligation to obtain a pilot and tugboat is not applied in coastal facilities where line permits are obtained for passenger, ro-ro passenger and ro-ro cargo ships equipped with pilotage and/or tugboat exemptions.
- 8) In coastal facilities where line permits are obtained for passenger, ro-ro passenger and ro-ro cargo ships smaller than 2000 GT that operate in the coastal and port administrative area with line permission, the obligation to obtain a guide is not applied.

PREPARED BY	VERIFIED BY	APPROVED BY
PORT OPERATIONS CHIEF	QUALITY ENGINEER	PORT OPERATIONS MANAGER



DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	38/100

- 9) LNG vessels arriving to berth at the port facility are accompanied by a tugboat with a towing force of at least 30 tons, in addition to the number of tugboats specified in Annex-5, from a distance of 2 miles from the relevant facility. In the same way, the issues related to escort up to a distance of 2 miles are also valid at the departure from the port facility.
- 10) Maritime traffic and coastal safety of the route between the Aegean entrance of the Dardanelles Strait and the Marmara ports and the Black Sea entrance of the Bosphorus to the Marmara ports. They are obliged to take a pilot during the voyage in the sections deemed obligatory by the relevant port authorities. **(Additional sentence: RG-28/4/2013-28631)** Pilotage and tugboat services in the Istanbul and Çanakkale Straits; **(Amended phrase: RG-24/9/2019-30898)** Issued by the General Directorate of Coastal Safety on behalf of the Ministry of Transport and Infrastructure.
- 11) Using a tugboat with at least 30 tons of towing power for berthing and departure maneuvers for Turkish flagged ro-ro cargo ships with double main engines, whose length does not exceed 200 meters and whose bow thruster is 2000 KW or more, as a result of a maximum 10% reduction in length tugboat discount may apply.

Guidance and Towing Services:

In the pilotage and tugboat services to be provided within the scope of navigation safety, the following principles determined in the Official Gazette No. 30898 dated 24.09.2019 are complied with.

1) (Amended:RG-8/4/2017-30032) 500 GT and larger tankers and ships and marine vehicles carrying all kinds of dangerous goods, 1000 GT and larger Turkish Flag ships and marine vehicles that will approach or leave coastal facilities and fish farms , 500 GT and larger foreign flagged ships and marine vessels and 1000 GT and above foreign flagged commercial and private yachts are required to take a pilot. All foreign flagged military ships must take a pilot when entering and exiting non-military coastal facilities. Small refueling ships do not have to take a pilot, including stage cruises in port areas with pilot stage cruises.

2) (Amended: OG-27/2/2013-28572) The minimum number of tugboats that ships and marine vehicles other than passenger ships have to take, according to their gross tonnage, and the minimum towing power of these tugboats are listed in Annex-5.

3) (Amended:OG-24/9/2019-30898) In cases where the conditions specified in Annex-5 cannot be met; Ships and marine vessels are not berthed at the coastal facilities, and in case of berthing, the necessary administrative sanctions are imposed on the pilotage and tugboat operators. Administration, in service areas where pilotage and/or tugboat services are provided very little during the year and the annual service distribution is not balanced; It may make exceptional technical arrangements for the relevant coastal facility by taking into account the revenues obtained in return for the services rendered and investment costs, the technical structure and characteristics of incoming ships, interaction with neighboring facilities, the type of cargo handled at the coastal facility, and oceanographic and meteorological conditions.

PREPARED BY	VERIFIED BY	APPROVED BY
PORT OPERATIONS CHIEF	QUALITY ENGINEER	PORT OPERATIONS MANAGER



DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	39/100

4) The pilotage and tugboat services provided to the ships and marine vehicles coming to the shipbreaking area are carried out according to the following principles.

a) All ships and marine vessels approaching the shipbreaking zone from the head are obliged to take the pilot, regardless of their tonnage.

b) All ships and marine vessels that come to the ship-breaking zone with their engines running and are titillated are exempt from tugboats. However, ships and marine vehicles that are not self-propelled are subject to the conditions in the table given in Annex-5, and those under 2000 GT must also purchase at least one tugboat.

c) If needed due to the condition of the facilities, the tonnage of the ship, weather conditions or similar reasons, additional measures can be taken by the port authority in terms of tugboat purchase conditions.

5) (Addendum:RG-26/7/2014-29072) Coming to the shipyard area, not self-propelled and/or maneuverable;

a) Ships and marine vessels subject to pilotage under 2000 GT (Additional phrase: RG-24/9/2019-30898), two tugboats, each with a towing force of at least 16 tons,

b) Ships and marine vehicles between 2000-5000 GT shall receive another tugboat with a pulling force of at least 16 tons, in addition to the minimum amount of tugboat specified in ANNEX-5.

6) (Addendum:RG-24/9/2019-30898) In case of voluntary use of pilot or tugboat by civil or military ships berthing at military facilities, the public share for the service provided by the relevant pilotage/tugboat organization is deposited into the Ministry's Revolving Fund Account.

PREPARED BY	VERIFIED BY	APPROVED BY
PORT OPERATIONS CHIEF	QUALITY ENGINEER	PORT OPERATIONS MANAGER



DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	40/100

EK – 5

GROS TONAJA GÖRE GEMİ VE DENİZ ARAÇLARININ ALMASI GEREKEN RÖMORKÖR SAYISI VE RÖMORKÖRLERİN ÇEKME KUVVETLERİ

	Gemi GT Tonajı	Gemi Tipi	İstenen Römorkör Sayısı (Asgari)	İstenen Toplam Çekme Kuvveti (Asgari)	Açıklama
1	2000 – 5000	Tüm Gemiler	1	16	En az 16 ton
2	5001 – 15000	Tüm Gemiler	2	32	Her biri en az 16 ton
3	15001 – 30000	Tüm Gemiler	2	60	Her biri en az 30 ton
4	30000 – 45000	Tüm Gemiler	2	75	Her biri en az 30 ton
5	45000 üstü	Tehlikeli Madde Taşımayan Gemiler	2	90	Her biri en az 30 ton
6	45001 – 75000	LPG, Parlayıcı, Patlayıcı ve Kimyasal Tankerler	3	90	Her biri en az 30 ton
7	75 000 üstü	LPG, Parlayıcı, Patlayıcı ve Kimyasal Tankerler	3	120	Her biri en az 30 ton
8	Her Tonaj	LNG Taşıyan Gemiler	3	150	Her biri en az 30 ton

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

Dangerous loads can be affected by high temperature (in summer) and rain, strong wind (all year) events depending on the seasons. Due to its geographical location, the port facility is rarely exposed to the effects of snow and icing during the winter months.

- Loads that need to be transported with temperature control are stacked in such a way that they are not exposed to direct sun during the summer months and are protected from direct sunlight.
- In rainy weather, the operation of class 4.3 dangerous goods that are packed and not in the cargo transport unit (CTU) is not allowed under any circumstances, and they are never loaded or unloaded on the ships. If it is to be stored, it must be stored in closed places.
- In case of snow and icing, the port machinery and transfer vehicles are not allowed to operate until the slippery environment is eliminated. When the environment is safe, the vehicles operate at the safest speed.

PREPARED BY	VERIFIED BY	APPROVED BY
PORT OPERATIONS CHIEF	QUALITY ENGINEER	PORT OPERATIONS MANAGER



DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	41/100

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

All hot works to be done in the port area or on the ship are subject to permission. İdç requests all subcontractors or ship personnel who will work in the port area or on the ship, a mechanism that will provide isolation and isolation in terms of security, information boards regarding the work to be done, a limited work area, evacuation plan and work at height permits if necessary. If it is necessary to work in places where the risk of danger is high, loads containing dangerous substances are transported to a safe distance before starting the work.

Smoking is strictly prohibited in environments with dangerous loads.

7. DOCUMENTATION, CONTROL AND REGISTRATION

7.1. What are All Mandatory Documents, Information and Documents Related to Dangerous Substances, Procedures for their Supply and Control by Relevant Persons

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

1. International Maritime Solid Bulk Cargoes Code (IMSBC Code), (with corrections)
2. BLU Code ve BLU Manual

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

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

Information on dangerous goods at different times and in different locations is accessible.

➤ Information about the dangerous cargoes that will come with the ship

PREPARED BY	VERIFIED BY	APPROVED BY
PORT OPERATIONS CHIEF	QUALITY ENGINEER	PORT OPERATIONS MANAGER



DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	42/100

Before the ship arrives, the information on which dangerous goods are in total and what tonnage is obtained with the discharge manifest, within the information received from the agency. The confirmation of this information and the holds on the ship are obtained from the evacuation list and the evacuation plan. In addition to the cargoes to be discharged, the tonnage of the cargoes to remain on the ship in transit and in which warehouses they will be stored are also included in the loading plan (general stowage plan).

➤ Information on dangerous goods that are discharged and stored and/or stacked in the port area

Site planning is done for all hazardous materials before evacuation. During the evacuation operation, solid bulk cargoes are weighed and taken to the previously planned site. Information about the amount of dangerous goods in the field at any given time can be obtained by querying the port information system (oracle-based). The areas where they are located are determined within the framework of the pre-made site allocation. When the unloaded and customs clearance goods are out of the port area, the amount is deducted from the system.

7.3. Procedures for Control and Reporting of Control Results that Dangerous Goods Arriving at the Facility are Properly Defined, Correct Shipping Names of Dangerous Goods are Used, Certified, Packed, Packed, Labeled and Declared, and Are Safely Loaded and Transported to the Package, Container or Cargo Transport Unit in accordance with the Rules

The following notification rules are valid for dangerous goods entering the port facility. When the cargoes arrive at the port, controls will be made at the control points within the scope of İDÇ LIMAN operational procedures. The controls to be made regarding dangerous goods will cover all the issues written within the framework of international and national conventions and regulations. It is imperative that those concerned are aware of these rules.

➤ **Before Arriving at the Port by Road:**

Before dangerous goods enter the İDÇ Port Terminal, the shipping agent will send a loading list. If there is any dangerous cargo in this list, its characteristics will be specified. For this dangerous cargo, the operation planner will determine a suitable place for the cargo in the field and will inform the other relevant operation units to unload the cargo to the determined place.

➤ **At the Stage of Entering the Port from the Highway:**

When the driver arrives at the terminal main gate, he will stop at the Security stage and give information about the dangerous cargo. The driver will then hand over his documents to the operation officer after logging in through the terminal gate.

If it is a cargo subject to weighbridge operation, firstly after entering the port scale, the operation of unloading the cargo to the field or loading it directly onto the ship will continue.

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PORT OPERATIONS CHIEF	QUALITY ENGINEER	PORT OPERATIONS MANAGER



DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	43/100

Physical checks of packaged cargoes will be made based on the information given previously at the control point, that they are correctly plated according to IMDG rules, other IMDG signs and, if obligatory, the UN Number.

➤ **Before the Ship Arrives at the Port:**

Before the ship arrives at the port, the operation planner will determine the dangerous cargoes based on the ship's loading plan. Appropriate shipping name, hazard class, packing group and UN number will be defined for packaged or packaged dangerous goods.

In case of loads belonging to different hazard classes that will not be discharged as Supalan, a field stacking plan will be made in accordance with the segregation rules in accordance with IMDG Code Volume 1 Chapter 7. When the load is unloaded, it will be unloaded to pre-determined and appropriate areas allocated for each load to be stacked.

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

In addition to the measures taken within the scope of the general hazard class at İdç Port facilities, a Safety Data Sheet is requested from the person concerned with the dangerous cargo or dangerous goods or cargo with dangerous content coming from the sea or land to each port facility.

These safety data sheets are kept for three years.

7.5. Procedures for keeping records and statistics of dangerous goods

As stated in Article 7.2, information about dangerous goods is kept regularly and statistical information is prepared and reported as requested by the competent authorities.

7.6. Information with Quality Management System

As İdç Liman, TS EN ISO 9001:2015 Quality management systems are implemented.

8. EMERGENCIES, EMERGENCY PREPAREDNESS AND RESPONSE

8.1. Intervention Procedures for Dangerous Cargoes and Dangerous Situations Composed by Dangerous Cargoes that Create/Can Create Risk to Life, Property and/or Environment

In our facility, emergency plans are prepared and implemented for possible emergencies. In the handling operations of dangerous goods, safety and security measures in accordance with the product characteristics are planned and implemented before the operation. Emergency teams were formed in our facility and emergency response trainings were given. In addition, the trainings are periodically repeated and exercises are carried out periodically.

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PORT OPERATIONS CHIEF	QUALITY ENGINEER	PORT OPERATIONS MANAGER



DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	44/100

8.2. Information on the Opportunity, Capability and Capacity of the Coastal Facility to Respond to Emergency Situations

There are fire hydrants, fire cabinets equipped with nozzles and fire hoses, and a spare water storage tank to support firefighting in the pier and the rest of the facility on land. There are also fire alarm buttons and an announcement system to warn the occupants of the facility. 1 water dispenser is kept ready.

In case of an emergency that may occur on the ship or at the facility, an immediate warning is made by pressing the emergency alarm button. While preparing for the first response, information is conveyed to those who will be notified in case of emergency.

Fire, pollution, etc. Discharge-loading operations are stopped in a controlled manner at the pier for situations and actions are taken within the framework of the port operating instructions. Preparations are given to the ships for the emergency departure operations of the ships. Tugboats belonging to Marine Tugboat and Pilotage Inc. are kept ready.

In case of natural disasters or emergencies where the facilities of the facility may be insufficient, external services will also be utilized.

8.3. Regulations regarding the first response to the accidents involving dangerous goods (first aid procedures, first aid possibilities and capabilities, etc.)

In any accident or incident, the following rules will be observed:

- When injury is caused by any dangerous substance, first aid measures written in Section 4 of the Safety Data Sheet of the dangerous substance to which it is exposed are applied. At the same time, the toxicological effects of the substance in Chapter 11 should be considered.
- When any person is injured, first aid rules are applied according to the nature of the substance or the closest person who can provide first aid is called, but the injured person is definitely not moved if it is not necessary.
- The person who will respond to the injured must use appropriate personal protective clothing and equipment in order not to be affected by the environmental conditions. Persons with appropriate protective equipment should be removed from this environment as soon as possible if the injured person is affected by the environment (toxic gas, airless or smoky environment). If the injured has come into contact with a corrosive substance, he must get rid of the contaminated clothes as soon as possible.
- The necessary calls are made from the telephones written in Section 8.4, and expert support or an ambulance is called.

PREPARED BY	VERIFIED BY	APPROVED BY
PORT OPERATIONS CHIEF	QUALITY ENGINEER	PORT OPERATIONS MANAGER



DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	45/100

- Although it may seem insignificant, all injuries requiring first aid and non-injury accidents and incidents must be reported to the Port Authority.

8.4. Notifications to be Made Inside and Outside the Facility in Emergency Situations

In case of emergency, the following units and numbers can be reached within the facility. In addition, other Emergency Contact Points and Contact Information are given in APPENDIX-3.

IDC PORT

PORT FACILITY SECURITY OFFICER : 0532 774 08 81 (OSMAN YILDIZ)

PORT SHIFT SUPERVISOR : 0534 365 75 43

PORT SECURITY UNIT : 0 232 625 54 65 / DAH: 4121

Police : 112

Ambulance : 112

Fire Department : 112

8.5. Accident Reporting Procedures

When there is an emergency and/or an accident, the numbers in article 8.4 should be called and information should be given, the area where the emergency is located, the building, the contact number of the caller and the type of emergency should be explained to the person called. It is very important that the information to be given at this stage is accurate and understandable, and within the scope of this information, a decision will be made about what the first response will be.

8.6. Coordination, Support and Cooperation Method with Official Authorities

When there is an emergency response requirement, the Port Manager is the person who will manage the emergency and provide coordination, support and/or cooperation with the official authorities.

The Operations Manager manages the emergency response operation and the entire team under him. It carries out all the activities to be carried out in accordance with the Emergency Response Plan. It is also a point of contact for communication with relevant official institutions and authorities.

In the absence of the Operations Manager, the person who will manage the operation is the Shift Supervisors..

Institutions that can be contacted, coordinated, requested for support or just given information in case of emergency, and their contact details are as follows:

PREPARED BY	VERIFIED BY	APPROVED BY
PORT OPERATIONS CHIEF	QUALITY ENGINEER	PORT OPERATIONS MANAGER



DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	46/100

Aliaga District Governorate	: 0232 616 1001
Aliaga Chief Public Prosecutor's Office	: 0232 616 2882
Aliaga Garrison Command	: 0232 616 0996
Aliaga District Gendarme Command	: 0232 616 1982
Aliaga Coast Guard Command	: 0232 616 8137
Aliaga District Police Department	: 0232 616 2165
Aliaga Port Authority	: 0232 616 1993 / 616 1999 / 616 6774
Aliaga Marine Police Headquarters	: 0232 616 1337
Aliaga Customs Directorate	: 0232 625 5233 / 625 52 14
Municipality of Aliaga	: 0232 616 1980
Fire department	: 110
Aliaga Fire Department	: 0232 616 1045
Izmir Ambulance Service	: 112
Aliaga State Hospital	: 0232 616 2839
Aliaga District Health Directorate	: 0232 616 8989
Provincial Disaster and Emergency Directorate	: 0232 478 1701

8.7. Emergency Evacuation Plan for Removal of Ships and Marine Vehicles from the Coastal Facility in Emergency Situations

The notifications and operation plans to be made before, during and after the emergency situations that may occur for the ships and marine vehicles to leave the coastal facility and the evacuation are as follows:

Fire on board or shore cranes in operation

The first porter to see or hear of the fire (ship operation workers, crane operators, quay security personnel, CCTV personnel, technical personnel or any port employee who is on the dock due to his duty) can contact the Port Manager and overtime within working hours, at the numbers listed in article 8.4 of this document, as quickly as possible. He/she calls the Shift Supervisor outside of the working hours and makes an emergency notification.

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

- If the operation is continuing, it is stopped and the employees related to the operation are transferred to a safe place.

PREPARED BY	VERIFIED BY	APPROVED BY
PORT OPERATIONS CHIEF	QUALITY ENGINEER	PORT OPERATIONS MANAGER



DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	47/100

- If the fire is on the ship, the shore cranes on or near the ship are transported to a place away from the fire effect area and the crane booms are turned over.
- If the fire is on the shore crane and there is an operator in it, first the operator is safely lowered to the quay and the cranes near the burning crane are transported to a remote location.
- Firefighters and firefighting teams are informed about the fire extinguishing operations at the quay, gate operation personnel and customs guards are informed about the location of the fire and the entry of fire extinguishing vehicles into the port area.
- By informing the authorized pilotage and tugboat organization and the mooring operators, the tugboats are requested to come to the scene of the incident as soon as possible so that the ship can idle.
- Tugboats equipped with fire extinguishing equipment are requested to come to the scene of the incident in order to respond to the fire from the sea.

The Port Authority is called and informed that the ship will leave the port due to an emergency..

- If the ship's machinery is in working condition and can be freed from the dock by its own means, it is ensured that the quay ropes are released and leave the port as soon as possible.
- All operations are directed by the Port Authority during working hours and by the Shift Supervisor out of working hours.

The rope cutting of the ship moored to the quay due to a sudden strong wind or storm

As a port operator, meteorological conditions are constantly followed. In case of severe storm notifications, the operation staff, operators and the duty personnel of the ships moored at the pier are informed. The priority is to increase the ship's ropes under all conditions and to ensure that the ship's machinery is always ready for action in the fastest way according to the severity of the storm to come. When the wind reaches the strength to prevent the safe operation of the shore cranes, the crane's wind alarm is activated and the operation is stopped and the cranes are secured. In case the ship connected to the quay cuts the rope and starts to leave the quay before the operation is stopped or while it is still in progress, the following processes are followed:

- If the ship's loading or unloading continues and there is a load connected to the crane in the ship's hold, the crane operator is informed that the ship has left the pier as quickly as possible via the crane's intercom and/or radio.
- Gemi Based on the ship's captain's decision, a new rope can be placed on the pier and the ship can be reconnected, or the existing ropes can be loosened and the ship can be separated from the pier.

PREPARED BY	VERIFIED BY	APPROVED BY
PORT OPERATIONS CHIEF	QUALITY ENGINEER	PORT OPERATIONS MANAGER



DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	48/100

- In case the ship under operation leaves the pier due to compelling reasons before the operation is completed, both the Port Authority and the Customs Directorate are informed.

8.8. Procedures for Handling and Disposal of Damaged Dangerous Goods and Wastes Contaminated by Dangerous Goods

If the structural bodies and main parts of the packaged cargoes or packages containing dangerous goods are significantly deformed, broken, cracked, collapsed or punctured, it means that the packages are heavily damaged. It is mandatory to carry out a Risk Assessment before this type of cargo is handled. The types of damage specified for the packages and packages to be risk-assessed are as follows:

- Excessive inward/outward protrusion on the sides of the packages
- Cracked or deformed corner points
- Excessive cuts/tears
- Piercing or breaking of any side

It is highly probable that the dangerous goods in the package with this type of damage are also damaged. Damaged cargoes containing dangerous goods according to their arrival or occurrence at the port;

May arrive damaged from ships

- In the event of a damaged cargo arriving at the terminal by ships, the Coordinator/Scorecard first warns the Dock Crane Operator about the damage. At the same time, the Operations Officer and the Ship's Duty Deck Officer are informed simultaneously.
- The Operations Officer makes a risk assessment.
- If an extraordinary handling is required, heavy lifting equipment such as slings/hooks/locks/forklifts to be used are ready at the quay.
- In case of serious damage to the package or the cargo/commodity in the package, the customs officer is also informed about this issue.
- The Dock Crane Operator lifts heavily damaged loads under slings and the same is done by the operator using the equipment in the field, depending on
- the type of damage.
- **If the cargo is damaged, it is stacked in a separate area outside of the stacks.**
- **It may arrive damaged at the port gate.**
- The Operations Officer, who is responsible for the control of vehicles and loads, checks the general condition of the loads on the external truck/trailer chassis and informs the Operations Officer in case of damaged packages containing dangerous goods.

PREPARED BY	VERIFIED BY	APPROVED BY
PORT OPERATIONS CHIEF	QUALITY ENGINEER	PORT OPERATIONS MANAGER



DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	49/100

- **Risk assessment and necessary actions are made by the Operations Officer before the door entrance. If the type of damage is such that the cargo will not be allowed to be loaded on the ship or if it is anticipated that a possible damage has been done to the cargo/commodity, the damaged cargo will not be allowed to enter the port area by contacting the Ship Line/Agent through the Customer Service representative.**
- **The cargo may be damaged while being handled or stacked in the port.**
- According to IMDG Code 7.3.8, cargo transport units carrying dangerous goods should be inspected for external signs of damage, leakage, spillage before loading onto the ship. Damaged, leaking or leaking cargo transport units cannot be loaded onto the ship without repairing their damage or removing the damaged packaging inside.
- Packages or packages containing dangerous goods may be damaged by third parties in the port area, such as machine operators or external vehicle drivers, during handling or due to other external reasons.
- If any İDÇ Port personnel notices any damaged cargo, they will immediately inform the Operations Officer. Subsequently, the condition of the cargo and the nature of the damage are evaluated and a risk assessment is made..
- The Operations Officer informs the Shift Supervisor about the damage.
- The Operations Officer takes the necessary and appropriate measures to prevent further damage to the contents of the cargo and the ship line or agency is informed in order to cancel it from the loading list for export cargoes.
- The IMDG Code divides dangerous substances into different hazard classes, and each hazard class carries its own hazards and risks. In case of leakage of any dangerous substance in the detected damaged cargo, the following dangers may occur:
 - Suffocating, suffocating effect,
 - Poisoning,
 - Infection and burning effect on living tissues,
 - Corrosion and skin burns,
 - Fire in working areas,
 - The effect of increasing or spreading the fire,
 - Explosion

For this reason, the packages or packages with leakage of dangerous goods are handled safely and securely, the protective materials and equipment are complete, complete and in working condition, leak cases are reported appropriately, leaking cargoes are transported safely and securely to the leak area, and finally, It is necessary to ensure that the leak area is professionally cleaned in accordance with the rules and regulations. The methods and steps to be followed from the arrival of the leaky loads to the end of the process, including the cleaning of the leak, should be followed carefully.

PREPARED BY	VERIFIED BY	APPROVED BY
PORT OPERATIONS CHIEF	QUALITY ENGINEER	PORT OPERATIONS MANAGER



DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	50/100

The role of the Environmental Unit in the handling of the cargo with the leakage of dangerous goods

- The Environmental Officer checks the situation at the leak site.
- In case of serious leaks and spills, the Safety Data Sheet of the spilled dangerous substance must be obtained before the cargo is checked.
- According to the hazard class of the dangerous substance and the nature of the substance, the action to be taken is decided by the Environmental Officer.
 - When necessary, the fire truck is kept ready.
- When the exit process of the leaked cargo or hazardous material contaminated wastes from the door is ready, they are removed from the leakage area.
 - Records regarding leakage and shipment are kept for access when necessary.
- The area where the leak is first detected is also checked by the Environmental Officer and if environmental pollution has occurred, it must be cleaned appropriately.
- If necessary, appropriate personal protective materials are used during the operation, depending on the nature of the material.
- After the leaky cargo leaves the port, every area and leak pool where the leak is contaminated are cleaned properly by the organizations that have the appropriate certificate given by the competent authorities.

The general processes and provisions to be followed according to the IMDG Code are as follows:

- After the leak is detected, the crime scene will be surrounded first. The area where the leak occurred is surrounded by a security strip, preventing unauthorized personnel entry and informing the relevant units.
 - Risk is determined by making a risk assessment:
- The type of leaked or spilled material, the source and amount of the leak are determined. IMDG data and Safety Data Sheet about dangerous goods are provided.
 - Required Personal Protective Equipment is provided:
Appropriate personal protective equipment and materials are provided before responding to the leak.
- Leakage is limited and propagated where possible:
In order to prevent the leak from spreading further, it is first limited around it.
- If possible, it is ensured that the leakage is stopped:

In order to prevent the continuation of the leakage, the leaking packaging must first be

PREPARED BY	VERIFIED BY	APPROVED BY
PORT OPERATIONS CHIEF	QUALITY ENGINEER	PORT OPERATIONS MANAGER



DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	51/100

taken into the leakage pool or the hole must be blocked.

- Leak cleaning processes are started:

The leak is never cleaned with flammable materials such as sawdust; Dry, neutral absorbent materials such as absorbent kit, sand, sorbent pads are used.

In liquids: Absorption is done by adding absorbent substance/material on small spillages. In large spills, a border/barrier is created around it.

- In solids: The spilled material is cleaned from the environment with a shovel and broom. Care is taken not to create a dusty environment and not to scatter in the wind. It is prevented that the leaked/spill material mixes with the soil, underground and surface waters.

- Disposal of Wastes

The packages in which the dangerous goods will be placed and sent for disposal must be UN type approved. The cleaned hazardous material is collected in suitable waste bags or boxes and sent to the Temporary Waste Storage Area within the port facility. It is delivered to companies with hazardous waste transport license to be disposed of in hazardous waste disposal facilities licensed in accordance with the regulations regarding Environmental Law and Waste Disposal and taken out of the port.

8.9. Emergency Drills and Their Records

In our facility, emergency response trainings and exercises are held and recorded every year in order to be ready for possible emergencies. In this regard, action is taken and implementation is carried out in accordance with the Emergency Plan.

The drills and controls will be recorded by the İdç Port HSE Department, distributed to the relevant participants, kept for 3 years, and then the records will be destroyed.

8.10. Information on Fire Protection Systems

Emergency and fire equipment are as follows:

- Fire Hydrants
- Fire Extinguishers
- Fire Cabinets and Fire Hoses
- Fire Alarm Detectors in the Fields

Other Emergency Supplies

- Emergency Phone Lists

PREPARED BY	VERIFIED BY	APPROVED BY
PORT OPERATIONS CHIEF	QUALITY ENGINEER	PORT OPERATIONS MANAGER



DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	52/100

- Building Fire Plan
- Emergency Safety Signs

8.11. Procedures for the approval, inspection, testing, maintenance and availability of fire protection systems

Emergency and fire equipment:

Fire Hydrants: Occupational Safety Specialists will keep a list of all fire hydrants and are responsible for monthly inspections. The Technical Department is responsible for repairs and maintenance. Control records will be kept by Occupational Safety experts.

Fire Extinguishers: Occupational Safety Specialists will keep a list of all fire extinguishers and are responsible for monthly checks. A label with the last control date and the identification number of the İdç Liman employee responsible for the control will be affixed on all fire extinguishers.

Fire Cabinets and Fire Hoses: Occupational Safety Specialists will keep a list of all fire cabinets and are responsible for monthly controls. The Technical Department is responsible for repairs and maintenance. Control records will be kept by Occupational Safety Specialists.

Electric Fire Pumps: Maintenance and attitudes will be made by the Technical Department according to the maintenance schedule and all records will be made by the Technical Department.

Mobile Tanker Vehicle: The Supply Vehicles responsible is responsible for the monthly controls. The Technical Department is responsible for repairs and maintenance.

Other emergency supplies:

Emergency Phone Lists – Occupational Safety Specialists are responsible for ensuring that the relevant departments and emergency phone lists are accurate and up-to-date.

Building Fire Plan – It is the responsibility of the Occupational Safety Specialists and Port Authority that the fire plan is always up to date.

Emergency Safety Signs – Occupational Safety Specialists and operation supervisors are responsible for keeping all safety signs at the location of the unit they are attached to. Occupational Safety Specialists are responsible for determining "Escape Routes" and "Assembly Places" and hanging these documents in appropriate places.

8.12. Precautions to be Taken When Fire Protection Systems Do Not Work

When there is a need for emergency response and the fire protection systems do not work, the nearest team is informed by calling the telephone numbers written in Article 8.4.

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PORT OPERATIONS CHIEF	QUALITY ENGINEER	PORT OPERATIONS MANAGER

DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	53/100

8.13. Other Risk Control Equipment

Fighting sea fires:

1. Against sea fires that may occur in the administrative area of the port. All public and private institutions intervene in accordance with the provisions of the Regulation on Prevention, Extinguishing and Rescue Measures that can be taken. Fixed and portable fire extinguishers, first aid units and equipment are kept in full, ready and working condition in coastal facilities.
2. Extinguishing fires that may occur in coastal facilities are carried out by fire extinguishing teams equipped with the necessary tools and equipment created in accordance with the relevant legislation. Organizations engaged in tugboat operations also participate in extinguishing activities in line with the instruction of the port authority.

9. OCCUPATIONAL HEALTH AND SAFETY

9.1. Occupational Health and Safety Measures

All occupational health and safety rules are valid and strictly enforced inside the terminal. Success in this regard depends on the understanding, acceptance, and active participation and implementation of the port facility's health, safety, security and environmental protection management system.

Everyone must consider their own health and safety first, but also the health and safety of others. It should not be forgotten that others, as well as the environment, may be adversely affected by your work or mistakes. The following rules and prohibitions should be observed in order to pay attention to these and not to cause any unsafe event, accident or injury:



The use of alcoholic beverages and drugs is strictly prohibited within the port facility.



Smoking is prohibited except in specially designated "Smoking Areas". The areas listed below are non-smoking areas.

- All buildings including workshops and used by İDÇ Port
- All facilities or machinery leased by İDÇ Liman and owned by İDÇ Port
- Board of ships calling at the port

PREPARED BY	VERIFIED BY	APPROVED BY
PORT OPERATIONS CHIEF	QUALITY ENGINEER	PORT OPERATIONS MANAGER



DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	54/100

- Storage areas or areas where dock operations are carried out
- Areas where flammable liquids or substances are produced, processed, handled, used, transported or stored
- Areas where batteries are charged and UPS devices are located
- It is forbidden to use portable radio or other electronic devices, headphones or similar tools and devices within the port facility.

Below are the personal protective materials that should be used at the minimum level in the port facility:

- Reflective vest or high-visibility clothing
- Helme
- Protective Shoes

Symbolic Safety Signs

Symbolic safety signs are used to inform people around or to indicate instructions, thanks to their size, color and appropriate symbols. Images and pictures (pictograms) are used for the practical solution of the problems encountered in giving information for the purpose of health, safety and protection of the environment, and especially to overcome different language barriers. These types of signs are used for the protection of everyone:

- Do not ignore symbolic safety signs!
- If you are not a person authorized to do your duty, do not remove the symbolic safety signs!
- Do not scribble, erase, paint or falsify symbolic safety signs!

PROHIBITION SIGNS

These symbolic safety signs are round, the underside is white, the circumference is red in a ring, and there is a diagonal stripe. The pictogram is black, located in the center of the sign and below the diagonal strip. This sign means that something should not be done.

PREPARED BY	VERIFIED BY	APPROVED BY
PORT OPERATIONS CHIEF	QUALITY ENGINEER	PORT OPERATIONS MANAGER

DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	55/100

Some prohibition signs include but are not limited to the following:



WARNING SIGNS

These symbolic safety signs are triangular in shape, with a yellow underside and black around the perimeter. The pictogram is black, located in the center of the sign. This sign warns of a particular risk or danger.

Some warning signs, including but not limited to, are as follows:



PREPARED BY	VERIFIED BY	APPROVED BY
PORT OPERATIONS CHIEF	QUALITY ENGINEER	PORT OPERATIONS MANAGER

DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	56/100

SIGNS OF MANDATORY

These symbolic safety signs are round and the underside is blue. The pictogram is white, located in the center of the sign. This sign indicates what specific behavior or action is required or expected, or determines what personal protective equipment should be used to avoid hazards. This sign means that something needs to be done.



REFLEKTÖRLÜ
YELEK GİYMEK
ZORUNLUDUR



BARET TAKMAK
ZORUNLUDUR



KORUYUCU
AYAKKABI GİYMEK
ZORUNLUDUR



GÜVENLİK
ELDİVENİ TAKMAK
ZORUNLUDUR



KULAK
KORUMASI
TAKMAK
ZORUNLUDUR



GÖZ KORUMASI
TAKMAK
ZORUNLUDUR



YÜZ KORUMASI
TAKMAK
ZORUNLUDUR



İŞ ÖNLÜĞÜ
GİYMEK
ZORUNLUDUR



GAZ MASKESİ
TAKMAK
ZORUNLUDUR



TOZ MASKESİ
TAKMAK
ZORUNLUDUR



DÜŞME KEMERİ
KULLANMAK
ZORUNLUDUR



ÇALIŞAM ALINI
TEMİZ
TUTULMALIDIR



HAVALANDIRMA
KULLANMAK
ZORUNLUDUR



GÜVENLİK KAFESİ
KULLANILMADIR



KORUYUCU
SİPER
KULLANILMADIR

GENERAL INFORMATION SIGNS

These symbolic safety signs are square or rectangular and have a green subfloor. The pictogram is white, located in the center of the sign. This sign provides specific information. For example, certain facilities, centres, emergency routes and exits, first aid and rescue equipment, etc. locations are indicated by these signs.



GENEL YÖN



İLK YARDIM
EKİPMANI



KAÇIŞ YÖNLERİ



YAYA YOLLARI



BEKLEME ALANI



BAYAN
TUVALETİ



ERKEK
TUVALETİ



ACİL DURUM
DUŞLARI



ACİL DURUM GÖZ
YIKAMA
İSTASYONU



İÇME SUYU

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DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	57/100

FIRE PREVENTION AND FIRE PROTECTION

These symbolic safety signs are square or rectangular in shape, with a white base with yellow and red around the perimeter. The pictogram is red and is located in the center of the sign. This sign indicates the location of fire fighting equipment and fire centers.



YANGINLA
MÜCADELE
EKİPMANLARININ
YERİ



YANGIN
SÖNDÜRÜCÜ



YANGIN
HORTUMU



YANGIN
HİDRANTI



YANGIN
SÖNDÜRME
SİSTEMİ KAPATMA
VALFİ



YANGIN POMPASI
BAĞLANTISI



YANGIN
BATTANİYESİ



YANGIN
ALARMİ



YANGIN
TELEFONU



İTFAİYE MÜDÜRÜ

WORK PERMIT

Work permit documents should include the following topics:

- Details of the work to be done
- Precautions to be taken when the work will be done
- Situations of foreseen hazards
- Conditions of control measures to be applied

Permission should be used for work to be done on subjects not covered by standard operational procedures. A work permit is required for routine and non-standard work that poses potential risks and dangers in workshops, terminal areas, docks, on the sea or anywhere on the facility. Work permits are available for different jobs. Subjects that require work permits, including but not limited to the following jobs:

- Works to be done in limited areas
- Hot works
- Works to be done regarding dangerous substances
- Works to be done on or near the sea
- Works to be done in pressurized systems

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DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	58/100

- Excavation works throughout the terminal
- Electrical work
- Working at height

9.2. Information on Personal Protective Clothing and Procedures for Their Use

The following are the types of Personal Protective Materials to be used to protect the employees from the hazards in the work environment and the hazards caused by the activity:

Head Protective Equipment (Helmet)

The helmets used must comply with the TS 2429 EN 397 standard, there should be a marking on the helmet showing compliance with this standard..

Foot Protective Equipment (Steel Toe Shoes):

The shoes used should comply with the TS EN ISO 20345 standard, there should be markings on the shoes showing compliance with this standard. For rubber boots, TS EN ISO 20344 compliance should be sought.

Hand Protective Equipment (Gloves):

Gloves are produced from natural, synthetic or a mixture of rubber, rubber or latex (raw material of rubber), insulating and elastic material with five fingers. There should be no seams, cracks, holes, tears, mold marks, wrinkles, bubbles and patches on the glove. Right and left hands should be manufactured separately. Never touch the energized place with gloves alone (without the use of protective material).

a) The gloves used must comply with the minimum standard EN 420 (General Work Gloves).

b) The gloves that the personnel should use to protect their hands from burrs, cuts, scrapes and object stings during work should be nitrile coated, in accordance with EN 388 (Mechanical Work Gloves) standard.

Light Work: Light metal work, loading and unloading, packing, maintenance work

Medium Weight: Light metal work, loading and unloading, assembly, garbage collection, water and electrical installation works, general maintenance works.

Heavy duty: Heavy metal work

c) Gloves to be used when working with chemical materials such as acids, bases, paint works, mineral oils must comply with the EN 374 (Chemical Material) standard.

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DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	59/100

d) Gloves to be used while performing electrical work must comply with the EN 60903 standard.

e) The glove to be used when cutting or welding metal with gas should comply with the TS 7935 EN 407 (Heat and Welding Gloves) standard.

The standards of hand protective equipment to be used for intervention with dangerous substances are as follows:

EN 388: Mechanical risk EN 374: Chemical risk

EN 407: Risk of hot environment EN 511: Risk of cold environment

Eye Protective Equipment (Work Glasses):

The work glasses used should comply with the TS 5560 EN 166 standard, there should be a marking on the glasses showing compliance with this standard..

When working with chemical materials, working with dusty substances, painting works and working with compressed air spray systems, fully closed work glasses called 'goggle' should be used to protect the eyes..

While welding operations; For oxygen supply, full-closed goggles with green lenses no. 5 should be used; The standards of eye protection equipment to be used for intervention with dangerous substances are as follows:

EN 166: Technical performance standard

EN 167: Methods for optical tests

EN 168: Methods for tests other than optical tests

EN 169: Source filters

EN 170: Ultraviolet filters

EN 172: Luminance filters for industrial use

EN 175: Face protection equipment in welding operations

Face protective equipment (Face Protector):

Face shields are used to protect the face from arcing arcs or splashing foreign objects. When using face protective equipment, compliance with the EN 166 standard should be sought. Face protectors are attached to the helmet and used with the helmet.

Face protectors can be used to protect the rest of the face, in addition to work glasses, depending on the danger posed by the job.

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DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	60/100

Ear protection equipment (Earplugs, Headphones):

It is a safety material used to prevent harmful sounds and noises over 80 dB from damaging the ear.

Continuous noises in working environments cause loss of hearing over time. For this reason, noise sources in the working environment should be isolated as much as possible, and where isolation is not possible, earplugs in accordance with EN 352-2 standard or headphones in accordance with EN 352-1 standards should be used.

Respiratory protection (Dust-Gas Masks):

Two types of respiratory protective equipment are available.

- a) Filtered type protective masks: allow the particles in the environment to be filtered and breathed. Such masks must comply with the EN 149 (maintenance free) standard. According to the type of particles in the environment, FFP1, FFP2 and FFP3 type filters or the appropriate filter for that gas should be selected according to the type of gas exposed.
- b) half face mask; While the paint job is being done, it cleans the air by closing the mouth, nose and chin. The filters are cartridge type and are changed when they become unfiltered. Selection of filters, the appropriate filter is selected for which type of gas or dust protection is desired. It should have an adjustable and elastic band for a good fit on the face.

The standards of respirators to be used to intervene with dangerous substances are as follows:

- EN 136: Standard for full face respirators.
- EN 137: Standard for breathing tube and backrests.
- EN 139: Standard for fresh air supplied masks.
- EN 140: Standard for half face gas masks.
- EN 141: Standard for gas-vapor filters.
- EN 149: Standard for maintenance-free masks.
- EN 270: Standard for fresh air supplied nozzles.
- EN 403: Standard for escape masks.
- EN 405: Standard for maintenance-free gas-vapor masks.

The selection table to be used in the gas and vapor filters required to intervene in the fumes that will occur as a result of dangerous substances is below:

- A: Filter to be used for organic gases and vapors (Boiling point higher than 65 degrees)
- B: Filter to be used for inorganic gases and vapors
- E: Filter to be used for acid gases

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DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	61/100

K: Filter to be used for ammonia and derivatives

Body protector (Work clothes, Overalls):

Work clothes are used to protect the whole body from light cutting, piercing and burning substances. Where external hazards are minimal, linen work clothes can be used. Work clothes worn in areas with heavy traffic in the port must be equipped with reflective tapes in order to be highly visible.

The standards of body protective equipment, which will be used for the intervention of dangerous substances and in general, are as follows:

EN 343: Raincoat standard

EN 341: General standard of work clothes

EN 467: Apron standard against liquid chemicals

EN 465: Dress standard against chemicals

EN 471: Reflet dress standard

EN 469 and EN351: Heat and flame protective clothing standard

EN 412: Cut-proof apron standard

EN 464: Liquid-gas chemical protective suits standard

EN 1073-1: dress standard against radioactive pollution

Welding mask:

It is a safety material that protects the face and eyes of the working personnel from harmful rays, sparks and splashing burrs that are released during welding. The part that carries the fixed and transparent glass of the mask is made of heat-resistant light material. The mask can be optionally (optionally) hand-held, helmet-mounted or used with an adjustable headband. The transparent glass mounted on the fixed part should give a natural and clear image, the movable frame with the colored glass can be opened and closed easily, and the green transparent glasses can be easily changed.

9.3. Closed Space Entry Permit Measures and Procedures

The area determined as closed area work in İDÇ Port Coastal Facility is only considered as the inside of the ship's warehouse.

It is not possible to work on ships arriving at the port requiring customs control. Communication is made with the ship personnel regarding the flag control showing that the customs control has been carried out and the information and precautions regarding the work being carried out based on the approval of the ship personnel.

İDÇ Port fills in the Ship Shore Safety Checklist with the ship's personnel and provides a confirmation notification about the work by e-mail or phone. In closed area works, it is ensured that each team works with a multi-collar gas detector. With the approval of the

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DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	62/100

ship's captain and the ship's supervisor, the relevant work is carried out within the scope of the work instruction created by the contractor company.

It is not allowed to work on the ship without the approval of the ship's captain or ship's supervisor.

10. OTHER MATTERS

10.1. Validity of Dangerous Goods Conformity Certificate

It is obligatory for coastal facilities handling dangerous goods to obtain TYUB and keep it in a valid condition.

The validity period of TYUB is three years. At the end of this period, the certificate is renewed for a fee by re-inspection.

İDÇ Port will act in accordance with the conditions of this Dangerous Cargo Conformity Certificate during its activities. Likewise, the actions of port facility users and cargo operators in accordance with the conditions will be expected and requested.

10.2. Duties Defined for Dangerous Goods Safety Advisor

- Monitors compliance with the requirements for the handling of dangerous cargoes and provides recommendations to the shore facility,
- TMGDs authorized within the scope of the IMDG Code prepare a quarterly report regarding the responsibilities of the coastal facilities they serve or serve as determined in this Regulation and notify this report to the Administration,
- Prepares 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),
- It ensures that the dangerous goods arriving at the facility are properly identified, the correct shipping names of the dangerous goods are used, certified, packaged/packaged, labeled and declared, and that they are safely loaded and transported into the approved and legal packaging, container or cargo transport unit,
- Ensures whether the shore facility employees have received appropriate training, including the changes in the legislation, and whether these training records are kept,
- Checks 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,
- It examines the appropriateness of the reports prepared on serious accidents, incidents, or serious violations that occur during the transportation, loading or unloading of dangerous goods and ensures that the necessary report is forwarded to the relevant authorities,
- It enables the determination of the necessary measures against the reoccurrence of accidents, incidents, or serious violations,
- Analyzes to what extent the rules regarding the selection of subcontractors or 3rd parties and the transportation of dangerous goods are taken into account,

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DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	63/100

- Determines whether employees in the transportation, handling, storage and loading/unloading of dangerous goods have detailed information about operational procedures and instructions.

10.3. Issues for those carrying dangerous goods that will arrive/leave the coastal facility by road (documents required by road vehicles carrying dangerous goods at the entrance/exit of the port or coastal facility area, equipment and equipment that these vehicles must have, speed limits in the port area, etc.)

(1) Below are the documents to be issued by the relevant parties during the transport of dangerous goods.;

1. Dangerous Cargo Declaration
2. Dangerous Goods Transport Waybill
3. Multi-Mode Dangerous Cargo Form
4. Dangerous Cargo Manifest
5. Packaging and Container/Vehicle Loading Certificate
6. Safety Data Sheet
7. Transport documents showing exemption for carriage within the scope of ADR/RID/IMDG Code 3.4 and 3.5
8. Transport document showing exemption for carriage within the scope of ADR 1.1.3.6
9. In transports covered by ADR
 - a. Suitable for transport and valid SRC 5 certificate
 - b. ADR written instruction
 - c. Suitable for transportation and valid Vehicle Conformity Certificate
 - d. Transport document
10. CSC Certificate in container transports
11. In case of using heat-treated wood in the cargo transport unit (CTU) and loading safety or transportation, a certificate showing that the tree is suitable
12. Loading safety certificate showing that the loads in the container or vehicle are properly secured within the scope of the IMDG Code (except for loose, non-movable pieced loads)

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DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	64/100

and solid/liquid bulk cargoes)

13. As a result of the risk assessment of the cargo transport units arriving at the port facility and those containing harmful gas or fumigated in the cargo transport units leaving the port facility, or, if gas measurement has been made, a certificate of conformity for transportation,

(2) Dangerous goods arriving at and leaving port facilities cannot be transported without the mandatory documents regarding the transportation listed above. Loads that are not properly secured within the scope of the IMDG Code are also treated as dangerous goods.

The speed limits in the port area are as stated in Article 1.2. However, vehicles carrying Dangerous Goods are covered by the Road Traffic Regulation;

in residential areas	: 30km/h
On Double and Double Lane Roads	: 50 km/h
On Ring Roads	: 60 km/h There is a speed limit.

The dangers, threats and attacks from land and sea and the precautions to be taken are included in the ISPS plans of the port.

10.4. Issues for those carrying dangerous goods that will arrive/leave the coastal facility by sea (day/night signs to be displayed by ships and sea vehicles carrying dangerous goods at the port or coastal facility, cold and hot working procedures on ships, etc.)

If a ship will participate or participate in an operation related to the transportation or handling of dangerous goods in the port area, a special type of signal that can appear day and night will be used. Dangerous goods also include the following loads:

- Bulk liquid cargoes in closed containers with a flash point below 60°C;
- Flammable and/or toxic bulk gases;
- explosives (outside the scope of section 1.4S), liquid desensitized explosives assigned to class 3, and solid desensitized explosives assigned to class 4.1, in accordance with the rating specified by the regulatory agency.

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

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DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	65/100

Daytime: "B" pennant and



(Bravo: I'm loading, unloading or transporting dangerous cargo)

- At night, strobe-free red light visible from 360°

Cold and Hot Working on Ships Carrying Dangerous Goods in the Port:

Ships and marine vehicles that will carry out degassing operations for maintenance or repair with hot and cold processes shall comply with the provisions of the Regulation on Degassing in the Construction, Modification, Maintenance, Repair and Dismantling of Ships and Marine Vehicles published in the Official Gazette dated 21.12.2004 and numbered 25677.

10.5. Additional Considerations to be Added by the Shore Facility Forbidden Activities

- 1) In the approach channels of the coastal facilities, at the mouths of the moles, at the berthing and mooring areas and at the anchorage areas; Fishing, sailing, rowing or other water sports activities and swimming are prohibited.
- 2) Boats for sports, leisure and entertainment purposes must navigate at a speed that will not interfere with the activities of other ships and marine vehicles in the port area, within the area limited by the breakwaters and in the bays. The Port Authority determines the appropriate speed limit when and where it deems necessary.
- 3) Ships and marine vehicles arriving or leaving the buoy to be moored and ships and marine vehicles other than those used in coastal facility services cannot pass between buoys and buoy lines.
- 4) Ships and marine vessels other than those used in the service of fisheries facilities and fish cages cannot approach more than two hundred meters to fisheries facilities and fish cages.
- 5) Ships and marine vessels cannot be moored or berthed to places that do not have a coastal facility operation permit and to places that are not operated or owned by any institution/organization. However, the Administration may make temporary arrangements for the facilities it deems appropriate in case of emergency.
- 6) Ships and marine vehicles that have excessive trim or dangerous inclination, and that have the risk of environmental pollution due to any damage, cannot approach or

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DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	66/100

leave the coastal facilities without the permission of the port authority.

Other Matters Subject to the Permission of the Port Authority

- 1) Before the construction of coastal structures and aquaculture production areas to be carried out after obtaining the necessary permits and approvals from the relevant institutions/organizations, the relevant persons shall obtain permission from the port authority to start operations.
- 2) It is obligatory to obtain permission from the port authority before buoying, diving, seabed and underwater studies, seabed dredging and similar activities. Ships and marine vehicles used in such activities show the daytime signs and sound signals with a light in accordance with the legislation.
- 3) It is obligatory to request permission to the port authority at least 15 days before for races that will start from one port administrative area and end at another port administrative area, and at least 7 days before for other competitions and activities.
- 4) Races and similar activities or organizations cannot be held in the port administrative area unless permission is obtained from the port authority.
- 5) Water sports to be held in the administrative area of the port are carried out within the scope of the Regulation on Sportive Activities for Tourism Purposes and other relevant legislation published in the Official Gazette dated 23/2/2011 and numbered 27855. The powers of the port authority to ensure the safety and security of life, property, navigation and environment related to water sports for tourism purposes are reserved. The port authority is authorized to make all kinds of restrictions in these activities and to stop these activities, taking into account the safety and security of life, property, navigation and the environment.
- 6) Unless the permission of the port authority is obtained, other ships and marine vehicles cannot aboard the ships and marine vehicles located at anchor or in coastal facilities. The abode of agency and supply engines, public vessels, refueling vessels, water tankers and coastal facility service vessels is outside the scope of this paragraph, and these types of vessels carry out their services in coordination with the coastal facilities operators, with the knowledge of the port manager.
- 7) The ship's captain or agent who will supply fuel, oil and water notifies the relevant port authority before the supply operation.
- 8) Fishing boats and yachts; in coastal facilities, they can be aboard each other's sides, they cannot tie in double rows.

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DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	67/100

9) Ships and marine vessels in the port areas, unless permission is obtained from the port authority; repair, blasting and painting, welding and other hot work cannot be carried out to sea lifeboat and/or boat lowering or other maintenance work. If the ships and marine vehicles that will carry out these works are in the coastal facility, they must coordinate with the coastal facility management.

10) Coastal facilities located in the administrative area of the port make a notification to the Naval Forces Command Navigational Hydrography and Oceanography Department for their geographical locations to be recorded on the relevant sea maps.

11) Ships and marine vessels cannot change their anchorage areas without permission from the port authority. However, those who cannot stay where they are due to adverse weather and sea conditions can leave their places and anchor at safer anchorage areas. Those concerned shall notify the port authority as soon as possible. The regulation regarding the implementation of this paragraph is made by the relevant port authority in places where there is a ship traffic services center.

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

13) Ships and marine vehicles cannot approach the bow of the ships and marine vehicles approaching from the stern.

14) The floating equipment to be used in the beach areas within the port borders, in coastal hotels, motels, holiday villages, in front of the sites, in the sea areas up to 200 meters from the shore, to determine the boundaries of the swimming area, will be determined by the relevant authorities between 1 April and 15 November every year. It is fully prepared and preserved. Ships and marine vehicles cannot enter the designated swimming areas. The port authority is authorized to make changes in the swimming area boundaries based on the safety and security of navigation, life, property and environment.

15) Limbo activities in the administrative area of the port are subject to the permission of the port authority.

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

17) Vault mooring and mooring needs and related arrangements at each port are

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DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	68/100

made by the port authority, operating procedures and principles are determined by the Administration.

18) Providing pilotage services to ships and marine vehicles that do not have permission to berth at the coastal facilities, and to ships and marine vehicles that do not have a port exit certificate or an anchoring order is subject to the permission of the port master.

19) Excursion boats making daily excursions; Issues regarding the determination of mooring, sheltering and navigation routes are determined by the port authority, taking into account waste reception and other services, and approved by the Administration. The port master may impose restrictions on the capacity, entry-exit and usage in case the capacity of mooring and sheltering places is exceeded. Excursion boats making daily excursions; Issues regarding the determination of mooring, sheltering and navigation routes are determined by the port authority, taking into account waste reception and other services, and approved by the Administration. The port master may impose restrictions on the capacity, entry-exit and usage in case the capacity of mooring and sheltering places is exceeded.

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DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	70/100

ANNEX – 2 GENERAL VIEW PHOTOS OF THE COASTAL FACILITY



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DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	71/100



PREPARED BY	VERIFIED BY	APPROVED BY
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DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	72/100



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DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	73/100

ANNEX – 3 EMERGENCY CONTACT DETAILS AND CONTACT INFORMATION

CONTACT DETAILS

CONTACT NUMBERS

DISTRICT OF GOVERNORSHIP OF ALİAĞA	: 0232 616 10 01
THE PORT AUTHORITY OF ALİAĞA	: 0232 616 19 93 / 99
CUSTOMS OFFICE OF ALİAĞA	: 0232 625 52 14 / 625 52 33
COAST GUARD COMMAND OF ALİAĞA	: 0232 616 81 37
ALİAĞA POLICE DEPARTMENT	: 0232 616 21 65
ALİAĞA MARITIME POLICE DEPARTMENT	: 0232 616 13 37
DISTRICT GENDARMERIE COMMAND OF ALİAĞA	: 0232 616 19 82
CHIEF PUBLIC PROSECUTOR'S OFFICE OF ALİAĞA	: 0232 616 28 82
THE MAYORSHIP OF ALİAĞA	: 0232 616 19 80
DISTRICT HEALTH DIRECTORATE OF ALİAĞA	: 0232 616 89 89
PROVINCIAL DISASTER AND EMERGENCY DIRECTORATE	: 0232 478 17 01
ALİAĞA STATE HOSPITAL	: 0232 616 28 39
EMERGENCY AMBULANCE	: 112
FIRE DEPARTMENT OF ALİAĞA	: 0232 616 10 45
EMERGENCY FIRE	: 112
NATIONAL POISONS INFORMATION CENTER (UZEM)	: 114

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DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	74/100

ANNEX – 4 GENERAL SITUATION PLAN OF AREAS HANDLING DANGEROUS LOADS

The coastal facility is specified in the general site plan.

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DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	75/100

ANNEX – 5 FIRE PLAN OF AREAS HANDLING DANGEROUS LOADS

The Coastal Facility is specified in the general fire plan.

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DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	77/100

ANNEX – 7 EMERGENCY PLAN

İDÇ Port Shore Facility has an “LMN.İSG.PL.001 - EMERGENCY PLAN” within the scope of the relevant directive.

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DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	78/100

ANNEX – 8 EMERGENCY MEETING PLACES PLAN

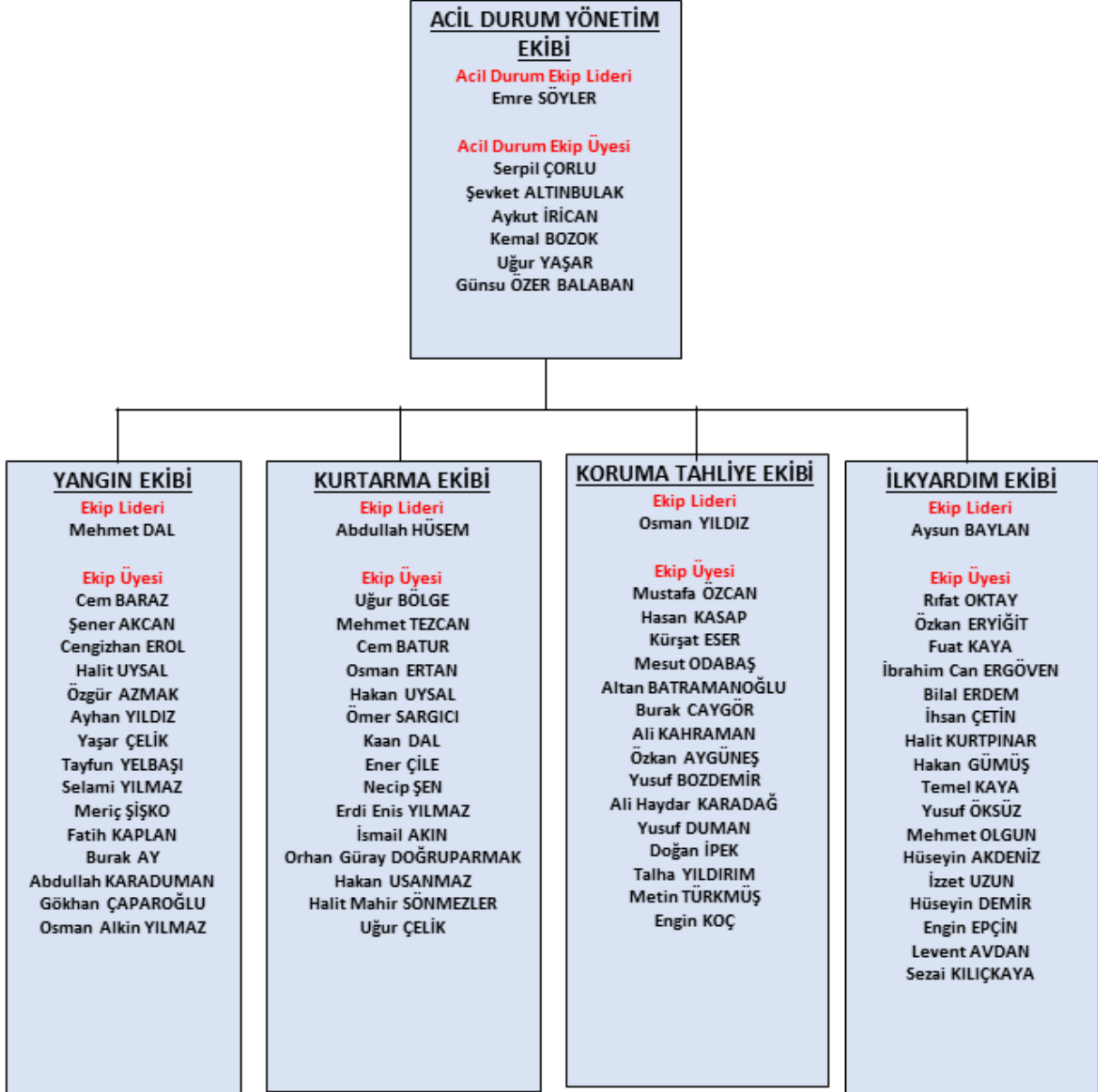
As in the LMN.İSG.PL.001 - Emergency Plan.

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DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	79/100

ANNEX-9 EMERGENCY MANAGEMENT CHART



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DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	80/100

ANNEX-10 DANGEROUS LOADS MANUAL

İDÇ Liman, which carries out dangerous cargo loading/unloading, handling and temporary storage activities, in order to contribute to the safe fulfillment of these activities; Within the scope of the IMSBC Code and IMDG Code, a Dangerous Goods Handbook has been prepared and presented to the use of those concerned, in pocket sizes, containing the classes of dangerous goods, packages, labels, signs and packaging groups of dangerous goods, separation tables on the ship and in the port according to the classes of dangerous goods, and similar topics.

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DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	81/100

ANNEX-11 LEAKAGE AREAS AND EQUIPMENT, INPUT/EXIT DRAWINGS FOR CTU AND ITS PACKS

Container handling operations are not carried out in our Coastal Facility.

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DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	82/100

ANNEX-12 INVENTORY OF PORT SERVICE SHIPS

There are no service ships registered in the port inventory.

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DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	83/100

ANNEX-13 MARINE COORDINATES OF THE PORT MINISTRY ADMINISTRATIVE BOUNDARIES, ANCHORING PLACES AND GUIDE CAPTAIN LANDING/EMBARKATION POINTS



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DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	84/100



(2) ve (3) No'lu Demir Alanı
(2) Tehlikeli Madde Taşımayan Gemiler, (3) Tehlikeli Madde Taşıyan Gemiler

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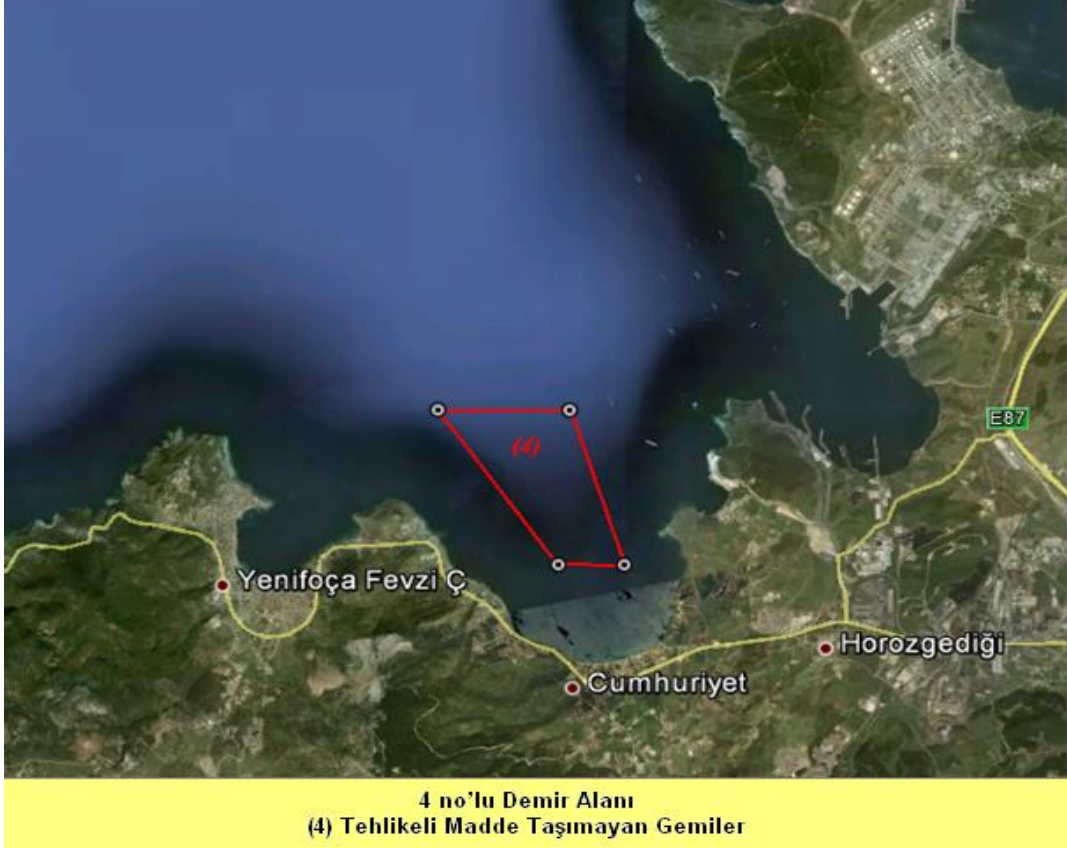
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DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	85/100



PREPARED BY	VERIFIED BY	APPROVED BY
PORT OPERATIONS CHIEF	QUALITY ENGINEER	PORT OPERATIONS MANAGER

DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	86/100

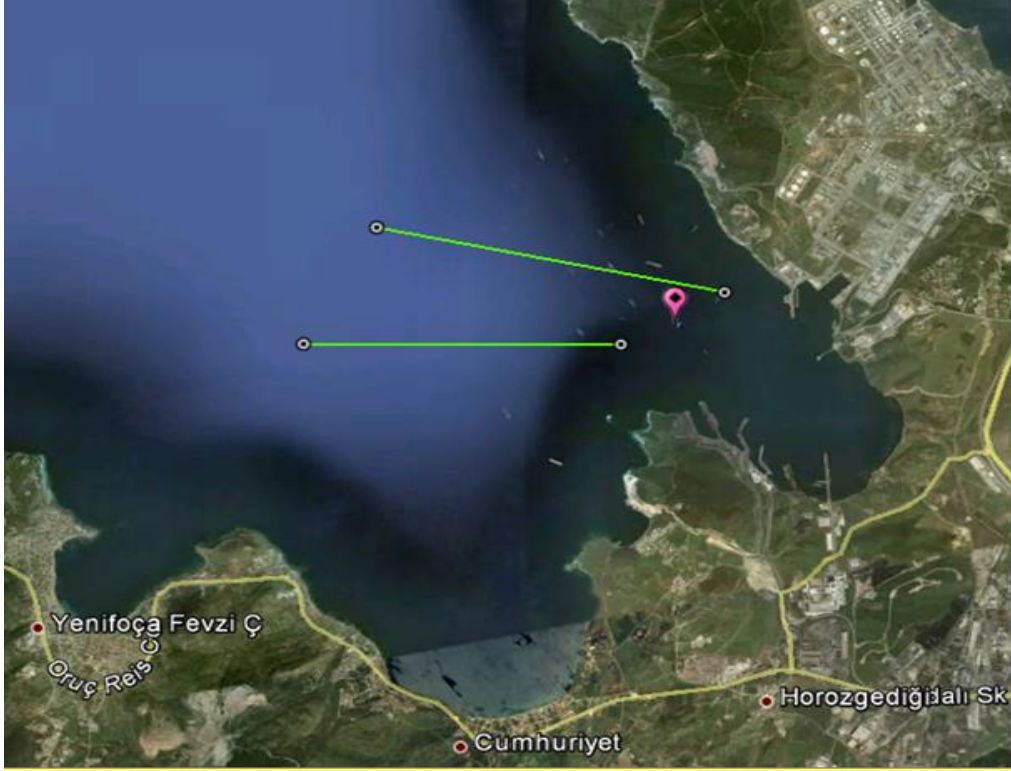


5 ve 6 no'lu Demir Alanı
5 Tehlikeli Madde Taşımayan Gemiler, 6 Tehlikeli Madde Taşıyan Gemiler

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DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	87/100



Nemrut Körfezi Trafik Ayrım Düzeni

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DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	88/100



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PORT OPERATIONS
MANAGER



DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	89/100

ANNEX-14 EMERGENCY RESPONSE EQUIPMENT AGAINST MARINE POLLUTION

İDÇ Port Coastal facility receives services from Uzmar Uzmanlar Denizcilik Ticaret ve Sanayi Limited Şirketi against marine pollution. Against marine pollution, emergency response equipment of Expert Experts Maritime is used.

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DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	90/100

ANNEX-15 PERSONAL PROTECTIVE EQUIPMENT USAGE MAP

 KKD'nin Gerekli Olduğu Alanlar	 Baret	 İs Elbisesi	 İş Avakkabısı	 İş Eldiveni	 Koruyucu Gözlük	 Toz Maskesi
İskeleler ve Rıhtımlar	✓	✓	✓	Gerekli Durumlarda	Gerekli Durumlarda	Gerekli Durumlarda
Açık Depolama Alanları	✓	✓	✓	Gerekli Durumlarda	Gerekli Durumlarda	Gerekli Durumlarda
Kapalı Depolama Alanları	✓	✓	✓	Gerekli Durumlarda	Gerekli Durumlarda	Gerekli Durumlarda
Liman Sahası	✓	✓	✓	Gerekli Durumlarda	Gerekli Durumlarda	Gerekli Durumlarda
Kantarlar	✗	✓	✓	Gerekli Durumlarda	Gerekli Durumlarda	Gerekli Durumlarda
İdari Bina	✗	✗	✗	✗	✗	✗
Ofis İçi, Soyunma Odaları, Yemekhane ve Araç Parkları	✗	✗	✗	✗	✗	✗

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DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	91/100

ANNEX-16 DANGEROUS LOAD INCIDENTS NOTIFICATION FORM

DANGEROUS LOAD INCIDENTS NOTIFICATION FORM

Port Facility Name	
Facility Officer	
1. The Nature of the Event and the Time of Occurrence	
2. Event Location/Exact Location	
3. Information on Type, Amount and Condition of Affected Cargoes	
4. Specific Existing Hazards/Marine Pollutants	
5. Details of Signs and Labels of Dangerous Goods	
6. If a cargo classified by IMDG Code, Proper Shipping Name, Class (part and compatibility group of products for Class 1 when allocated), UN number and Packing Group	
7. Dangerous Goods Manufacturer's Name	
8. Ratio of Damage/Pollution	
9. Sequence of Events Causing the Event	
10. Number and Types of Injury/Death	
11. Emergency Response	
12. Other Conditions to be Specified	
13. Desires and Needs	
14. Informer (relevant person) Position/Name and Surname/Signature Contact Numbers	

Note: In order to respond quickly and effectively, treat the injured personnel and reduce the damage, it is extremely important to give a short and accurate description of the incident to the emergency response units and the Port Authority as soon as possible. If available, this description should include the above details.

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DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	92/100

ANNEX-17 CONTROL RESULTS NOTIFICATION FORM FOR DANGEROUS LOAD TRANSPORT UNITS (CTUS)

There is no requirement to use this form within the scope of the cargo handled in our facility.

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DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	93/100

ANNEX-18 DANGEROUS LOADS TO BE HANDLED AT OUR COASTAL FACILITY

IRON METAL Scraps (IMSBC CODE) GROUP B – UN 2793

- These materials are prone to self-heating and self-ignition, especially when in a thin layer.
- Excessive amounts of cast iron or organic materials may promote heating. Self-heating or insufficient ventilation can cause dangerous oxygen depletion in cargo.
- It should be stacked separately from foodstuffs.
- This cargo will be kept as dry as possible. This cargo is not handled during precipitation.
- During the transportation of this load, all the covers that are not working in the warehouses where this load is loaded or will be loaded should be closed.
- Protective clothing, gloves and helmet should be used within the scope of Personal Protective Equipment.
- The bilge of each cargo compartment in which cargo is loaded should be kept as dry as possible.
- Cargo spaces carrying this load will not be ventilated during the voyage.
- Only trained personnel will be allowed to enter cargo compartments containing this cargo.

COAL (IMSBC CODE) Groups B and A

- Coal (bituminous and anthracite) is a natural, solid, flammable material consisting of amorphous carbon and hydrocarbons.
- Coals can release methane, a flammable gas. Methane/air mixtures containing 5% to 16% methane are explosive, sparks or open flames such as electrical or frictional sparks, striking a match or lighting a cigarette may be sufficient to cause an explosion. Methane is lighter than air and therefore accumulates

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DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	94/100

at high points in cargo volumes or other confined spaces. If cargo volumes are not tightly sealed, methane may leak into confined spaces adjacent to the cargo volume.

- Coals can oxidize, causing depletion of oxygen in the payload and increased concentrations of carbon dioxide or carbon monoxide. Carbon monoxide is an odorless gas slightly lighter than air, its mixtures with air in the range of 12-75% by volume are flammable. Toxic if inhaled, it binds to hemoglobin in the blood 200 times more than oxygen.
- Some coals can self-heat in the load volume and self-heating may cause self-combustion. Various flammable and toxic gases, including carbon monoxide, may be produced
- Some coals may react with water to release acids that can cause corrosion. Various flammable and toxic gases, including hydrogen, may be produced. Hydrogen is an odorless gas, lighter than air, and mixtures of 4% to 75% by volume are flammable.
- Within the scope of danger, Coal can create flammable atmospheres, self-heat, cause oxygen depletion, metal structures can cause corrosion. Liquefaction may occur in coal loads if particles smaller than 5 mm are present in 75% or more.
- Within the scope of stowage and separation conditions, the following issues should be agreed with the ship's captain;
- Unless otherwise expressly stated, the walls of the cargo volumes where this load is carried will be resistant to fire and liquid leaks.
- This cargo is in Classes 1 (section 1.4), 2, 3, 4 and 5 and will be "segregated" from packaged goods and solid bulk materials of Classes 4 and 5.1.
- The products included in Class 5.1 will not be allowed to be loaded in packages above or below this load in solid bulk condition.
- The captain will ensure that this load is not loaded adjacent to hot areas.

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DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	95/100

- This cargo will be "separated in the longitudinal direction by a complete bulkhead or hold" from Class 1 products other than Division 1.4.

Devices used for the measurement of methane, oxygen and carbon monoxide within the scope of personal protective equipment. Closed safety glasses for eyes. A garment for protection against non-toxic substances or general industrial pollution, such as work gloves, boots or cuffed shoes. A dust filter mask should be used against dust.

FIRST AID MEASURES

Ingestion

- This material does not require special intervention as it is unlikely to be dangerous if swallowed.
- However, if irritation or discomfort occurs, seek medical attention.

Respiration

- If symptoms occur, remove source of contamination or move personnel to fresh air.
- Seek medical advice.

Skin

- No health effects expected.
- If irritation occurs, rinse with warm, gently running water for 5 minutes.
- If irritation persists, seek medical attention.

Eye

- Wash the face quickly and gently.
- Flush your eyes with plenty of clean water for at least 5 minutes with your eyes open. Get medical advice.

Personal Protective Equipment

- Helmet
- Dust glasses, Dust mask
- Work clothes, safety boots,
- Work gloves should be worn.

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DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	96/100

**BULUNDURULMASI
GEREKLİ ÖZEL ACİL
DURUM EKİPMANI**
Yok

**ACİL DURUM
PROSEDÜRLERİ**
Yok
**YANGIN DURUMUNDA
ALINACAK ACİL DURUM
ÖNLEMLERİ**

Yangını havasız bırakın.
Havasız bırakma yangını
kontrol altına almaya yetebilir.
Su kullanmayın. Uzman
görüşü alın, en yakın ve uygun
limana yönelme seçeneğini göz
önünde bulundurun.
TIBBİ İLK YARDIM
Bakınız, tadil edilmiş güncel
halıyla Tıbbi İlk Yardım
Kılavuzu (MFAQ)



SULFUR (IMSB CODE) GROUP B - UN 1350

- Within the scope of danger, it carries the risk of flammability and dust explosion, especially during loading and unloading and after unloading/cleaning.
- It will be stacked separately from food materials.
- Appropriate precautions will be taken to minimize impact, abrasion and crushing to prevent dust formation during handling.
- Where necessary, only natural or mechanical surface ventilation will be provided.
- Cargo areas and other structures that may have come into contact with this cargo should not be swept. After this cargo has been unloaded, cargo areas and other structures will be flushed with fresh water as needed to remove all residues of this cargo.
- This cargo will not be loaded during rain.
- Foam, dry chemical and water mist should be used within the scope of fire fighting.
- Persons involved in cargo handling will wear protective clothing, goggles and a dust filter.

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DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	97/100

FIRST AID MEASURES

General warnings

• The possibility of hydrogen sulfide being present at the scene should be taken into consideration, and emergency personnel should not be dispatched to the area without taking the necessary precautions.

• Additionally, when treating a person exposed to the product, precautions should be taken against the possibility of releasing hydrogen sulfide that has penetrated into their clothes.

Inhalation

• The affected person should be taken out to fresh air and kept in a comfortable position to breathe easily.

• If necessary, artificial respiration and heart massage should be applied, if possible, the patient should be given oxygen and taken to the doctor as soon as possible.

Skin

• If the product contacted is hot, nothing should be removed from the affected area, including the person's clothes, the affected area should be washed with water for at least 15 minutes and the patient should receive medical attention as soon as possible.

• If the product contacted is cold, the person's clothes should be removed as soon as possible and the skin should be washed thoroughly with plenty of water and soap.

• If complaints such as skin irritation, redness, blisters persist, medical help should be sought.

Eye

• If the product contacted is hot, nothing should be removed from the affected area, the affected area should be washed with plenty of water and the patient should receive medical attention as soon as possible.

• If the product contacted is cold, the eyes of the affected person should be washed with plenty of water with the eyelids open, and if possible, the contact lenses should be removed. If eye irritation persists, seek medical attention.

Ingestion

• The mouth should be rinsed with water, the exposed person should not be forced to vomit, and the head should be turned to the side or downwards in case of spontaneous vomiting.

• If any complaints are heard, medical help should be sought.

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DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	98/100

**BULUNDURULMASI
GEREKLİ ÖZEL ACİL
DURUM EKİPMANI**
Yok

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Yok

**YANGIN DURUMUNDA
ALINILACAK ACİL DURUM
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Yangını havasız bırakın.
Havasız bırakma yangını
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Su kullanmayın. Uzman
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önünde bulundurun.

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Kılavuzu (MFAG)



FERROSILICONE (IMSBC CODE) GROUP B - UN 1408

- On contact with moisture or water, it can release hydrogen, a flammable gas that can form explosive mixtures with air and produce the highly toxic gases phosphine and arsine under similar conditions.
- This cargo is not flammable or has a low risk of fire.
- Must be kept "separate" from foodstuffs and all class 8 liquids.
- Care should be taken to ensure that the load is clean and dry in relation to its hazards.
- This cargo will be kept as dry as possible before loading, during loading and during travel. This cargo will not be loaded during rain. During the loading of this cargo, all inoperative covers of the cargo compartments where this cargo is loaded or will be loaded shall be closed.
- When the stacking factor of this cargo is less than or equal to 0.56 m³/t, the tank may be subjected to overstress unless the cargo is spread evenly across the top of the tank to equalize the weight distribution. Care shall be taken not to overstress the tank top during the journey and during loading with a cargo stack.
- The manufacturer or shipper shall issue a certificate to the master stating that after manufacture the cargo has been stored covered but has been exposed to dry air at least three days before dispatch.
- Continuous mechanical ventilation will be provided throughout the voyage for the cargo compartments where this load is carried. If the maintenance of ventilation endanger the ship or cargo, it may be interrupted unless there is an explosion or other danger caused by the interruption of the ventilation. In all cases, mechanical ventilation should be continued for a reasonable period of time before evacuation.
- For quantitative measurements of hydrogen, phosphine and arsine, appropriate detectors for each gas or gas combination will be on board while this cargo is being transported. Detectors shall be of a certified safe type for use in explosive

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DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	99/100

atmospheres. The concentrations of these gases in the cargo spaces where this load is carried will be measured regularly during the voyage and the measurement results will be recorded and stored on board.

- After this load is unloaded, the load compartments will be cleaned by sweeping twice.
- Due to the gas hazard, water will not be used for cleaning the cargo space where this cargo is located.
- Use self-contained breathing apparatus.
- Use CO2 if possible in any fire event. Do not use water.

FIRST AID MEASURES

General warnings

- Symptoms of poisoning may appear many hours later. For this reason, doctor control should be continued until at least 48 hours after an accident.

Respiration

- He should be provided with fresh air, and he should go to the doctor in case of complaints.

Skin

- Immediately wash with soap and water and rinse thoroughly.

Eye

- Hold the eyes under running water for a few minutes with the eyelids open. Ingestion Rinse your mouth. Do not vomit. Get medical treatment.

Personal Protective Equipment

- Hard hat
- Dust glasses, Dust mask
- Work Clothes, Safety boots,
- Work gloves should be worn.
- When the load comes into contact with water, the operation should be stopped. In case of emergency, a mask (SCBA = self-airing device) that protects the entire face with positive pressure should be used.

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Tüplü gaz maskesi

ACİL DURUM PROSEDÜRLERİ

Tüplü gaz maskesi takın.

YANGIN DURUMUNDA ALINACAK ACİL DURUM ÖNLEMLERİ

Yangını havasız bırakın ve bulunuyorsa CO₂ kullanın. Su kullanmayın

TIBBİ İLK YARDIM

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DANGEROUS CARGO HANDLING GUIDE

Document No	LMN.O.RH.001
Revision No	0
Release Date	25.03.2024
Revision Date	25.03.2024
Page No	100/100

FERROMANGANESE (IMSBC CODE) GROUP C

- Non-combustible or has a low fire risk.
- As the density of the cargo is extremely high, the tank top may be overstressed unless the cargo is evenly spread across the tank top to equalize the weight distribution
- Due consideration shall be given to ensure that the tank top is not overstressed during the voyage and during loading by a pile of the cargo.

Emergency Procedures: None.

Emergency Measures in Case of Fire: None

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