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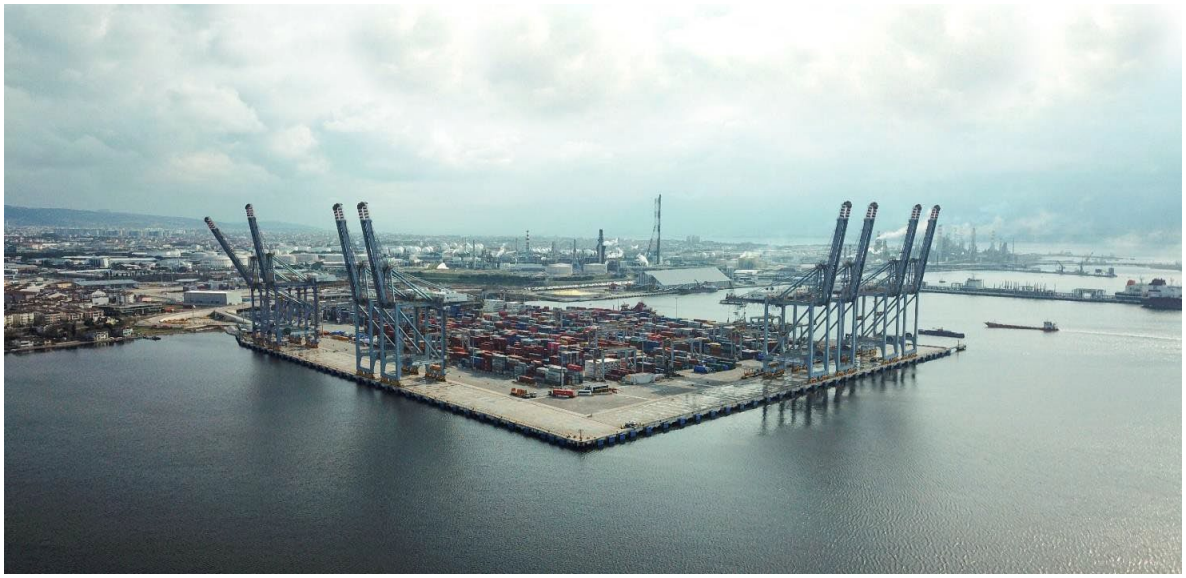
DP WORLD

DP WORLD YARIMCA PORT ENTERPRISES I.C. DANGEROUS CARGO HANDLING MANUAL



DOCUMENT NUMBER		DPWY Com. Code	HSSE Dep.	PRO Doc.	048 Doc.	Rev 9. Revision Nr.
9	26.02.2024	The Facility Information Form has been updated.	Deniz A. Cura DGSA Sevda Yazan	Hüseyin Demirel		İsmail Karaçam
8	04.01.2024	Procedure names have been revised.	Deniz A. Cura DGSA Sevda Yazan	Kaan Özaktaç		İsmail Karaçam
7	15.06.2023	Numbering has been reviewed.	Deniz A. Cura DGSA Sevda Yazan	Kaan Özaktaç		İsmail Karaçam
7	10.10.2022	Measures to be taken in hot works to be carried out in areas where dangerous cargoes are handled have been added.	Deniz A. Cura DGSA	Kaan Özaktaç		İsmail Karaçam
6	19.09.2022	DGSA Tasks section has been updated.	Deniz A. Cura DGSA	Kaan Özaktaç		İsmail Karaçam
5	08.06.2022	Necessary changes within the scope of the Regulation on the Transport of Dangerous Goods by Sea and Loading Safety have been	Deniz A. Cura DGSA	Damla Biçer Topbaş		İsmail Karaçam

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4	28.03.2022	The scope of the Regulation on the Transport of Dangerous Goods by Sea and Loading Safety, relevant changes have been made.	Deniz A. Cura	Damla Biçer Topbaş	İsmail Karaçam
3	06.05.2021	Responsible For Dangerous Goods on Behalf of Facility included in the Facility Information Form was revised.	Deniz A. Cura	Damla Biçer Topbaş	İsmail Karaçam
2	21.02.2021	Section 1.2. and Part 2 added. Section 2.2 and Section 3 are revised. Section 4.1 is revised. Section 4.5, 4.6, 4.7 added Section 6, 7, 8 and 9 titles added, table of contents added. Sections 4.2, 4.3, 4.4, 4.5 additions have been made	Deniz A. CURA	Damla Biçer Topbaş	İsmail Karaçam
1	30.01.2018	Information Updates	Kemal KOÇAK	Kaan Özaktaç	İsmail Karaçam
Rev	**Tarih Date**	Değişiklik Açıklaması Amendment Description	**Hazırlayan Prepared**	**Kontrol eden Checked**	**Onaylayan Approved**

(Check revisions page for revisions)

HAKAN DENİZKUŞU

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REVISION PAGE

Order No	Revision No	Revision Content	Revision Date	Revision by	
				Name	Signatur
1	1	Information Update	30.01.2018	KEMAL KOÇAK	
2	2	Section 1.2. and Section 2 added. Section 4.1 revised Section 4.5, 4.6, 4.7 added. Section 6, 7, 8 and 9 Titles added, Contents table added. Section 4.2, 4.3, 4.4, 4.5 added more information Section 2.2 and Section 3 revised.	21.02.2021	Deniz A. CURA	
3	3	The title was revised as Dangerous Goods Handling Guide. 2. RESPONSIBILITIES section was revised according to the regulation.	24.03.2022	Deniz A. CURA	
4	4	10. Other Considerations 13. Definitions revised. Safety Plan has been added to the	28.03.2022	Deniz A. CURA	
5	5	Sections 2 and 3 have been revised according to the regulation.	08.06.2022	Deniz A. CURA	
6	5	1.1. The Facility Information Form has been revised.	08.06.2022	Damla Biçer Topbaş	
7	6	10.2 TMGD Tasks section has been updated.	19.09.2022	Deniz A. CURA	
8	7	6.3 Precautions to be taken in hot works to be carried out in areas where dangerous goods are handled have been added.	10.10.2022	Kaan Özaktaç – Deniz A. Cura	
9	8	Procedure names have been revised.	04.01.2024	Sevda Yazan - Deniz A. Cura	
10	9	The Facility Information Form has been updated.	26.02.2024	Sevda Yazan - Deniz A. Cura	

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Content

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1. INTRODUCTION

1.1. Facility Information Form

1	Facility Operator Name/Title	DP WORLD YARIMCA PORT ENTERPRISES I.C.		
2	Facility Operators Contact information (Address, Phone, Fax, e-mail, and webpage)	**Address:** Mimar Sinan Mahallesi Mehmet Akif Ersoy Caddesi No:168 Yarimca Körfez/Kocaeli **Phone Number**: +90 262 316 1100 **Fax:** +90 262 316 1129 **E-Mail**: iletisim@dpworld.com **Web page:** www.dpworldyarimca.com		
3	Facility Name	DP World Yarimca Port Enterprises I.C.		
4	Facility Location	Kocaeli		
5	Facility Contact Information (address, phone, fax, e-mail, and web page)	DP World, Yarimca Mimar Sinan Mahallesi Mehmet Akif Ersoy Caddesi No:168 Yarimca Körfez/Kocaeli **Phone**: +90 262 316 1100 **Fax:** +90 262 316 1129 **E-Mail**: iletisim@dpworld.com **Web page:** www.dpworldyarimca.com		
6	Facility Region	Marmara Region		
7	Contact Information of Port Authority Which Facility is Connected to	Kocaeli Region Port Authority **Address:** Atalar Mah. Sahil Yolu Cad. No: 26 Yarimca- Körfez / KOCAELİ **Phone:** + 90 262 528 37 54 / 528 24 34 / 528 46 37		
8	Contact Information of Mayor's Office Which Facility is Connected to	Körfez Municipality **Address:** Mimar Sinan, Eşref Bitlis Cd. No:369, 41780 Körfez/Kocaeli **Phone:** +90 262 528 2302		
9	Free Zone or Organized Industrial Zone Facility is located	-		
10	Facility Operating Permit/Validity Date for Temporary Operating Permit	10.05.2024		
11	Facility Operation Status (X)	Own Loads and Additional 3rd. party	Own Loads (..)	3rd Party (**X**)
12	Facility Representative Name and Surname, Contact Information (phone, fax, e- mail)	Erdal Tonguç Telefon: +90 262 316 1100, Faks: +90 262 316 1129 e-posta: erdal.tonguc@dpworld.com, iletisim@dpworld.com		
13	Responsible For Dangerous Goods on Behalf of Facility, Contact Information (phone, fax, e-mail)	Saltuk Buğra Kayabay **Phone**: +90 262 316 1100 **Fax:** +90 262 316 1129 e-mail: iletisim@dpworld.com		
14	Facilities Dangerous Goods Consultant Name and Surname, Contact Information (phone, fax, e-mail)	Deniz A. Cura **Phone:** +90 0850 305 0486 e-mail: deniz.cura@gvndanismanlik.com		
15	Facility Sea Coordinates	E029°44'42.28" N040°45'31,18" E029°44'31.45" N040°45'43,00"		

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16	Types of dangerous goods handled at the facility (Loads within the scope of MARPOL Annex-I, IMDG Code, IBC Code, IGC Code, IMSBC Code, Grain Code, TDC Code, asphalt/bitumen, and scrap loads)	Packaged Dangerous Goods within the scope of IMDG Code (except for Class 1, Class 6.2, Class 7 and substances not allowed according to IMDG Matrix)
17	Dangerous goods handled at the facility (loads other than the 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)	-
18	Classes for cargo handled, subject to IMDG Code	Packaged Dangerous Goods within the scope of IMDG code: Class 2, Class 3, Class 4, Class 5, Class 6.1, Class 8, Class 9 and Fumigated Cargo Units, allowable cargo per IMDG Matrix
19	Groups in characteristic table for handled cargo subject to IMSBC Code	-
20	Vessel Types That May Aboard Facilities	Container, General Cargo, Bulk Goods
21	Facilities distance to main road (km)	D100 0.6 Km, Tem 1 Km
22	Facilities distance to railroad (km) or does it have railroad connection (yes/no)	Railroad Connection Available
23	Closest Airport Name and Distance to Facility (km)	Sabiha Gökçen Airport 53 Kilometer, Cengiz Topel Airport 39 Km
24	Facility Good Handling Capacity (TEU/year)	1.3 million teu/year 500.000 tons/year
25	Does Facility Handles Scraps?	No
26	Does Facility Have Border Crossing	No
27	Does Facility Have Bonded area	Yes
28	Good Handling Equipment and Capacity	8 Quay Cranes, 24 Yard Cranes, 4 Reach Stackers, 58 ITVs, 12 Forklifts
29	Storage Tank and Capacity	Not Available
30	Open Storage Area (m2)	394.179 m2 (Total Bonded Area)
31	Semi Closed Storage Area (m2)	Not Available

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32	Closed Storage Area (m2)	5.293 m2 (Bonded Area)
33	Designated Fumigation and/or Fumigation Refining Area (m2)	868 m2
34	Pilotage and Towing Services Provider Name/Title Contact Information	Anadolu Kılavuzluk A.Ş. (Ankaş Plotaj) Yarımca Kılavuzluk İstasyonu Mimar Sinan Mah. Denizciler Cad. No: 69 Körfez / KOCAELİ Tel : +90 262 528 33 00 Faks:+90 262 528 53 72 Mail: yarimcapilot@ankaspilot.com
35	Does it have Security Plan?	YES - Port Facility Security Plan
36	Waste Acceptance Facility Capacity	DP World, Yarimca Terminal doesn't have waste acceptance facility. A protocol is signed with İzmit Atık ve Artıkları Arıtma Yakma ve Değerlendirme Anonim Şirketi (İzaydaş) to collect wastes from Vessels, wastes from vessels are collected by İzaydaş for disposal.
37	Quay / Pier etc. Area Specifications	

Quay / Pier No	Length (meter)	Width (meter)	Maximum water depth (meter)	Minimum water depth (meter)	The most vessel tonnage and length that can Aboard (DWT or GRT –meter)
Quay No.1	430 METER (+28 METER DOLPHIN)	35 METER	-16.00 METER	-16.00 METER	220.000 DT 400 mt LOA
Quay No.2	464 METER	35 METER	-16.00 METER	-16.00 METER	220.000 DT 400 mt LOA

Pipeline Name	No	Length (meter)	Diameter (inç)
-	-	-	-

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1.2 Procedures Regarding to Loading/Discharging, Handling, And Storing of Dangerous Goods Which Are Temporary Stored Or Handled

In accordance with TMUB, Dangerous Packaged Goods and Fumigated car units are being handled in DP World Yarimca Container Terminal. All Operations are executed according to **DPWY-O-PRO-07 HANDLING AND STORAGE OF DANGEROUS GOODS** and **DPWY- CFS-PRO-07 FUMIGATION and DE-FUMIGATION OPERATIONS** procedures
UN 2556 and UN 2557 substances which belong to class 4.1 are not allowed in DP World Yarimca Port. Dangerous Goods are not stored in Terminal CFS Partial Good Warehouse. Class 1, Class 2 (2.1,2.2,2.3), Class 3, Class 6 and Class 7 substances are not accepted in CFS stuffing, discharging yard. Stuffing / discharging, inspection and sampling processes are done in accordance with DP World Yarimca **IMDG Matrix.**

2. RESPONSIBILITIES

All parties involved in dangerous goods transportation activities; are obliged to carry out safe transportation without harming environment, and take all necessary measures to prevent incidents, and in case they occur, minimize the negative outcomes.

2.1 Responsibilities of Goods Representative

a) Prepares and gets it prepared all required document, information, and files and also responsible for these documents to be present with the goods during its transportation.

b) Responsible for classification, identification, packaging, branding, tagging, and plating of related dangerous goods according to related regulation.

c) Responsible for loading, stacking, securing, transportation, discharging and loading over to a transportation unit in a safe manner.

2.2 Responsibilities of the Carrier

a) Requests the mandatory documents, information and documents related to dangerousgoods from the cargo person and ensures that they are present with the cargo during the transportation activity.
b) Controls the compliance of the dangerous goods classified, packaged, marked, labeled and plated by the cargo person with the legislation.
c) Controls that the dangerous goods are packed in accordance with the rules by using approved packaging and cargo transport units, they are safely loaded and securely fastened to the cargo transport unit.

2.3 Responsibilities of Shore Facility Operator

a) Do not berth the ships carrying dangerous goods without the permission of the port authority. Regarding the ships that will dock at the DP World Terminal, authorization information is obtained through e-government login via the Port Authority's single window application.

b) Provides written information within the scope of facility rules, cargo handling rules and relevant legislation to the ship that will dock at its facility. Ships are notified via e-mail with the loading plan and DPW Yarimca Health, Safety, Environment and Safety Information (Vessel Safety Welcome Package) and a signed request is sent back.

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c) It does not handle dangerous goods for which it has not received a handling permit from the Administration, and it does not make the ships that will berth suffer by planning in this context. Packaged Dangerous Goods are handled at DP WORLD Yarimca Container Terminal in accordance with TYUB. Admission of UN2556 and UN2557 belonging to Class 1, Class 6.2, Class 7 and Class 4.1 into DP World Terminal is prohibited.

ç) Requests the mandatory documents, information and documents related to dangerous goods from the cargo person and ensures that they are found with the cargo. If the relevant documents, information, and documents cannot be provided by the cargo person, it is not obliged to accept or handle the dangerous cargo at its facility. The area registered in the TOS system created by the Planning Department for the dangerous loads to be taken into the field and isolated for these loads is specified on the system and these areas are reserved in the field. Port entry/handling/loading/discharge document procedures for all dangerous goods are included in the DPWY-O-PRO-07 HANDLING AND STORAGE OF DANGEROUS GOODS procedure. Keeping the up-to-date list of all dangerous goods and other relevant information regularly and completely in the coastal facility area is stored under the "Terminal Operation System". On the system, the place where these substances are found in the stock area daily can be accessed together with Dangerous Goods class information and Safety Data Sheets. These documents are stored in the computer environment and in the relevant folders by printing.

d) It carries out the loading or unloading operation according to the agreement to be reached by sharing all the data that may be required according to the characteristics of the cargo with the ship's person. The ship does not make any changes in the operation without the knowledge of the person concerned. Operations and changes at the DP WORLD Terminal are carried out in accordance with the plan approved by the ship's C/OFF (Vessel stamp).

e) It determines the working limits by considering the safe working capacity of the facility and the weather forecasts, takes the necessary measures for the ship to be safely moored at the pier and for handling. In DP World Terminal, Operational Processes of Dock Planning, Ship Docking, Mooring, Departure and Ship Relocation Along the Rope Trick are carried out in accordance with the DPWY-O-PRO-01 Ship Maneuvers procedure.

f) Controls the transport documents containing information that the dangerous goods coming to the facility are classified, packaged, marked, labeled, plated, and loaded safely to the cargo transport unit. Controls for vehicles carrying dangerous goods entering and leaving DP World Terminal are described in the ADR Current / ADR Control Process file. Transport documents, Inspection information, SRC5, ADR certificate of conformity, orange plate and warning sign are checked.

g) It ensures that the personnel involved in the handling of dangerous goods and the planning of this handling are certified by receiving the necessary training and does not assign the personnel who do not have the documents in these operations. Trainings take place in accordance with DP World Terminal's HR Training Policy. Persons involved in loading, unloading and handling of dangerous goods receive trainings planned in accordance with the DP World Terminal Training Policy. All personnel complete recruitment, occupational safety, and environmental training, IMDG Code awareness and task-oriented training organized by authorized institutions. Trainings are recorded by the Human Resources department. Operation unit supervisors act in accordance with the duties and instructions of their first superiors for the safe transportation, storage and handling of dangerous goods.

ğ) It ensures that the dangerous goods handling equipment in its facility is in working condition and

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that the relevant personnel are trained and documented regarding the use of these equipment. In DP World Terminal, issues such as the working condition of the equipment and the training of the relevant personnel are followed by the HR, TECHNICAL and HSSE departments. All staff: Complements recruitment, occupational safety and environmental training, IMDG Code awareness and task oriented IMDG Code trainings organized by authorized institutions.

h) By maintaining safety measures at the facility, it ensures that the personnel use personal protective equipment suitable for the physical and chemical characteristics of the dangerous cargo. The use of personal protectors in the field, the required standards, usage periods, trainings and distribution periods are included in the Personal Protective Equipment procedure.

ı) Performs activities related to dangerous cargoes at piers, piers and warehouses established in accordance with these works. Operation processes have been established to carry out the operations of berth planning, berthing, departure and shifting of ships on the quay. There is no storage activity related to dangerous goods at DP World Yarimca Terminal. Before the ship berths at the port, dock preparation operations are carried out in accordance with the procedure of DPWY-O-PRO-02 CONTAINER DISCHARGE and LOADING OPERATIONS. Dangerous Goods is not stored in the terminal CFS partial cargo warehouse.

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

There is no loading or unloading of liquid bulk cargoes at DP World Yarimca Terminal.

j) Keeps an up-to-date list of all dangerous cargoes on the ships berthed and in the closed and open areas of the facility and gives this information to the relevant persons upon request. Dangerous loads are registered in the TOS system created by the Planning Department. The following information about the dangerous cargo is recorded in the TOS environment.

- Ship's name and ETA

- Truck plate number

- Agency information and line information

- IMDG Code Class

- UN Number

- Container Number

k) It notifies the port authority of the instant risk posed by the dangerous goods it handles or temporarily stores in its facility and the measures it takes for it. Emergencies and the intervention methods to be applied are included in the DPWY-HSSE-PRO-014 EMERGENCY PROCEDURE.

l) Notifies the port authority of the accidents related to dangerous goods, including the accidents at the entrance to the closed areas. The duty and responsibility of reporting a maritime accident or incident belongs to the ship's captain or the officer deputizing for him, the ship's owner, operator or agency, the relevant port authority, and the relevant local administration in case of accidents and incidents that occur in inland waters, in accordance with the "Regulation on Investigation and Investigation of Marine Accidents and Incidents". Apart from these, those who want to make a

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report can also make a report regarding maritime accidents and incidents. The first notification of maritime accidents and incidents will be made to AAKKM in accordance with the "Regulation on Investigation and Investigation of Marine Accidents and Incidents".

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

n) It ensures that Class 1 (Class 1 Compatibility Group 1.4 S), Class 6.2 and Class 7 dangerous goods that are not allowed to be temporarily stored are transported out of the coastal facility as soon as possible, without waiting, and applies to the Administration for permission in cases where it is necessary to wait. Dangerous goods are allowed to leave the port as soon as possible in accordance with the DPWY-O-PRO-07 HANDLING AND STORAGE OF DANGEROUS GOODS procedure.

o) Temporarily stores the cargo transport units in which dangerous goods are transported in accordance with the separation and stacking rules, and takes fire, environment, and other safety measures in accordance with the class of the dangerous cargo in the storage area. It keeps fire extinguishing systems and first aid units ready for use at any time in the areas where dangerous goods are handled and makes the necessary controls periodically. Separation and stacking of dangerous goods in DP WORLD Terminal is carried out through the ZODIAC system. All necessary rules for the safe handling, loading/discharge process and/or temporary storage of dangerous goods during the import and export process from their entrance to the port are carried out according to the DPWY-O-PRO-07 DANGEROUS GOODS HANDLING AND STORAGE procedure. Operations such as Loading and Unloading Operations, Container Number, IMO Label and Seal Control are carried out in accordance with the procedures of DPWY-O-PRO-02 CONTAINER DISCHARGE and LOADING OPERATIONS, DPWY-O-PRO-05 CONTAINER AREAS SAFE STACKING. Dangerous goods are stacked in designated areas within the DPWY port area.

ö) Gets permission from the port authority before the hot working works and operations to be carried out in the areas where dangerous goods are handled and temporarily stored. For hot work and processes, DPWY-HSSE-PRO-21 SAFE WORKING PROCEDURE IN HOT WORKS is applied. The procedure to be applied in loading, unloading and limbo operations of dangerous goods in case of adverse weather conditions is included in article 6.2 of this guide.

p) Prepares an emergency evacuation plan for the evacuation of ships from coastal facilities in case of emergency and submits it to the port authority and informs the relevant people about the plan approved by the port authority. The ship's departure from the port in emergency situations is included in the DPWY-HSSE-PRO-014 EMERGENCY PROCEDURE. According to the DPWY Emergency Response Plan, an emergency is declared when an unexpected event occurs, and its potential is determined to turn into an emergency. Emergency regulations are contained in DPWY-HSSE-PRO-014 EMERGENCY PROCEDURE.

r) It ensures the internal loading of the cargo transport units in accordance with the loading safety rules in its facility. No dangerous goods are stored in the terminal CFS partial cargo warehouse. Acceptance of Class 1, Class 2 (21,2.2, 2.3), Class 3, Class 6 and Class 7 substances is prohibited at the CFS stuffing and unloading site. Filling, unloading, inspection and sampling processes are carried out according to the DP World Yarimca IMDG Matrix.

2.4 Responsibilities of Ship Person

a) It ensures that the cargo to be carried by the vessel is documented as suitable for transportation

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and that the cargo holds, cargo tanks and cargo handling equipment are suitable for cargo transportation.

b) Requests all mandatory documents, information and documents related to dangerous goods from the cargo person and ensures that they are present with the cargo during the transportation activity.

c) It ensures that the documents, information, and documents required to be found on the ship regarding dangerous goods within the scope of legislation and international conventions are appropriate and up to date.

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

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

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

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

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

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

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

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

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

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

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

2.5 Responsibilities of Pilotage Company

Responsible for vessels to approach and dock in proper, safe and sheltered methods.

2.6 Trainings Required According to the Regulation on the Transport of Dangerous Goods by Sea and Loading Safety

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DP World Yarimca Port Management personnel receives a minimum of 12 hours of occupational safety training, as required by the REGULATION ON THE PROCEDURES AND PRINCIPLES OF THE OCCUPATIONAL HEALTH AND SAFETY TRAININGS FOR EMPLOYEES, on the day they start work, including basic occupational safety, environment and health training, and the hazards, risks, and protection principles for the job in the coming days. they receive. In addition, all personnel receive "Duty-Oriented Training within the Scope of the IMDG Code". The designated emergency teams (fire, spill, rescue, communication) are informed by receiving the necessary training. The members of the first aid team, who are among the emergency teams, were certified by getting a passing grade from the examination held by the ministry after receiving training from authorized institutions. IMDG Code, CTU Code, Sampling training and related trainings about dangerous goods DPWY-HC-It is carried out according to the DPWY-HC-PLN-002 Training Plan included in the PRO-005 Training Procedure. The issues related to the fourth part of the Regulation on the Transport of Dangerous Goods by Sea and Loading Safety are explained in the third part of the guide.

3. MEASURES AND RULES THAT WILL BE APPLIED BY THE SHORE FACILITY

How the precautions related to the issues specified in the third part of the Regulation on the Transport of Dangerous Goods by Sea and Loading Safety are carried out is stated in the 2nd part of this guide.

Loading Safety:

1. Ships carrying dangerous goods cannot be approached to our facility without the permission of the port authority. Authorization information is obtained through e-government login from the Berthing Order Port Authority website-single window application.

2. The port authority stops the handling operation at the coastal facility when it sees any risk and does not start it until the risk is eliminated. Written and telephone notifications made by the Port Authority are considered.

3. DPWY-HSSE-WI-001 DPW Yarimca SEÇG Ship Safety Information Package (DPW Yarimca Vessel Safety Welcome Package), which includes facility rules, cargo handling rules and what to do in case of emergency, is sent to the ship that will dock at DP World Yarimca Terminal, and it is signed and recorded.

4. To ensure that the cargoes are loaded safely on the ship, the provisions of the Safe Code of Practice for Load Stacking and Safety (CSS Code), the Code of Practice for Packing Cargo Transport Units (CTU Code) are followed.

5. Stacking of the cargo is carried out in accordance with the relevant legislation and international agreements we are a party to. Separation is done by TOS in our coastal facility.

6. Requests the mandatory documents, information and documents related to dangerous goods from the cargo person and ensures that they are found with the cargo. The arrival plan notified by the agency includes dangerous cargo information for all containers on the ship.

7. 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. 8. The ship cannot be loaded more than the loading limit, considering the loading limit. If such a situation is detected, the ship will not be allowed to sail.

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9. It is ensured that the load and ballast water pattern are monitored throughout the loading or unloading operation so that the ship's structure is not subjected to excessive stress. Loading and unloading organizations are followed by the Operations and Planning Departments.

10. Care is taken to ensure that the ship is free of heel, but if a heel is required during loading, it is ensured that it is as short as possible. To avoid structural damage to the ship, balanced loading and unloading is ensured. In case the ship leans forward or aft, it moves in coordination with the ship. Conditions such as stretching, or trim must be reported by the ship.

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

12. To prevent situations such as placing heavy cargo on light cargo, placing liquid cargo on dry cargo, or spreading the smell of bad-smelling cargo to other cargoes, cargoes with features that may damage other cargoes are loaded in accordance with the separation rules. The loading plans reported by the agency are followed.

13. Our coastal facility ensures that the personnel involved in the handling of dangerous goods and the planning of this handling are trained and documented.

14. Our coastal facility ensures that the dangerous goods handling equipment is in working condition and that the relevant personnel are trained on the use of these equipment.

15. 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.

16. Load lashing, loading, and lashing operations regarding loading, stowage, separation, handling, transportation and unloading of cargoes to the vessel are carried out in line with the demands of the vessel.

17. 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.

4. CLASSIFICATION, TRANSPORTATION, DISCHARGING/LOADING, HANDLING, SEPERATION, STACKING AND STORAGE OF DANGEROUS GOODS

4.1. Classification of Dangerous Goods

Transportation of substances which has sea pollution risk and dangerous goods have their sea transportation are regulated by International Convention for the Safety of the Life at Sea (SOLAS) and International Convention for the Prevention of pollution from Ships (MARPOL). In the related sections of SOLAS and MARPOL International Maritime Dangerous Goods Code is explained in detail and how to transport these goods over the sea is legislated. As of 1st of January,2004 IMDG CODE is obligatory.

For all transportation methods (sea, air, train, land and inter water ways), classification of dangerous goods and definitions these is done by UNITED NATIONS Committee of Experts on the Transport of Dangerous Goods (UN)

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According to this regulation the classifications are given as below:

Class 1 Explosive Substance and Items

Class 1 Explosive Materials <u>are not accepted</u> at DP World Yarımca Terminal. Explanations are added for information purposes.

	**Division 1.1**: **substances and articles which have a mass explosion hazard** Contains explosive which may lead to massive explosion. An explosion almost affects all the goods.
	**Division 1.2**: **substances and articles which have a projection hazard but not a mass explosion hazard** Substances and units which doesn't have explosion risk but has dashing risk.
	**Division 1.3**: **substances and articles which have a fire hazard and either a minor blast hazard or a minor projection hazard or both, but not a mass explosion hazard** Substances that have fire risk or minor explosion or minor dashing or both, however, doesn't have massive explosion risks. This section contains the substances and units given below: 1 Significant amount of radiant or 2 The ones that create chain reactions as minor explosion or dashing.
	**Division 1.4**: **substances and articles which present no significant hazard** Once there is a small ignition or spark, there are substance which have minor threat. Their affect is limited with the package only and they are not expected
	**Division 1.5: very insensitive substances which have a mass explosion hazard** Substances that have high explosion risk however have low sensitivity.
	**Division 1.6**: **extremely insensitive articles which do not have a mass explosion hazard** Substances that have high explosion risk however have extremely low sensitivity.

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Class 2 Gases

	**Class 2.1 Flammable Gases** Gases that have features given below at kPa 101,3 pressure and 20°C: Flammable at 13% or less mixture rate with air or ▪ When low flammability limit is ignored at 12% mixture has a probability of flammability. Flammability is determined with tests or calculations these calculations are done according to ISO (refer to: ISO 10156:2010)
	**Class 2.2 Non-Flammable and Non-Toxic Gases** These Gases: ▪ Dilutes or replaces the oxygen that exist in the atmosphere normally or ▪ Generally, by providing oxygen, makes other substances burn more when compared to regular air, oxidizing gases or ▪ The ones that don't belong to other classes.
	**Class 2.3 Toxic Gases** These Gases: ▪ Toxic or abrasive gases that poses a threat for human life or ▪ Acute toxicity LC50 value is 5000ml/m3 or less therefore they are assumed to be toxic for the humans.

Class 3 Flammable Liquids

	**Class 3: Flammable Liquids** Flammable liquids; liquid or liquid mixtures or solutions or suspended solid including, (paint, varnish, lacquer, etc. and with similar dangerous features which are not included in any other class) and flammable steam vaporizing liquids at 60°C in closed container test (equivalent 65,6°C open container test) or less, so called "flash point"

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

	**Class 4.1 Flammable solids, self-reactive substances, solid desensitized explosives and polymerizing substances.** Flammable solids can easily be ignited and solids that might start ignition by friction. The substances that react by itself don't have stable heat and they are eager to exothermic degradation without contacting with oxygen(air). Explosives with lowered sensitivity, they are homogeneous solid mixtures which are diluted with water or alcohol in order to decrease explosive features of explosive substances. Polymerizing substances are substances that exothermically react by itself,
	**Class 4.2 substances liable to spontaneous combustion** Pyrophoric substances, including solutions and mixtures (liquid or solid), small number of substances which start burning after contacting with air within 5 minutes. These are the most eager to combust substances. Substances that get heated by itself; these are not within pyrophoric substances, whenever they contacted with air they are eager to get heated without any energy source. These substances will only start burning if they are big in amounts (as Kg's) or after a long time (hours
	**Class 4.3 substances which, in contact with water, emit flammable gases** the solid or liquid substances in this class releases dangerous number of flammable gases which are eager to combust whenever contacted with water.

Class 5: Oxidizing substances and organic peroxides

	**Class 5.1 Oxidizing Substances** Even if they are not flammable, generally produces oxygen and causes other materials to burn and contributes to fire. These substances can be found inside an object as well.
	**Class 5.2 Organic Peroxides** Organic substances carry –O-O- structure and since organic radicals are replaced with both hydrogen molecules they can be considered as hydrogen peroxides. Organic peroxides thermally unstable and they can produce heat by themselves, and they can quickly degrade.

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Class 6: Toxic Substances and Infectious Substances

Class 6.2 Infectious Substances are not accepted at DP World Yarımca Terminal. The following explanations have been added for information purposes.

	**Class 6.1 Toxic Substances** These substances can harm human health by causing death or serious injury whenever they are swallowed, breathed in or contacted.
	**Class 6.2 Infectious Substances** These substances include pathogens, or they are expected to contain them. Pathogens are microorganisms (bacteria's, viruses, typhus, parasites, including fungus) or prions related other agents that may lead to sickness in humans or animals

Class 7: Radioactive Material

Class 7 Radioactive Substances are not accepted at DP World Yarımca Terminal. The following explanations have been added for information purposes

	**Radioactive Substances** Radioactive substance means that total activity concentration or total activity contains radionuclides and values reach above IMDG Code 2.7.2.2.1 and 2.7.2.2.6. defined values.

Class 8: Corrosive Substances

	**Corrosive Substances** Corrosive Substances, are destructive substances which will make irreversible damage with chemical reaction or in case of leakage other goods and transportation units.

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Class 9 Miscellaneous dangerous substances and articles

	**Miscellaneous dangerous substances and articles** Substances and items that belong to Class 9 (various substances and units), are dangerous goods or objects which doesn't join in other classes. Class 9 also includes other except these: ▪ All substances and units that are considered as dangerous characteristics which are not included in other classes and experiences updated version of SOLAS part VII, section A will be applied. ▪ The agreement given above, substances which are not included part VII section A, however with the updated version MARPOL, attachment III clauses are applied.
	**Marine Pollutants** Marine pollutants are the substance which can be found in MARPOL's attachment III. Substance defined as sea pollutant, equipment, objects, or units are represented with P symbol on IMDG Code 3.2. Dangerous Goods list column 4.

4.2. Packaging of Dangerous Goods

Package means the complete product of the packing operation, consisting of the packaging and its contents prepared for transport.

Packaging means one or more receptacles and any other components or materials necessary for the receptacles to perform their containment and other safety functions.

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Intermediate Bulk Containers (IBCs) means rigid or flexible portable packagings, other than specified in IMDG Code chapter 6.1, that:

1. have a capacity of:

- not more than 3.0 m3 (3,000 litres) for solids and liquids of packing groups II and III;
- not more than 1.5 m3 for solids of packing group I when packed in flexible, rigid plastics, composite, fibreboard or wooden IBCs;
- not more than 3.0 m3 for solids of packing group I when packed in metal IBCs;
- not more than 3.0 m3 for radioactive material of class 7;

2. are designed for mechanical handling; and
3. are resistant to the stresses produced in handling and transport, as determined by tests.

Large Packagings means packagings consisting of an outer packaging which contains articles or inner packagings and which:

- are designed for mechanical handling; and
- exceed 400 kg net mass or 450 litre capacity but have a volume of not more than 3 m3.

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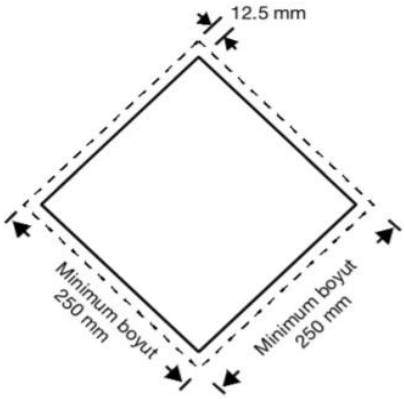
4.3. Placards, Plates, Marks and Labels Regarding to Dangerous Goods

-According to IMDG Code 5.3.1.1.4 and 5.3.2 placards and labeling methods, even if the transportation unit is submerged for 3 months under water, this information need to be identified.



- All placards, orange plates, signs, and tags; need to be removed or covered once the

transportation unit's inside is emptied or cleaned of the substance that it was filled with.

- Placards should be in square form and placed with 45° angle (like baklava). Minimum size will be 250 mm x 250 mm (from edge of the placard). The line inside the edge needs to be parallel and from there to the edge of the etiquette it will be 12,5mm. Symbol and line which is on the sideline need to be the same color with the dangerous goods classification or section number tag. Class or section number/symbol will be placed and sized according to ratios given in IMDG Code 5.2.2.2. Placard by being no smaller than 25mm, for the related tag will show the dangerous goods section and class as it is given in IMDG code 5.2.2.2 (For Class 1 Goods, Accommodativeness will be shown. In case dimensions are not given, all features should be according to the one shown.

- **Numbered Placard**

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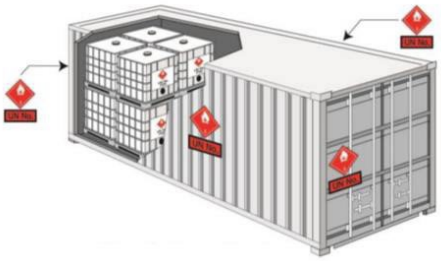
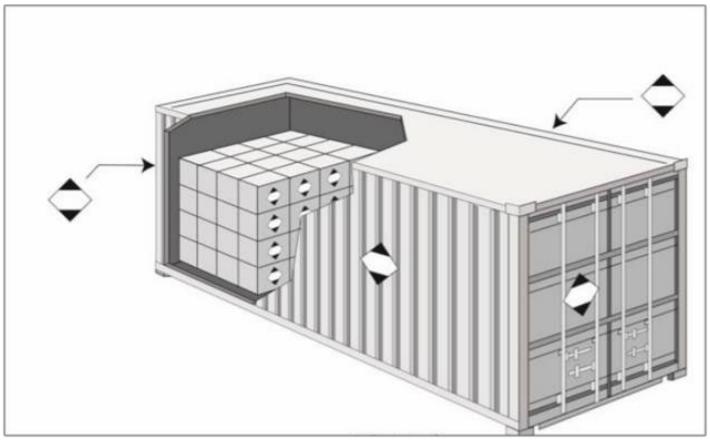
- **Marking of cargo transport units:**

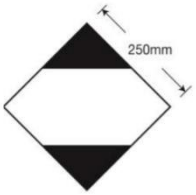
If the vehicle is transporting a container that's loaded with dangerous goods.

- Container's 4 side should tag with warning signs.
- Vehicle will have a blank orange plate.



Limited Quantities (LQ) mark on CTUs





(Limited quantities) LQ mark

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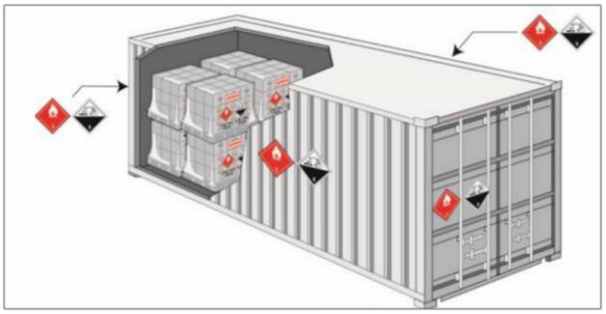
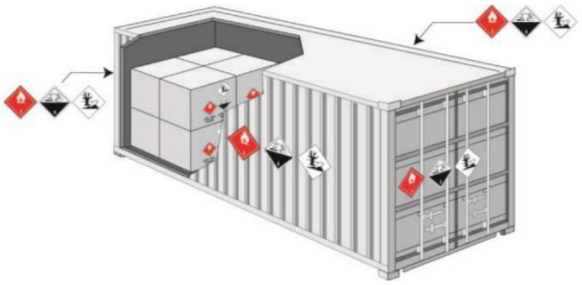
- **Loaded more than two dangerous goods in CTU**

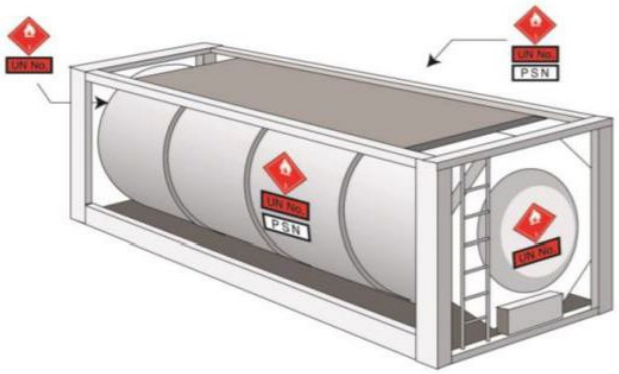




- **Marine pollutant mark:** For CTU's marine pollutant mark's sizes should be 250 mm x 250 mm at least.

- **Tank Container**

If the tank is only carrying 1 class of dangerous goods inside it, the minimum labeling should be as given below with orange plates.



4 sides of the container should be tagged with warning signs which represents the class of the dangerous goods that it's transporting.

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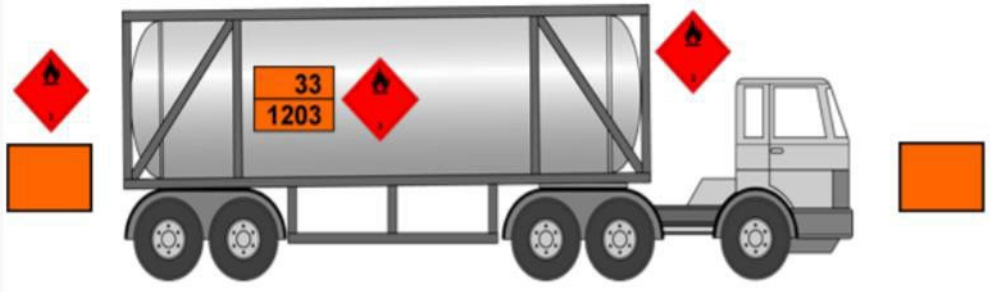
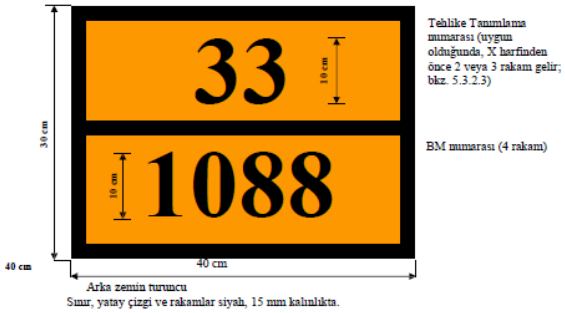


Regarding to orange plates that will be attached to vehicles. There are two options:

- If front and rear side of the vehicle is tagged with written orange plate, tank container doesn't need one.
- As it is given below tank containers have written orange plate and then vehicle can be tagged with blank orange plates.

- **Orange Plate**

Units that transport dangerous goods, must have two rectangular plates placed on the horizontal planes. Both of these are tagged to transportation unit's horizontal plane with 90 degrees on front and rear side of the unit. These both should be always visible.



- **Lithium Battery Mark**

As per clause 188 packages including prepared lithium battery will be tagged with lithium battery tag. The tag will have "UN" letter which will be followed by the UN numbers,

For Example: Lithium metal batteries will have 'UN 3090' or lithium batteries will have 'UN3480'. or if the tools are also packed with batteries 'UN' will be followed with UN number as well.

For Example: "UN3091' or 'UN3482'. If packaging is reserved for different UN numbered lithium batteries, all valid UN numbers will be displayed or different tags will be required.

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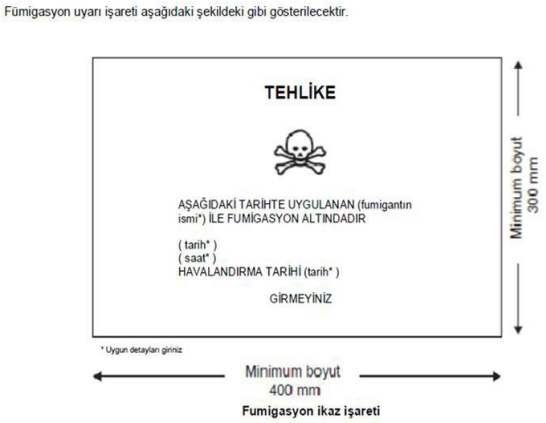
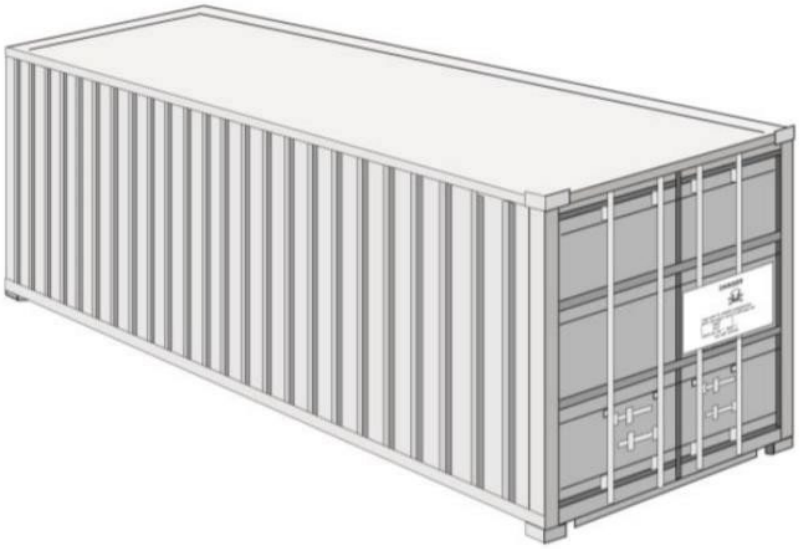
- **Fumigation Warning Mark**

Fumigated transportation unit will be tagged with a warning sign as it was described with 5.5.2.3.2, this tag will be placed in a place where individuals are going to access to transportation unit in a visible way. This warning tag will remain with the transportation unit till the conditions given below are met:

- Fumigated transportation unit needs to be ventilated till harmful concentration is drained out.
- Fumigated substances or equipment's need to be removed.



- **Fumigated Cargo Unit**



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4.4. Packing Groups and Markings of Dangerous Goods

For packing purposes, substances other than those of classes 1, 2, 5.2, 6.2 and 7, and other than self-reactive substances of class 4.1, are assigned to three packing groups in accordance with the degree of danger they present:

Packing group I: substances presenting high danger;

Packing group II: substances presenting medium danger; and

Packing group III: substances presenting low danger.

The packing group to which a substance is assigned is indicated in the IMDG Code Dangerous Goods List in chapter 3.2.

Articles are not assigned to packing groups. For packing purposes, any requirement for a specific packaging performance level is set out in the applicable packing instruction.

- **Codes Regarding to Packaging Types**

For packaging types of the numbers given below should be used:

1	Drum	**2**	(Reserved)
3	Jerrican		
4	Box		
5	Bag		
6	Composite packaging	**7**	(Reserved)
0	Light gauge metal packagings		

- For Equipment Type the Capital letters given below should be used:

A Steel (all types and surface processes)

B Aluminum **C** Natural Wood **D** Plywood

F Restructured Wood **G** FiberboardH Plastics **L** Fabric

M Paper, multi layered **N** Metals except Steel and aluminum

P Glass, porcelain, or ceramic

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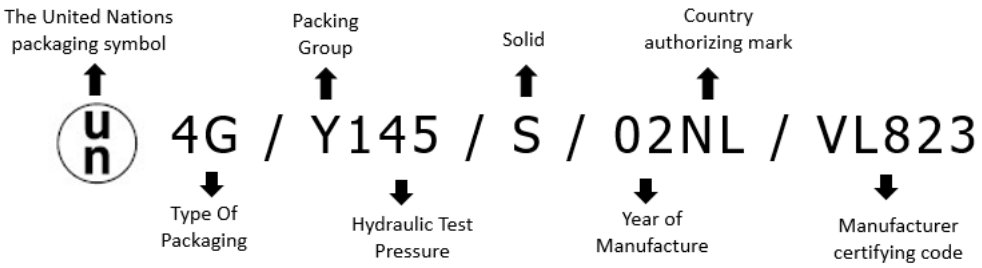
EXAMPLE FOR MARKING A NEW FIBREBOARD BOX



4.5. Segregation Tables of Dangerous Goods in Ports and On Vessels According to Their Classification

Separation is the process of moving away two or more substances or objects from each other in case of an emergency, leakage or spoilage incident which may have bigger threat together or non-conformity in existing at the same area. Since these incident's threat level can vary from one to another, different separation schemes may vary based upon needs.

Separation is achieved through creating certain distance between dangerous goods or having one or more steel curtain among storage areas or combination of both. The areas between these dangerous goods can be filled with other dangerous goods or objects which are coherent. General provision regarding to separation regarding to various dangerous goods are shown in the "separation table" given below.

- **Segregation Table**

SINIF		1.1 1.2 1.5	1.3 1.6	1.4	2.1	2.2	2.3	3	4.1	4.2	4.3	5.1	5.2	6.1	6.2	7	8	9
Patlayıcılar	1.1, 1.2, 1.5	*	*	*	4	2	2	4	4	4	4	4	4	2	4	2	4	X
Patlayıcılar	1.3, 1.6	*	*	*	4	2	2	4	3	3	4	4	4	2	4	2	2	X
Patlayıcılar	1.4	*	*	*	2	1	1	2	2	2	2	2	X	4	2	2	X	
Alevlenebilir gazlar	2.1	4	4	2	X	X	X	2	1	2	2	2	2	X	4	2	1	X
Zehirli olmayan ve alevlenmeyen gazlar	2.2	2	2	1	X	X	X	1	X	1	X	X	1	X	2	1	X	X
Zehirli gazlar	2.3	2	2	1	X	X	X	2	X	2	X	X	2	X	2	1	X	X
Alevlenebilir sıvılar	3	4	4	2	2	1	2	X	X	2	2	2	2	X	3	2	X	X
Alevlenebilir katılar, (kendiliğinden reaksiyona giren maddeler ve patlayıcı özelliği duyarlılığı azaltılmış katı patlayıcılar dâhil)	4.1	4	3	2	1	X	X	X	X	1	X	1	2	X	3	2	1	X
Kendiliğinden yanmaya yatkın maddeler	4.2	4	3	2	2	1	2	2	1	X	1	2	2	1	3	2	1	X
Su ile temas hâlinde alevlenebilir gazlar açığa çıkaran maddeler	4.3	4	4	2	2	X	X	2	X	1	X	2	2	X	2	2	1	X
Yükseltgen maddeler (ajanlar)	5.1	4	4	2	2	X	X	2	1	2	2	X	2	1	3	1	2	X
Organik peroksitler	5.2	4	4	2	2	1	2	2	2	2	2	2	X	1	3	2	2	X
Zehirli maddeler	6.1	2	2	X	X	X	X	X	X	1	X	1	1	X	1	X	X	X
Bulaşıcı maddeler	6.2	4	4	4	4	2	2	3	3	3	2	3	3	1	X	3	3	X
Radyoaktif malzeme	7	2	2	2	2	1	1	2	2	2	2	1	2	X	3	X	2	X
Aşındırıcı maddeler	8	4	2	2	1	X	X	X	1	1	1	2	2	X	3	2	X	X
Muhtelif tehlikeli maddeler ve nesneler	9	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

General provisions regarding to separation of various dangerous goods is given below in the "separation table". Substances, equipment or objects, every class feature can be very different, therefore in case of conflicted judgements special provisions separation for Dangerous Goods list must always be considered rather than general provisions. Separation at the same time will always consider a primary secondary warning tag as well.

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

1 – "away from"

2 – "separated from"

3 – "separated by a complete compartment or hold from"

4 – "separated longitudinally by an intervening complete compartment or hold from"

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

* – see 7.2.7.1 of this chapter for the segregation provisions between Class 1 substances or articles

- **Segregation Table For Dangerous Cargoes In Port Areas**

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

Closed containers/portable tanks/closed road vehicles
0 = no segregation necessary
a = away from – no segregation necessary
s = separated from – in open areas, longitudinally and laterally, minimum 3 m separation required, sheds or
minimum 6 m separation required unless separated by an approved fire wall

Packages/IBCs/trailers/flat racks or platform containers
0 = no segregation necessary unless required by the individual schedules
a = away from – minimum 3 m separation required
s = separated from – in open areas, minimum 6 m separation required in sheds or warehouses, minimum 12
approved fire wall.

4.6.Segregation Distances and Segregation Terms of Danagerous Goods in Warehouse

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Storing

Packaged Dangerous Goods are handled in our coastal facility within the scope of IMDG Code, liquid/solid bulk cargo handling is not performed.

5. HAND-MANUEL REGARDING TO DANGEROUS GOODS WHCH ARE HANDLED IN SHORE FACILITIES

A pocket-sized Hazardous Cargo Handling Handbook has been prepared, which includes the topics:

- Dangerous cargo classes,
- Packages, Packaging, Labels, Markings and packaging groups of dangerous goods,
- Separation tables on board and at the shore facility according to the classes of dangerous cargoes,
- Separation distances of dangerous goods in warehouse storage,
- Disaggregation terms,
- Dangerous goods documents,
- Dangerous goods emergency response action flow diagram,
- Emergency contact information,
- Emergency equipment locations and instructions for use
- Shore facility rules
- Dangerous goods emergency response action flow diagram

6. OPERATIONAL ISSUES

6.1. Procedures Regarding to safe Approach, Belay, Loading/Discharging, Harboring and Anchorage of Vessels which are Transporting Dangerous Goods During Day and Night

The safe berthing of ships carrying dangerous goods day and night is carried out by the company providing pilotage service. Under normal circumstances, there are no applications for night docking. However, considering the approval of the port authority and the suitability of the environment after the lighting measurement, docking and piloting are carried out by the piloting service company. Loading and unloading procedures of ships carrying dangerous cargo are applied in accordance with DPWY-O-PRO-01 Ship Maneuvers procedure.

6.2. Procedures Regarding to Additional Measures that Need to be Taken During Loading and Discharging Based Upon Seasonal Weather Conditions

In case of adverse weather conditions of dangerous cargoes, the procedure to be applied in the transfer, evacuation and limbo operations is as follows:

1. Weather conditions should be monitored weekly and daily basis by the relevant departments.
2. Followed weather reports should be shared with the relevant units.
3. A pre-prepared emergency action plan should be implemented for adverse weather conditions and especially excessive wind warning.
4. Wind with a speed of 14-17 m / s is defined as the approaching storm; Wind with a speed of 18-20 m / s is defined as a storm; 21 m / s and above is defined as a severe storm. All measures to be

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taken vary depending on the wind strength.

5. Crane operations are stopped at speeds of 18 - 20 m / s. At speeds of 21 m / s and higher, all port facility operations, including gate entry and exit, are suspended.
6. All cranes have wind speed measuring devices and the value indicated by this device must be followed by the operator.
7. Wind measuring devices on the crane should give an alarm at 18 m / s, and automatically turn itself off at 20 m / s.
8. After the storm warning, the floor should be reduced, especially in empty stacking piles that pose a risk. The field officer should walk around the stacks before the storm and intervene if there are empty containers with open doors.
9. High-rise empty containers should be reduced in floors within the knowledge of the planning department.
10. The responsibility of fixing all cranes and equipment lies with the operator and technical services department. In case of possible need for assistance, staff can be assigned.
11. All cranes are placed in parking position for possible storm hazard.
12. End of rail stoppers (concrete block) for dock cranes are checked and dock cranes are fixed to the rails using two stabilizer pins. As in every parking position, the crane boom is erected. If deemed necessary, crane legs can also be attached to scaffold bollards with chains. Again, if necessary, the sprayer is left on the dock with a 20-foot container.
13. For RTG, chocks should be placed under the rubber wheels in addition to the parking position and braking.
14. The parking area designated for ITVs is the area between the back of the dock cranes and the road lane. ITVs are parked in this area.
15. The parking position of other equipment such as RS / ECH / FL is outside the stack.
16. While fixing all cranes and equipment, it should be ensured that cabin windows are closed, and doors are locked.
17. When the fixing of the cranes and equipment is finished, the technical services department should send an e-mail to the relevant people.

6.3. Procedures Regarding to Vehicle, Equipment or Tool which (may) Create Sparks During Operation in Handling Dangerous Goods and Stacking & Storage Yards and Keeping Flammable, Inflammable and Explosive Goods Away from These Processes

A work permit is required to work or be in the areas and fields where IMDG code products are located. These work permits are applied for hot processes. Work permit meetings are held daily, and other relevant departments are informed about the issue. In addition, there are strict non-smoking and fire-avoidance procedures in place. For hot work and processes, **DPWY-PRO- 21** Safe Working Procedure in Hot Works is applied.

7. DOCUMENTATION, CONTROL AND RECORDS

7.1. Documents and Information is Required Related to Dangerous Goods, Procedures Regarding to how Related Parties Will Obtain and Control Those

All mandatory documents, information and documents regarding dangerous goods are delivered by

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the agency before the ship arrives. Documents that have not been delivered, Safety Data Sheets, and detailed information about dangerous goods are requested from the ship's captain and loaded onto the system to ensure that containers containing dangerous goods are properly stored.

7.2. Updated List of All Dangerous Substances and Procedures of Keeping All Other Related Information Within an Order and Completely

Keeping the current list of all hazardous substances and other relevant information regularly and completely in the coastal facility area is stored under the "Terminal Operation System". For dangerous loads to be taken into the field, the area registered in the TOS system created by the Planning Department and isolated for these loads is specified on the system and these areas are reserved in the field.

On the system, The place where these substances are found on a daily basis in the stockpile is accessible with IMDG Class information and Safety Data Sheets. These documents are stored in computer and in related files by printing.

7.3. Reporting Procedures Regarding to Controlling and Control Results of Identification of Dangerous Goods Appropriately, Correct Shipment Names are Utilized, Certificated, Packaged/Wrapped, Tagged and Declared, Approved and Loaded to Proper Container, Packaging or Transportation Unit by Using a Secure Method

Checking that the dangerous goods arriving at the facility are properly identified, the correct shipping names are used, certified, packaged / packaged, labeled, and declared, safely loaded and transported to the approved and regulated packaging, container or cargo transport unit; before the cargo is evacuated from the ship, it is determined whether it is suitable or not with the Material Safety Data Sheet that comes with it. The results of these checks are recorded on the Terminal Operation System and are kept available for continuous access.

7.4. Procedures Regarding to Obtaining and Keeping SDS Form

The provision of Dangerous Goods Safety Data Sheets (SDS) must be delivered to the planning department by the agency or the ship's captain before the ship reaches the dock. The handling of hazardous materials that do not have a Safety Data Sheet or whose form does not arrive is rejected by DP World Yarimca.

7.5. Procedures Regarding to Keeping Records and Statistics of Dangerous Goods

Dangerous cargo records are recorded in the Terminal Operation System. The following information is recorded in case of cargo arriving from land:

- Ship’s name and ETA,
- Agent information and Line information,

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- B/L Number,
- Truck plate number,
- IMDG Cod Class,
- UN number,
- Packing Group (class 1, 2, 4.1, 5.2, 6.2, 7 external),
- Flash point,
- Secondary risk,
- Whether it is sea and environmental pollutant,
- EMS instruction,
- Quantity and type of packaging,
- Container number,
- Dangerous cargo amount,
- Site plan and ship plan,
- Cargo to be evacuated and transit cargo,
- If the goods have been disinfected, on what date

The following information is recorded in case of cargo arriving from sea:

- Line information
- Ship name and ETA
- B/L Number
- Truck plate number
- Agent information
- IMDG Cod Class
- UN number
- Packing Group (class 1, 2, 4.1, 5.2, 6,2, 7 external)
- Flash point
- Secondary risk
- Whether it is sea and environmental pollutant
- EMS instruction
- Quantity and type of packaging
- Container number
- Dangerous Cargo Amount
- Ship plan
- Site plan
- Cargo to be evacuated and transit cargo
- If the goods have been disinfected, on what date

7.6. Information on the Quality Management System

DP WORLD YARIMCA PORT has the following management systems certificates:
ISO 45001 Occupational Health and Safety Management
ISO 14001 Environmental Management
ISO 27001 Information Security Management
ISO 28000 Supply Chain Security Management System

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8. EMERGENCIES, EMERGENCY PREPAREDNESS AND RESPONSE

8.1. Procedures Regarding Emergency Responses to Dangerous Incidents Which (may) Harm Properties and/or Environment that Includes Dangerous Goods

Interventions to hazardous materials that pose and may pose a risk to life, property and / or the environment and hazardous situations involving hazardous materials are specified in the Emergency Plan. This plan covers the following:

- Fire status
- Spillage status
- Leakage situation related to dangerous cargoes
- Transportation/temporary storage of leaking containers

8.2. Information Regarding to Shore Facility's Emergency Response Capacity

The ability and capability of DP World Yarimca Port Authority to respond to emergencies, **Add- 14 Emergency response equipment against marine pollution at the port facility** are specified in the file. In addition, an agreement has been reached with Martı Environment Company to intervene in such emergencies, and during any spill, all equipment provided by the company will be intervened. The hydrant system and water cannons on the site are also available for the use of the port personnel.

8.3. Arrangement Regarding to First Responses to Incidents that Involve Dangerous Goods (First Response Method, Firs Response Potential and Ability and etc.)

The flow chart of what needs to be done inside and outside the facility in emergencies is given in the appendix. See. Add-22 Emergency communication

8.4. Notifications Made During Emergencies Within and Outside of Premises The flow chart of what needs to be done inside and outside the facility in emergencies is given in the appendix.

See. Add-22 Emergency communication

8.5. Accident Reporting Procedures

An information report is prepared within the first 24 hours after an accident related to emergency situations. The report containing the accident investigation is sent to the relevant units (internal - external) within 48 hours after the accident. Accident report format is attached. See. Add-16b DPWY-Dangerous Goods Incident Notification Form

8.6. Coordination, Co-operation, and Supporting Method with Official Authorities

Performed in accordance with DPWY-HSSE-PRO-014 EMERGENCY RESPONCE PLAN.

8.7. Emergency Evacuation Plan for Vessel and Sea Vehicles from Port Premises in Case of an Emergency

DPWY-HSSE-PRO-014 EMERGENCY RESPONCE PLAN section 6.4 It is carried out in accordance with the procedure for the departure of the ship from the port in emergency situations.

8.8. Procedures regarding to Handling and Disposing of Damaged Dangerous Goods and Contaiminated Goods

In case of damaged and dangerous cargoes, the "leaky container pool" which is kept ready on site will be used. This pool is mobile and can be moved to the desired location by all equipment in the field. Intervention to leaky containers here will be made using the methods specified in the material safety data sheets supplied before the ship berths.

8.9. Emergency Drills and Recording of These

DPWY-HSSE-PRO-014 EMERGENCY RESPONCE PLAN – It is explained under the title of education.

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8.10. Information Regarding to Fire Protection System

Fire protection systems within the terminal area: There are 99 underground and aboveground hydrants throughout the field. In addition, water cannon supply was provided to intervene in distant points in the operation field. These water balls can fight fire using both water and foam and these are mobile. There is an FM200 fire extinguishing system in all electricity distribution buildings in the field. All the dock cranes, rubber wheeled cranes, empty container loading and full container handling equipment have an automatic fire extinguishing system in their engines. There are sprinkler systems in all buildings in the terminal, fire cabinets inside the buildings, fire extinguishers and smoke detectors. Automatically or manually activated fire alarm system has been installed connected to these smoke detectors. The trucks carrying containers have an emergency button inside the cabin to protect them from fire.

8.11. Procedures Regarding to Approval, Inspection, Test, Maintenance and Getting it Ready to Use of Fire Protection Systems

The approval and inspection of the fire protection systems were made and approved by the Kocaeli Fire Department. In addition, the control of the firefighting sprinkler system, alarm system and FM200 equipment in the facility will be carried out once a year in accordance with the regulation on the protection of buildings from fire. Portable dry chemical powder and carbon dioxide fire extinguishers are controlled and recorded monthly.

8.12. Measures Need to be Taken in Case Fire Protection System is not Working

In order to control the fire protection systems, regular drills will be held, and the operability of both personnel and systems will be audited. In addition, the control of fire protection systems will be made by the manufacturer or an authorized company regularly every year. In case the hydrant systems in the operation area or docks do not work, ready-made water cannons will be used.

8.13. Other Risk Control Equipments

Foam and Water Ball Cart: It is used during the fire intervention of the employees in the emergency response team.

Fresh Air Breathing Apparatus: They are storage devices that keep fresh air under pressure.

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9. OCCUPATIONAL HEALTH AND SAFETY

9.1. Occupational Health and Safety Measures

DP World Yarimca Port Operations personnel receive a minimum of 12 hours of occupational safety training on the day they are hired, including basic occupational safety, environmental and health training, in accordance with the regulations that describe the dangers, risks and protection principles for their duty in the following days. In addition to this, all personnel receive "Task- Oriented Training within the Scope of the IMDG Code". The determined emergency teams (fire, spill, rescue, communication) are informed by taking the necessary training. First aid team members, who are among the emergency teams, have been certified by getting a passing grade from the exam held by the ministry after receiving training from authorized institutions. There is a clinic and workplace doctor at the entrance of the service building. By the Occupational Safety Department, daily and weekly field tours are held, nonconformities are reported, and relevant persons are informed.

There are first aid kits and eye showers in all buildings and structures in the terminal area.

9.2. Procedures and Information Regarding to Utilization of Personal Protective Equipment

The use of personal protectors from within the field, required standards, usage periods, training and distribution periods are included in the Personal Protective Equipment procedure.

9.3. Confined space entry permit measures and procedures

DPWY-HSSE-PRO-13 Confined Space Procedure and DPWY-HSSE-PRO-24 Work Permit Procedure are applied.

10. OTHER ISSUES

10.1. Validity of Conformity Certificate for Dangerous Goods

Coastal Facility Dangerous Goods Compliance Certificate number BKN. 941359.KTTMUB.409 issued on 16.04.2021 is valid until 10.05.2024.

10.2. Duties Determined for Dangerous Goods Safety Adviser

In accordance with the Article 8 of the Regulation on Dangerous Goods Safety Adviser Services, DGSA performs the duties specified in ADR/RID 1.8.3 and within the scope of the legislation regarding the Transportation of Dangerous Goods by Road, Rail and Sea, in the enterprises where it provides DGSA service.

10.3. Issues regarding to Dangerous Goods Transporters which Transport Dangerous Goods to/from Port Premises via Land Routes (Documents Which These Vehicles Obliged to have while Entering Port or Shore Facility/Yard Entrance/Exit of Premises, the Equipment and Tools these Vehicles Are Obliged to Have; Port Premises Speed Limits and etc.)

For all dangerous cargoes, the document information for port entry / handling / loading / unloading is included in DPWY-O P-07 HANDLING AND STORAGE OF DANGEROUS GOODS. Some additional rules specified in the contract for the carriage of dangerous goods (ADR) must be followed. These:

- Transport documents related to dangerous goods must be kept during transportation.
- It is mandatory to have 2 (two) pieces of 2 kg fire extinguisher for cross-border shipments. Access to fire tubes should be easy and the tubes should be protected.
- In the event of parking or stopping, the vehicle driver will be kept under the supervision of a maid or a guard.
- Vehicles carrying dangerous goods inside must be fixed with the handbrake when stopping and parking.
- Some vehicles must be protected during parking.
- Tanker drivers must drive their vehicles at a speed of 30 km in the residential area, 50 km on the intercity road and 60 km on the highway roads.

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- Drivers of these vehicles; It must leave at least 50 meters distance to other vehicles on highways other than residential units. In case of pause, they must keep 20 meters between them.
- If visibility falls below 50 m due to fog, snow, and rain, in cases of snow and ice, they will be treated carefully and in a way that does not harm others. If necessary, a suitable parking space will be found. Therefore, radio announcements will be listened carefully.
- The speed limit determined within DP World Yarimca Port Management Area is 30 km / hour.

10.4. Issues regarding to Dangerous Goods Transporters which Transport Dangerous Goods to/from Port Premises via Sea Routes (Day/Night Signs That Will Be Shown By Vessels and Sea Vehicles That Transports Dangerous Goods in Port or Port Premises, Cold and Hot Working Methods over Vessels and etc.)

Issues for Carriers of Dangerous Goods Coming to the Coastal Facility by Sea / Separating from the Port Facility (Day / Night Signs of Ships Carrying Dangerous Goods and Marine Vehicles at the Port or Port Facility, Cold and Hot Working Procedures on Ships etc. Considerations) will be under the control of the ship's captain and crew.

10.5. Additional Issues That Will Be Added by Shore Facility Prohibited Activities

In the approach channels of the coastal facilities, in the mouths of the breakwater, in the berthing and mooring areas and anchorage areas Fishing, sailing, rowing or other water sports activities and swimming are prohibited.

Boats for sports, leisure and recreational purposes are obliged to navigate in the port area, within the area limited to the breakwaters and in the bays in a manner that will not interfere with the activities of other ships and marine vehicles and at a speed that will not harm them. Port Authority determines the appropriate speed limit in places and situations it deems necessary.

Ships and marine vessels that come or leave the buoy to be connected to the buoy and those used in coastal facilities services cannot pass between the buoys and buoy lines.

Ships and marine vessels other than those used in the service of aquaculture facilities and fish cages may not approach more than two hundred meters from aquaculture facilities and fish cages. These facilities cannot act in a way that impairs the safety and security of navigation, life, property, environment at sea at the administrative border of the port.

Ships and sea vehicles cannot be moored or berthed to coastal facilities that do not have the necessary permissions from the administration. However, the Administration may make temporary arrangements for the facilities it deems appropriate in emergencies or when required by the public interest.

Those who have excessive trim or a dangerous inclination, and ships and marine vessels that are at risk of environmental pollution due to any damage, ships and marine vessels that do not have the documents for towing and carrying dangerous goods but carrying dangerous goods cannot approach the coastal facilities without the permission of the port authority or inseparable.

Other Matters Subject to the Permission of the Port Authority

After the necessary permissions and approvals are obtained from the relevant institutions / organizations, before the construction of the coastal structures and the establishment of the aquaculture production areas, the relevant persons obtain permission from the port authority to start the activity.

It is obligatory to obtain permission from the port authority prior to buoying, diving, sea bottom and underwater studies, sea bottom dredging and similar activities. Ships and marine vessels used in such activities show daytime signals and sound signals with beacons in accordance with the legislation.

It is compulsory to make a request for permission to the port authority at least 15 days in advance for races starting from one port administrative area and ending in another port administrative area, and at least 7 days before for other competitions and activities.

Unless permission is obtained from the port authority, racing and similar activities or organizations cannot be organized in the port administrative area.

Water sports to be carried out in the administrative area of the port are carried out within the scope

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of the Tourism Purpose Sports Activity Regulation and other relevant legislation provisions published in the Official Gazette dated 23/2/2011 and numbered 27855. The authorities of the port authority are reserved for ensuring the safety and security of life, property, navigation, and environment related to water sports for tourism purposes. Port Authority is authorized to make all kinds of restrictions and to stop these activities, considering the safety and security of life, property, navigation, and environment. Unless permission is obtained from the port authority, other ships and marine vehicles cannot be aboard the sides of the ships and sea vehicles at anchor or in the coastal facilities. Agency and supply engines, public ships, refueling ships, water tankers and coastal facilities service ships are outside the scope of this clause, and these types of ships carry out their services in coordination with the coastal facility operations within the knowledge of the port master.

The captain or agent of the ship, who will deliver fuel, oil, and water, notifies the relevant port authority before the supply operation.

Fishing boats and yachts; They can be alongside each other's boards in coastal facilities, they cannot make double row mooring.

Ships and marine vessels in the port areas unless permission is obtained from the port authority; repair, scraping and painting, welding and other hot work cannot perform lifeboat and / or boat launching or other maintenance work. If the ships and marine vessels that will have these works are at the coastal facility, they must coordinate with the coastal facility operation.

Coastal facilities located in the port administrative area notify the Naval Forces Command, Navigation Hydrography and Oceanography Department for their geographical locations to be recorded on the relevant sea maps.

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 may 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 clause is made by the relevant port authority in places where there is a ship traffic service center. Ships and marine vessels that will not carry out any activities in the coastal facilities but anchored in the anchorage areas for shelter due to force majeure such as adverse weather and situations that may endanger the safety and security of the navigation, life, property, environment, make the necessary notification to the relevant port authority and / or pilotage organization without delay. Regulations regarding the implementation of this clause are made by the relevant port authority in places where there is a Vessel Traffic Service Center.

Ships and marine vessels may not berth to the head of ships and marine vessels stern-to-berth. Floating equipment to be used in the beach areas within the boundaries of the port and coastal hotels, motels, holiday villages, in front of the site, in sea areas up to 200 meters from the shore, to determine the boundaries of the swimming area, are determined by the relevant persons. It is fully prepared and preserved every year between 1 April and 15 November. Ships and sea vehicles are not allowed in the designated swimming areas. The port authority is authorized to make changes in the boundaries of the swimming area in terms of navigation, life, property, environmental safety, and security.

Limbo activity in the port administrative area is subject to the permission of the port authority. Backing up is done with the permission of the port authority within the framework of the procedures and principles determined by the Administration.

Temporary arrangements such as bulk vault system mooring mechanisms or anchoring needs in sheltered sea areas are notified to the Administration by the port authority. The administration determines the suitability of these systems and the operating procedures and principles.

Providing pilotage services to ships and sea vehicles that do not have permission to berth to coastal facilities and ships and sea vehicles without port exit certificate or anchoring order are subject to the permission of the port master.

The pleasure boats that make daily trips; The issues regarding mooring, accommodation and

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determination of cruise routes are determined by the port authority, considering the waste collection and other services and approved by the Administration. The harbor master may impose restrictions on capacity, entry-exit and use in case of exceeding the capacity of mooring and accommodation places. The duration of the stay in the same area for all kinds of ships and marine vessels in sea areas, bays, sheltered areas and fish farms other than anchorage areas and permitted facilities is maximum 15 days. This period may be extended for a maximum of 15 days if it is subject to the permission of the harbor master. Floating vehicles that want to stay in fish farms for a long time must obtain permission from the port authority and comply with additional measures for navigational and environmental safety to be determined. At the end of the period described above, the responsibility of lifting the floating vehicles belongs to the harbor master.

10.6. Procedures for Fumigation, Gas Measurement and Degassing Work and Operations

The fumigation process in DP World Yarimca Port Management area is carried out in a specially reserved area with security measures, with the purchase of service by the authorized company.
All operations are carried out in accordance with the **DPWY-O-P-20 FUMIGATION and FUMIGATION REMOVAL OPERATION** procedure.

10.7. Dangerous Goods Documents

- **ADR TRANSPORTATION DOCUMENT**

Information over the dangerous goods transportation document; readable, easy to understand and enduring. Goods being transported within the scope of ADR will have their ADR transportation document ready and it will be controlled in port exits. Transportation document (s), should contain the information given below for every substance, equipment, or object:

1. UN number where "UN" letters are placed in the front.
2. If applicable technical transportation name between parenthesis.
3. Classification Code.
4. If designated, Substance Packing (wrapping) group.
5. In related situations number of wrappings and description
6. For each unit of UN numbered dangerous goods, total amount of each type, proper transport name and validated packaging group.
7. Sender name and address
8. Receiver (receivers) name and address
9. In case of any special provision needs to be followed a proper declaration is required.

- **MULTIMODAL DANGEROUS GOODS FORM**

This form may be used as a dangerous goods declaration as it meets the requirements of SOLAS, chapter VII, regulation 4; MARPOL, Annex III, regulation 4.

When this Dangerous Goods Form is used as a container/vehicle packing certificate only, not a combined document, a dangerous goods declaration signed by the shipper or supplier must have been issued/received to cover each dangerous goods consignment packed in the container.

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1 Shipper/Consignor/Sender		2 Transport document number		
		3 Page 1 of pages	4 Shipper's reference	
			5 Freight forwarder's reference	
6 Consignee		7 Carrier (to be completed by the carrier)		
		SHIPPER'S DECLARATION I hereby declare that the contents of this consignment are fully and accurately described below by the proper shipping name, and are classified, packaged, marked and labelled/placarded and are in all respects in proper condition for transport according to the applicable international and national governmental regulations.		
8 This shipment is within the limitations prescribed for: (Delete non-applicable) PASSENGER AND CARGO AIRCRAFT / CARGO AIRCRAFT ONLY		9 Additional handling information		
10 Vessel/flight No. and date	11 Port/place of loading			
12 Port/place of discharge	13 Destination			
14 Shipping marks	Number and kind of packages; description of goods*	Gross mass (kg)	Net mass (kg)	Cube (m^3)
15 Container identification No./ vehicle registration No.	16 Seal number(s)	17 Container/vehicle size and type	18 Tare mass (kg)	19 Total gross mass (including tare) (kg)
CONTAINER/VEHICLE PACKING CERTIFICATE I hereby declare that the goods described above have been packed/ loaded into the container/vehicle identified above in accordance with the applicable provisions.* **MUST BE COMPLETED AND SIGNED FOR ALL CONTAINER/ VEHICLE LOADS BY PERSON RESPONSIBLE FOR PACKING/ LOADING**		21 RECEIVING ORGANISATION RECEIPT Received the above number of packages/containers/trailers in apparent good order and condition, unless stated hereon: RECEIVING ORGANISATION REMARKS:		
20 Name of company		Haulier's name Vehicle registration No.	22 Name of company (OF SHIPPER PREPARING THIS NOTE)	
Name/status of declarant		Signature and date	Name/status of declarant	
Place and date			Place and date	
Signature of declarant		DRIVER'S SIGNATURE	Signature of declarant	

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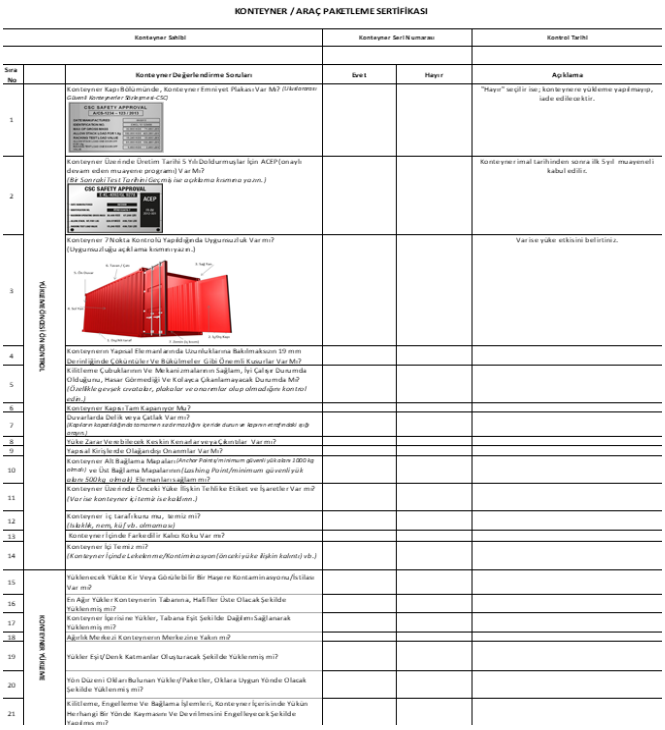
- **CONTAINER/VEHICLE PACKING CERTIFICATE**

When dangerous goods are packed or loaded into any container or vehicle, those responsible for packing the container or vehicle shall provide a "container/vehicle packing certificate" specifying the container/ vehicle identification number(s) and certifying that the operation has been carried out in accordance with the following conditions:



KONTEYNER / ARAÇ PAKETLEME SERTİFİKASI

Konteyner Sahibi	Konteyner Seri Numarası	Kontrol Tarihi

Sıra No		Konteyner Değerlendirme Soruları	Evet	Hayır	Açıklama
1	YÜKLEME ÖNCESİ ÖN KONTROL	Konteyner Kapı Bölümünde, Konteyner Emniyet Plakası Var Mı? *(Uluslararası Güvenli Konteynerler Sözleşmesi-CSC)*			"Hayır" seçilir ise; konteynere yükleme yapılmayıp, iade edilecektir.
2		Konteyner Üzerinde Üretim Tarihi 5 Yılı Doldurmuşlar İçin ACEP (onaylı devam eden muayene programı) Var Mı? *(Bir Sonraki Test Tarihini Geçmiş ise açıklama kısmına yazın.)*			Konteyner imal tarihinden sonra ilk 5 yıl muayeneli kabul edilir.
3		Konteyner 7 Nokta Kontrolü Yapıldığında Uygunsuzluk Var mı? (Uygunsuzluğu açıklama kısmını yazın.)			Var ise yüke etkisini belirtiniz.
4		Konteynerın Yapısal Elemanlarında Uzunluklarına Bakılmaksızın 19 mm Derinliğinde Çöküntüler Ve Bükülmeler Gibi Önemli Kusurlar Var Mı?			
5		Kilitleme Çubuklarının Ve Mekanizmalarının Sağlam, İyi Çalışır Durumda Olduğunu, Hasar Görmediği Ve Kolayca Çıkarılamayacak Durumda Mı? *(Özellikle gevşek cıvatalar, plakalar ve onarımlar olup olmadığını kontrol edin.)*			
6		Konteyner Kapısı Tam Kapanıyor Mu?			
7		Duvarlarda Delik veya Çatlak Var mı? *(Kapıların kapatıldığında tamamen sızdırmazlığını içeride durun ve kapının etrafındaki ışığı arayın.)*			
8		Yüke Zarar Verebilecek Keskin Kenarlar veya Çıkıntılar Var mı?			
9		Yapısal Kirişlerde Olağandışı Onarımlar Var Mı?			
10		Konteyner Alt Bağlama Mapaları *(Anchor Points/minimum güvenli yük alanı 1000 kg olmalı)* ve Üst Bağlama Mapalarının *(Lashing Point/minimum güvenli yük alanı 500kg olmalı)* Elemanları sağlam mı?			
11		Konteyner Üzerinde Önceki Yüke İlişkin Tehlike Etiket ve İşaretler Var mı? *(Var ise konteyner içi temiz ise kaldırın.)*			
12		Konteyner iç tarafı kuru mu, temiz mi? *(Islaklık, nem, küf vb. olmaması)*			
13		Konteyner İçinde Farkedilir Kalıcı Koku Var mı?			
14		Konteyner İçi Temiz mi? *(Konteyner İçinde Lekelenme/Kontiminasyon (önceki yüke ilişkin kalıntı) vb.)*			
15	KONTEYNER YÜKLEME	Yüklenecek Yükte Kir Veya Görülebilir Bir Haşere Kontaminasyonu/İstilası Var mı?			
16		En Ağır Yükler Konteynerin Tabanına, Hafifler Üste Olacak Şekilde Yüklenmiş mi?			
17		Konteyner İçerisine Yükler, Tabana Eşit Şekilde Dağılımı Sağlanarak Yüklenmiş mi?			
18		Ağırlık Merkezi Konteynerın Merkezine Yakın mı?			
19		Yükler Eşit/Denk Katmanlar Oluşturacak Şekilde Yüklenmiş mi?			
20		Yön Düzeni Okları Bulunan Yükler/Paketler, Oklara Uygun Yönde Olacak Şekilde Yüklenmiş mi?			
21		Kilitleme, Engelleme Ve Bağlama İşlemleri, Konteyner İçerisinde Yükün Herhangi Bir Yönde Kayması Ve Devrilmesini Engelleyecek Şekilde Yapılmış mı?			

1. The container/vehicle was clean, dry and apparently fit to receive the goods;
2. Packages which need to be segregated in accordance with applicable segregation requirements have not been packed together onto or in the container/vehicle (unless approved by the competent authority concerned in accordance with 7.3.4.1);
3. All packages have been externally inspected for damage, and only sound packages have been loaded;
4. Drums have been stowed in an upright position, unless otherwise authorized by the competent authority, and all goods have been properly loaded and, where necessary, adequately braced with securing material to suit the mode(s)* of transport for the intended journey;
5. Goods loaded in bulk have been evenly distributed within the container/vehicle;
6. For consignments including goods of class 1 other than division 1.4, the container/vehicle is structurally serviceable in accordance with 7.1.2;
7. The container/vehicle and packages are properly marked, labelled and placarded, as appropriate;
8. When substances presenting a risk of asphyxiation are used for cooling or conditioning purposes (such as dry ice (UN 1845) or nitrogen, refrigerated liquid (UN 1977) or argon, refrigerated liquid (UN 1951)), the container/vehicle is externally marked in accordance with 5.5.3.6; and
9. A dangerous goods transport document, as indicated in 5.4.1, has been received for each dangerous goods consignment loaded in the container/vehicle.

Note: The container/vehicle packing certificate is not required for portable tanks.

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11.ATTACHMENTS

1. General Layout Plan of the Coastal Facility
2. General View Photos of the Coastal Facility
3. Emergency Center and Contact Information
4. General Layout Plan of Areas Where Dangerous Goods Are Handled
5. Fire Plan of Areas Where Dangerous Goods Are Handled
6. General Fire Plan of the Facility
7. Emergency Response Plan
8. Emergency Meeting Locations and Plan
9. Emergency Management Scheme
10. Dangerous Substance Handbook
11. Leakage Areas and Equipment for CTU and Packages, Entry / Exit Drawings
12. Inventory of Port Service Vessels
13. Maritime coordinates of Port Authority Administrative Boundaries, anchorage areas and pilot landing / boarding points
14. Emergency response equipment against sea pollution at the port facility
15. Personal Protective Equipment (PPE) usage map
16. Dangerous Substance incident report form
17. Control results notification form for dangerous cargo transport units (CTUs)
18. Accident Prevention Policy

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12. ABBREVATIONS

IBC: Intermediate Bulk Container

IMO: International Maritime Organization

IMDG Code: International Maritime Dangerous Goods Code

UN (United Nations) No: The four-digit United Nations Number that defines the dangerous substances in Table A of IMDG CODE Section 3.2.

DGSA: Dangerous Goods Safety Advisor

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13. DEFINITIONS

Dangerous Cargo: Any solid, liquid and gas that can cause harm to humans, other living organisms, property or the environment.

The provisions contained in this Code are applicable to all ships to which the International Convention for the Safety of Life at Sea, 1974 (SOLAS), as amended, applies and which are carrying dangerous goods as defined in regulation 1 of part A of chapter VII of that Convention.

Dangerous Substance: Explosive, oxidizing, very easily flammable, easily flammable, flammable, very toxic, toxic, harmful, corrosive, irritant, sensitizing, carcinogenic, mutagenic, reproductive toxic and environmentally hazardous substances and preparations-compounds.

Classification: Separation made by the International Maritime Organization considering the chemical properties of dangerous substances.

Package means the complete product of the packing operation, consisting of the packaging and its contents prepared for transport.

Packaging means one or more receptacles and any other components or materials necessary for the receptacles to perform their containment and other safety functions.

Packing Group (PG) For packing purposes, substances other than those of classes 1, 2, 5.2, 6.2 and 7, and other than self-reactive substances of class 4.1, are assigned to three packing groups in accordance with the degree of danger they present:

Packing group I: substances presenting high danger;

Packing group II: substances presenting medium danger; and

Packing group III: substances presenting low danger.

Labels are an appropriate group of written, printed or graphic informational elements concerning a hazardous chemical that are affixed to, printed on, or attached to the immediate container of a hazardous chemical, or to the outside packaging.

Placards (Enlarged labels) provide warning that the contents of the unit are dangerous goods and present risks.

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Safety Data Sheet (SDS): SDSs are a widely used system for cataloguing information on chemicals, chemical compounds, chemical mixtures.

Cargo Transport Unit (CTU): Cargo transport unit means a road transport tank or freight vehicle, a railway transport tank or freight wagon, a multimodal freight container or portable tank, or an MEGC.

Fumigation: Fumigation is a method of pest control or the removal of harmful microorganisms by completely filling an area with gaseous pesticides, or fumigants, to suffocate or poison the pests within.

14. PRESENTATION

DP World Yarimca Port Dangerous Goods Handling Manual includes the steps to be followed for handling dangerous goods at the port sites. It is aimed to make these steps valid for all vessels visiting

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DP World Yarimca Port and for all dangerous cargo operations regardless of the flags of the vessels.

In the handling of dangerous goods at DP World Terminal: Operations, HSSE, Trade and Human Resources departments are responsible for establishing the handling procedure, following the procedures, ensuring that the necessary training is received by the relevant employees.

Those responsible should consider the precautions and recommendations of DGSA regarding the handling and temporary storage of dangerous goods within the scope of IMDG code and ADR. Responsibility must be fulfilled with due care and attention.

Responsibility must be fulfilled with due care and attention.