

DP WORLD YARIMCA PORT ENTERPRISES I.C. DANGEROUS GOODS MANUAL



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				Name Surname	Signature
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 (TMGD)	



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1. INTRODUCTION**1.1. Facility Information Form**

1	Facility Operator Name/Title	DP World Yarımca Liman İşletmeleri A.Ş.		
2	Facility Operators Contact information (Address, Phone,Fax,e-mail and webpage)	Address: Mimar Sinan Mahallesi Mehmet Akif Ersoy Caddesi No:168 Yarımca Körfez/Kocaeli Phone Number: +90 262 316 1100 Fax: +90 262 316 1129 e-mail: ticaret@dpworld.com Web page: www.dpworldyarimca.com		
3	Facility Name	DP World Yarımca Liman İşletmeleri A.Ş.		
4	Facility Location	Kocaeli		
5	Facility Contact Information (address, phone, fax, e-mail and web page)	DP World, Yarımca Mimar Sinan Mahallesi Mehmet Akif Ersoy Caddesi No:168 Yarımca Körfez/Kocaeli Phone: +90 262 316 1100 Fax: +90 262 316 1129 e-mail: ticaret@dpworld.com Web page: www.dpworldyarimca.com		
6	Facility Region	Marmara Region		
7	Contact Information Of Port Authority Which Facility is Connected to	Kocaeli Liman Başkanlığı Address: Atalar Mah. Sahil Yolu Cad. No: 26 Yarımca- 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 Belediyesi 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	Available		
11	Facility Operation Status (X)	Own Loads and Additional 3 rd party (..)	Own Loads (..)	3 rd Party (X)
12	Facility Representative Name and Surname, Contact Information (phone, fax, e-mail)	Hakan Denizkuşu Phone: +90 262 316 1100 Fax: +90 262 316 1129 e-mail: ticaret@dpworld.com		
13	Responsible For Dangerous Goods On Behalf of Facility,	Hakan Denizkuşu Phone: +90 262 316 1100 Fax: +90 262 316 1129 e-mail: ticaret@dpworld.com		

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	Contact Information (phone, fax, e-mail)	
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"
16	Dangerous Goods Handled in Facility	Packaged Dangerous Goods within the scope of IMDG code (Except, Class 1, Class 6.2, Class 7 and some substances), Fumigated Cargo Units
17	Vessel Types That May Aboard Facilities	Container, General Cargo, Bulk Goods
18	Facilities distance to mainroad (km)	D100 0.6 Km, Tem 1 Km
19	Facilities distance to railroad (km) or does it have railroad connection (yes/no)	Railroad Connection Available
20	Closest Airport Name and Distance to Facility (km)	Sabiha Gökçen Airport 53 Kilometre, Cengiz Topel Airport 39 Km
21	Facility Good Handling Capacity (TEU/year)	1.3 million teu/year 200.000 tonnes/year
22	Does Facility Handles Scraps?	No
23	Does Facility Have Border Crossing	No
24	Does Facility Have Bonded area	Yes
25	Good Handling Equipment and Capacity	8 Quay Cranes, 24 Yard Cranes, 4 Reach Stackers 58 ITVs, 11 Forklifts
26	Storage Tank and Capacity	Not Available
27	Open Storage Area (m2)	394.179 m2 (Total Bonded Area)
28	Semi Closed Storage Area (m2)	Not Available
29	Closed Storage Area (m2)	5.293 m2 (Bonded Area)
30	Designated Fumigation and/or Fumigation Refining Area (m2)	Fumigation Area is available
31	Pilotage and Towing Services Provider Name/Title Contact Information	Anadolu Kılavuzluk A.Ş. Yarımca Kılavuzluk İstasyonu Mimar Sinan Mah. Denizciler Cad. No: 69 Körfez / KOCAELİ Phone : +90 262 528 33 00

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		Fax:+90 262 528 53 72 Mail: yarimcapilot@ankaspilot.com			
32	Does it have Security Plan?	Port Facility Security Plan			
33	Waste Acceptance Facility Capacity	Our 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.			
34	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
Quay No.2	464 METER	35 METER	-16.00 METER	-16.00 METER	220.000
Pipeline Name		No	Length (meter)	Diameter (inç)	
-		-	-	-	

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 Yarımca 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 Yarımca 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 Yarımca **IMDG Matrix**.



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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 also in case they occur, minimise 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 it's 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.
- ç) Responsible for training regarding to related personnel, dangerous goods transported via sea routes, safety measures, working safely, emergency cautions, security and related topics and also keeping records of these.
- d) Responsible for taking necessary measures for dangerous goods which are not aligned with rules and creates risks for environment and people.
- e) Responsible for providing information and support to the related parties in case of emergencies and incidents.
- f) Responsible for notifying administration regarding to dangerous goods accidents that took place under his responsibility.
- g) Responsible for presenting documents requested and co-operation with official parties through the inspections being done.

2.2 Responsibilities of Shore Facility Operator

a) Responsible for appropriate, safe, sheltered approach and docking of vessels.

At Dp World Ports, during Quay Planning, Vessel Approach, Docking, Departing and Sweepline Vessel positioning operational processes are done according to **DPWY-O-PRO-01 VESSEL MANEUVER** procedures.



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b) Responsible for proving proper and safe entrance and exit system between vessel and shore.

Vessel and shore entrance and exit systems are done according to **DPWY-O-PRO-01 VESSEL MANEUVER** for providing proper and safe operations.

c) Responsible for training of personnel who will work in loading, discharging and handling operations of dangerous goods.

The personnel who will work in loading, discharging and handling operations of dangerous goods must be delivered the required trainings according to DP World Training Policy. All personnel are required to complete induction, HSSE training, IMDG awareness and position related trainings which are given by the authorized institutions. Trainings are recorded by Human Resources Department. Operations supervisors are acting under their immediate superiors instructions for transportation, storage and handling of dangerous goods in a safe manner.

ç) Responsible for inspecting, temporary storing, stacking, seperating, handling and trasportation of dangerous goods within port premises according to rules and safety measures by using proper, qualified, trained and work safety measures taken personnel.

At Dp WORLD Terminal, seperation and stacking of dangerous goods are done thorough ZODIAC system. Secure handling, loading/discharing and/or temporary storage processes starting with entrance of the port and finishing with departure of the goods are executed according to **DPWY-O-PRO-07 HANDLING AND STORAGE OF DANGEROUS GOODS** procedure. Loading and Discharging Operations, Container Numbering, IMO Tagging and Seal Control Processes are executed according to **DPWY-O-PRO-02 CONTAINER DISCHARGE AND LOADING OPERATIONS, DPWY-O-PRO-05 SAFE STORAGE OF CONTAINER AREAS** procedures.

d) Responsible for requesting all necessary document, information and files related with dangerous goods, and ensures that they are present with the goods.



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All dangerous goods are registered and the areas for these goods are designated and all these areas are separated over the TOS system which is prepared by the planning department. For every dangerous good port entrance/loading/discharging document procedures can be found in **DPWY-O-PRO-07 HANDLING AND STORAGE OF DANGEROUS GOODS** procedures.

e) Responsible for keeping updated list of dangerous goods which are present at the facility site.

Dangerous goods are registered over to the TOS system which is prepared by Planning Department. The information given below regarding to dangerous goods are recorded over TOS System.

- ETA and name of the vessel
- Truck plate number
- Agency and Line Information
- IMDG Code Type
- UN number
- Container Number

f) Responsible for training of all business personnel, in areas like risks of dangerous goods, safety measures, working safely, emergency measures, security and related topics and keeps records of these.

Trainings are delivered according to DP World Terminal HR Training Policy. Emergency Response Procedures, Corrective and Preventative Actions can be found in **DPWY-HSSE-PRO-014 EMERGENCY RESPONSE PLAN.**

g) Responsible for controlling of related documents for approving safe loading to proper and approved wrapping, storage or transportation unit, declaration, tagging, wrapping, certification, classification and identification of dangerous goods which will enter port premises.



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Controls regarding to vehicles makes entrance and exit to DP World Terminal which carries dangerous goods are mentioned in ADR Update/ ADR Controll Process file. Transportation document, inspection information, SRC5, ADR compability document, Orange plate and warning label controls are made.

ğ) Takes necessary pre-cautions regarding to dangerous goods which are against rules, in unsafe condition and threatening others or environment and notifies port authorities regardng to these.

According to **DPWY-HSSE-PRO-014 EMERGENCY RESPONCE PLAN**, If in case of an unexpected incident arises and this is determined to develop into a potential emergency situation, emergency is declared. Emergency regulations can be found in **DPWY-HSSE-PRO-014 EMERGENCY RESPONCE PLAN**.

h) Preparing Emergency Regulations and notifies all related parties in this respect.

Emergency regulations can be found **DPWY-HSSE-PRO-014 EMERGENCY RESPONCE PLAN**

i) Business is also responsible for notifying port authority regarding to dangerous goods accidents that took place outside of it's responsibility.

Reporting of accidents that took place over the sea is under the responbility of vessel captain or deputy officer, shipper, operator or agency, related port authority and local administration when the accident is in inner-waters according to "Investigation and Examination of Sea Accidents and Incidents Regulation". Anyone except the list given above can olsu notify related parties regarding to sea accidents and incidents. The first notification will be made to AAKKM according to to "Investigation and Examination of Sea Accidents and Incidents Regulation".



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i) Responsible for providing support and co-operation to public authorities during their controls.

j) Responsible for executing related activities regarding to dangerous goods on properly designated quay, harbor, warehouse and depots.

Operational processes were created to provide vessel's quay planning, docking, departure, shifting over quay activities. At DP World Yarımca Terminal dangerous goods storing activities are not done. Prior to vessel docking to quay, quay preparation processes are done according to **DPWY-O-PRO-02 CONTAINER DISCHARGE AND LOADING OPERATIONS** procedure. Dangerous goods storage on Terminal CFS partial good warehouse is not being done.

k) Responsible for obtaining required tools and equipment for quays and harbors that are designated for bulk-oil and oil products loading and discharging from vessels and sea vehicles.

DP World Terminal doesn't have bulk-oil or oil products loading or discharging operations.

l) Responsible for transporting dangerous goods which are not able to be temporary stored inside business premises as soon as possible without any stalling to outside of the shore facilities.

As it is stated in **DPWY-O-PRO-07 HANDLING AND STORAGE OF DANGEROUS GOODS** procedure dangerous goods need to be transported out of port premises as soon as possible.

n) Responsible for preparing a proper storage area based up distribution and stacking regulations of dangerous goods and takes necessary fire, environment and other safety measures in that area. Responsible for taking precautions regarding to heat and other threats during Dangerous goods being loaded, discharged or transshipped, and loading, discharging, transshipment with vessel representatives, especially in hot weather. Inflammable substances are kept away from processes which may create



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sparks and during handling of these goods no equipment or vehicle that create sparks will not be utilized.

At DPWY port premises dangerous goods are stacked in designated area. All personnel complete trainings; induction, HSSE training, IMDG awareness and position related trainings which are given by the authorized institutions. Hot work and processes are executed according to **DPWY-HSSE-PRO-31 SAFE WORKING PROCEDURE IN HOT WORKS**. Dangerous goods' loading, discharging and transshipment procedures in bad weather conditions are defined this procedure's article 6.2.

o) Responsible for preparing vessel and sea vehicle evacuation plan from shore facilities in case of an emergency.

In case of emergencies, vessel's departure from port can be found in **DPWY-HSSE-PRO-014 EMERGENCY RESPONSE PLAN**.

2.3 Responsibilities of Vessel Captain

a) Ensures that vessel's equipment and tools are properly aligned with dangerous goods transportation.

b) Requests all the necessary document, information and files regarding to dangerous goods and ensures that they are present with the dangerous goods.

c) Ensures that related safety measures are followed completely and permanently during operations for dangerous goods being loaded, stacked, separation, handling, transportation and discharging, and also inspects and controls these operations.

ç) Ensures and controls that that dangerous goods that is loaded over to his/her vessel are properly identified, classified, certified, packaged, tagged, branded, declared, loaded into proper package, cube or transportation unit in a secure way.

d) Ensures that all vessel personal is briefed and trained regarding to transported, loaded, discharged dangerous goods risks, safety measures, safe operations, emergency measures.



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- e) Ensures that properly qualified and properly trained personnel is working with the necessary safety measures taken during dangerous goods being loaded, transported, discharged and handled.
- f) Not allowed to go outside of the territory, anchor, approach to quay or harbor which was allocated for him/her.
- g) Ensures that all rules and measures are followed during departing, approaching, anchoring, manouvering and cruising in order to provide safe transportation of dangerous goods.
- ğ) Responsible for safe entrance and exit between vessel and quay.
- h) Gives briefing regarding to applications, safety procedures, emergency measures and response methods for the dangerous goods loaded over to his vessel.
- i) Responsible for keeping updated list of loaded goods over to his/her vessel and declares this to the related parties.
- i) Takes necessary measures for unsafe, anormal and vessel, individual or environmental threathining dangerous goods and notifies port authority for the related incident.
- j) Responsible for reporting of dangerous goods accident that took place over his vessel.
- k) Responsible for supporting and co-operation during the controls made over his/her vessel by officials.

2.4 Responsibilities of Dangerous Goods Safety Advisor

(ANNUNCIATION REGARDING TO DANGEROUS GOODS SAFETY ADVISOR (CITATION: TMKTDGM-01) states the Advisor's (TMGD) duties and responsibilities: (business is cited as 'shore facility' transported dangerous goods are cited as 'containers or vehicles that contain dangerous goods; transportation ters are used as handling/loading/discharging)

- 1st** Advisor's provide simplification of tasks by providing the most proper equipment and actions to complete tasks in the most safest way for the advisee business under the responsibility of the responsible personnel of the advisee. Advisor is responsible the TMGDK that he/she is acting under.
- 2nd** When we consider the activities within facilities, advisors basicly carries out the tasks given below:
- 3rd** Ensures that dangerous goods are transported according to international agreements and contracts(ADR/RID/IMDG Code) and also related regulation clauses.



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- 4th** Provides suggestion to business regarding to transportation of the goods based upon ADR/RID/IMGD Code clauses.
- 5th** Preparing of the annual report for handling dangerous goods of business unit with the format declared with administration within the 3 months of the new year. Once this is requested he/she is responsible for sending this report to administration via www.turkiye.gov.tr TMGDK he/she is acting under and also the advisee business.
- 6th** By identifying the dangerous goods that will be handled, and determine the procedures depending on the necessities in ADR/RID/IMDG code.
- 7th** Providing guidance to business for the transportation vehicles that will be purchased for transporting of the dangerous goods.
- 8th** Determining the related procedures for controlling of the equipment which will be utilized in dangerous goods handling.
- 9th** Ensure that facility employees are taking proper training regarding to national and international regulations and any updates over these and also ensuring that records of these trainings are kept.
- 10th** Determining emergency response procedures in case of an accident occurred or compromise safety during handling of dangerous goods. Ensure that periodical drills are made in this respect and ensure that records of these are kept.
- 11th** Ensures that preventative measures are taken for preventing accidents or serious violations happening again.
- 12th** Ensures that contractors and third parties are selected and chosen according to dangerous goods handling, loading and discharging and also related regulations clauses.
- 13th** Ensures that employees that work in dangerous goods handling operations are informed regarding to operational procedures and regulations.
- 14th** Responsible for taking measures to raise awareness of related personnel in respect to risks regarding to handling of dangerous goods.
- 15th** Preparing instructions regarding to which document and safety equipment needs to be present over transportation device during the transportation of the dangerous goods based upon the substance's class. (preparing instructions regarding to obligatory equipment and document have to be present on the vehicle which will enter/exit to shore facility within the scope of ADR)
- 16th** Responsible for recording training, experiment and control and also any other activity with dates and hours, keeping these records for 5 years and whenever it is requested to present these to administration, to connected TMGDK and advisee business.
- 17th** In case of a threat inside the advisee business, stop the operations till the immediate threat is removed, in case threat is removed re-starting operations with his approval, and every step taken for removing that threat need to be reported to advisee business, TMGDK and related officials in written format.
- 18th** Preparing procedures regarding to tagging, marking, packing and loading works and processes of dangerous goods loaded according to ADR/RID/IMDG codes.
- 19th** Responsible for preparing a report to an accident that caused harm a living being, property or environment which took place where he/she is working as an advisor. He/she will collect information regarding to this incident and will report to the advisee business.



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2.5 Responsibilities of Pilotage Company

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

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

a) Shore facility operators are responsible for transportation of the dangerous goods to outside of their premises as soon as possible, if dangerous goods can't be stored in quay and harbors where they were discharged.

As it is stated in **DPWY-O-PRO-07 HANDLING AND STORAGE OF DANGEROUS GOODS**, dangerous goods will be transported out of the port premises as soon as possible.

b) Dangerous goods are appropriately packaged and packing over the substance must have identifiable information, risks and safety measures.

DPWY Terminal doesn't have any dangerous goods packing operation.

c) Shore Facility personnel who are assigned in handling operation of dangerous goods, vessel personnel and other authorized individuals have to wear protective equipment depending on the physical and chemical features of the dangerous goods during it's loading, discharging and storing process.

PPE table which will be utilized during emergencies can be found in Sea Pollution Response Equipment whis is an attachment of **DPWY-HSSE-PRO-014 EMERGENCY RESPONCE PLAN**. Terminal partial CFS warehouse is not utilized for dangerous goods storage.



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ç) Individuals which will involve in firefighting activities in dangerous goods handling yard, must have their firefighter equipment and tools ready and their extinguishers and first aid units and tools must be always ready to use

Emergency Response Equipment and Sea Pollution Response Equipment can be found in **DPWY-HSSE-PRO-014 EMERGENCY RESPONSE PLAN.**

d) Shore facility operators are responsible for preparing emergency evacuation plan during emergencies for vessel and sea vehicles, and present this plan to port authority's for approval

Vessel departure rules during emergency can be found in **DPWY-HSSE-PRO-014 EMERGENCY RESPONSE PLAN**

e) Shore facility operators are responsible for taking fire,safety and security measures.

Emergency response procedures, corrective and preventative actions can be found in **DPWY-HSSE-PRO-014 EMERGENCY RESPONSE PLAN.**

f) Shore Facility operators, gets approval from port authority regarding to this clauses and afterwards notifies related parties in this respect.

g) The audits regarding to this clauses are done by port authority and in case of any discrepancy, handling operations is stopped till discrepancy is addressed.

ğ) According to Regulation of Training and Authorization of Dangerous Goods which are carried via searoutes within the scope of International Code, the personnel who doesn't have related training and certificates are not allowed to work in area where

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dangerous goods are handled and also they are not allowed to access these areas as well.

All personnel; induction, HSSE training, IMDG awareness and position related trainings which are given by the authorized institutions

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)

According to this regulation the classifications are given as below:


Class 1 Explosive Substance and Items

	<p>Risk Section 1.1: Substances and Units that have Massive Explosion Risk Contains explosive which may lead to massive explosion. An explosion almost affects all the goods.</p>
	<p>Risk Section 1.2: Substances and Goods which don't have massive explosion risk but has scattering/dashing risks. Substances and units which doesn't have explosion risk but has dashing risk.</p>

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	<p>Risks Section 1.3: Substances and Units that have fire risk, minor explosion or dashing or both, however doesn't have massive explosion risks.</p> <p>Substances that have fire risk or minor explosion or minor dashing or both, however doesn't have massive explosion risks.</p> <p>This section contains the substances and units given below:</p> <ol style="list-style-type: none"> 1 Significant amount of radiant or 2 The ones that create chain reactions as minor explosion or dashing.
	<p>Risk Section 1.4: Substances that don't have significant risks.</p> <p>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 to have any big particles to be dashed to significant amount of distances.</p>
	<p>Risk Section 1.5: Substances that have high explosion risk however have low sensivity.</p> <p>Substances that have high explosion risk however have low sensivity.</p>
	<p>Risk Section 1.6: Substances that have high explosion risk however have extremely low sensivity.</p> <p>Substances that have high explosion risk however have extremely low sensivity.</p>

Class 2 Gases

	<p>Class 2.1 Flammable Gases</p> <p>Gases that have features given below at kPa 101,3 pressure and 20°C:</p> <ul style="list-style-type: none"> ▪ 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
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	calculations this calculations are done according to ISO (refer to :ISO 10156:2010)
	<p>Class 2.2 Non-Flammable and Non Poisonous Gases</p> <p>These Gases:</p> <ul style="list-style-type: none"> ▪ 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 doesn't belong to other classes.
	<p>Class 2.3 Toxic Gases</p> <p>These Gases:</p> <ul style="list-style-type: none"> ▪ 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 poisonous for the humans.



Class 3 Flammable Liquids

	<p>Class 3: Flammable Liquids</p> <p>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"</p>
--	--



Class 4 Flammable Solids

	<p>Class 4.1 Flammable solids, substances that reacts by itself, less sensitive solid explosives and polymerising substances.</p> <p>Flammable solids, can easily be ignited and solids that might start ignition by friction.</p> <p>The substances that react by itself don't have stable heat and they are eager to exothermic degradation without contacting with oxygen(air).</p>
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	<p>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.</p> <p>Polymerizing substances are substances that exothermically react by itself, which may lead creation of bigger molecules or during transportations normal conditions that will evolve into polymerization.</p>
	<p>Class 4.2 Combustible Substances</p> <p>Pyrophoric substances, including solutions and mixtures (liquid or solid), small amount of substances which starts burning after contacting with air within 5 minutes. These are the most eager to combust substances.</p> <p>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 and days).</p>
	<p>Class 4.3 Substances that releases flammable gases when contacted with water.</p> <p>the solid or liquid substances in this class releases dangerous amount of flammable gases which are eager to combust whenever contacted with water.</p>

Class 5: Oxidizing Substances and Organic Peroxides

	<p>Class 5.1 Oxidizing Substances</p> <p>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.</p>
	<p>Class 5.2 Organic Peroxides</p> <p>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.</p>

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Class 6: Poisonous and Infectious Substances

	<p>Class 6.1 Poisonous Substances These substances can harm human health by causing death or serious injury whenever they are swallowed, breathed in or contacted.</p>
	<p>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</p>


Class 7: Radioactive Substances

	<p>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.</p>
---	---

Class 8: Corrosive Substances

	<p>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.</p>
---	--

Class 9 Various Dangerous Goods and Units

	<p>Various Dangerous Goods and Units 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:</p> <ul style="list-style-type: none"> ▪ All substances and units that are considered as dangerous characteristics which are not included in other classes and experiences
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	<p>updated version of SOLAS part VII, section A will be applied.</p> <ul style="list-style-type: none">▪ The agreement given above, substances which are not included part VII section A, however with the updated version MARPOL, attachment III clauses are applied.
	<p>Sea Pollutants</p> <p>Sea 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.</p>

4.2. Packaging and Wrapping of Dangerous Goods

Wrapping, means one or more container, and other equipments and componenets which allows containers to keep containment secure.

Package, completed product which is ready to be transported after wrapping processes.



Intermediate Bulk Container (IBC), Expect the ones mentioned in section 6.1, hard or flexible mobile wrapping.



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- Capacity:
 - For Packaging group II and III solids and liquids 3,0m³ (3000 liters) the most.
 - Flexible, hard plastic, composite, paperboard and wooden IBC's are packaged, packaging group I solid substances are 1,5 m³ the most;
 - When metal IBC's are packaged, they can container class I solid substances 3,m³ the most;
 - 3 m³ for Class 7 radioactive substances; .
- They are designed for mechanical handling and
- They are tested for their endurance during handling and transportation.

Big Wrapping, means a bigger wrapping that includes smaller wraps or objects and features are given below:

- They are designed for mechanical handling
- Net weigh is more than 400kg and it has 450 liter or more capacity, however it's volume is lower than 3m³.



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

-According to IMDG Code 5.3.1.1.4 ve 5.3.2 placards and labeling methods, even if the transportation unit is submerged for 3 months under water, these 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.

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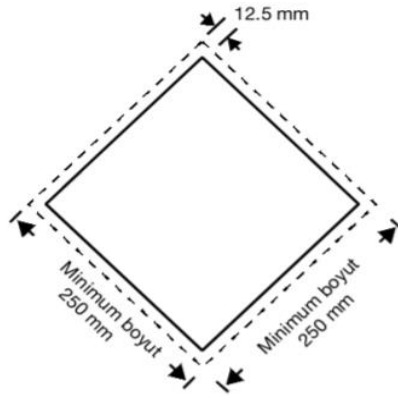
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-Placards should be in square form and placed with 45° angle (like baklava). Minimum size will be 250 mm x 250 mm (from edge of the placard). The line inside the edge needs to be parallel and from there to the edge of the etiquetee it will be 12,5mm. Symbol and line which is on the side line need to be the same colour 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.

**Placard Example which includes UN Number**



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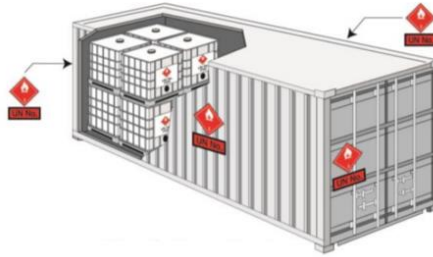
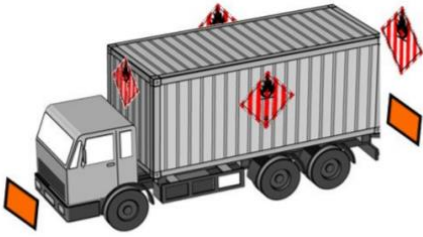
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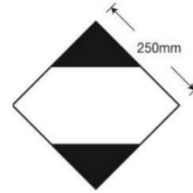
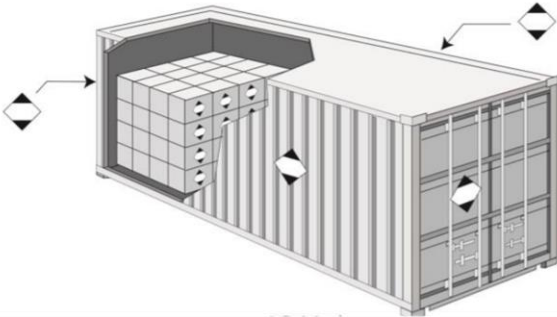
Container Tagging:

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

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

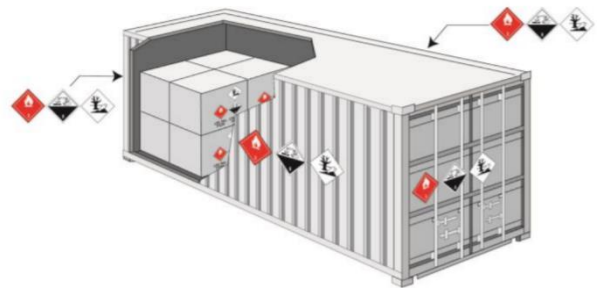
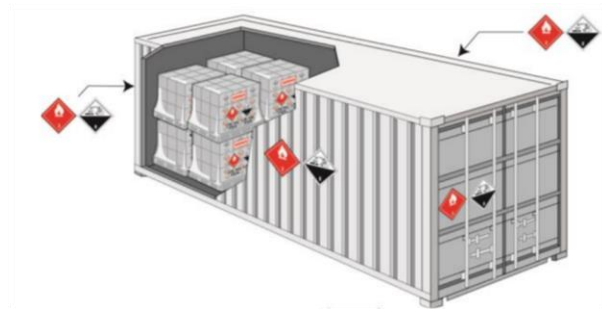


- **Transportation Units that transport limited amount of dangerous goods.**



Sınırlı Miktar (LQ) işareti

- **Transportation Units that transport different classes of dangerous goods.**





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- Sea Pollutant Tag

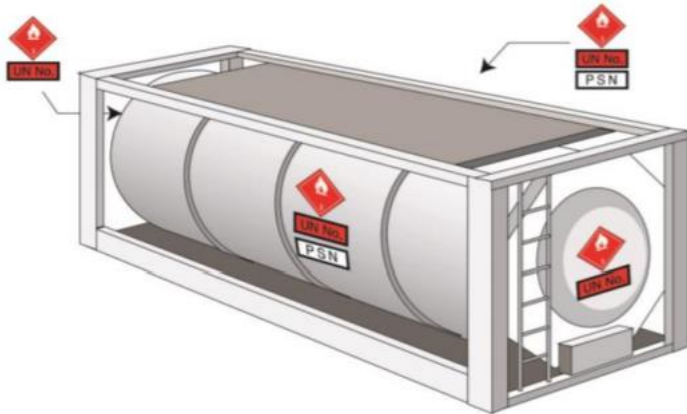
For transportation unites sea pollutant tag's sizes should be 250 mm x 250 mm at least.



- 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 representst the class of the dangerous goods that It's transporting.



- 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.

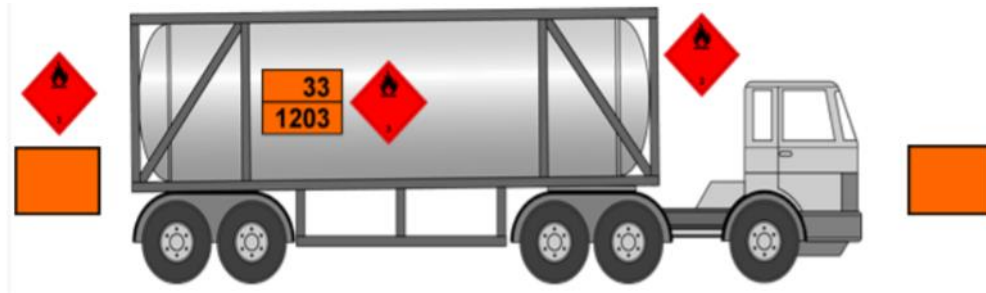


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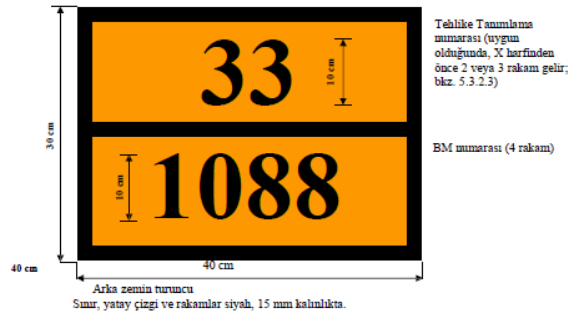
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- **Orange Plate**

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



- **Lithium Battery Tag**

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 : Lityum 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 wrapping 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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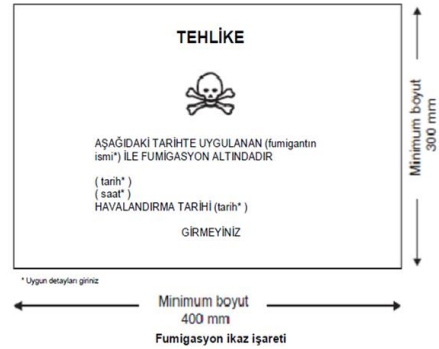
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- Fumigation Warning Tag

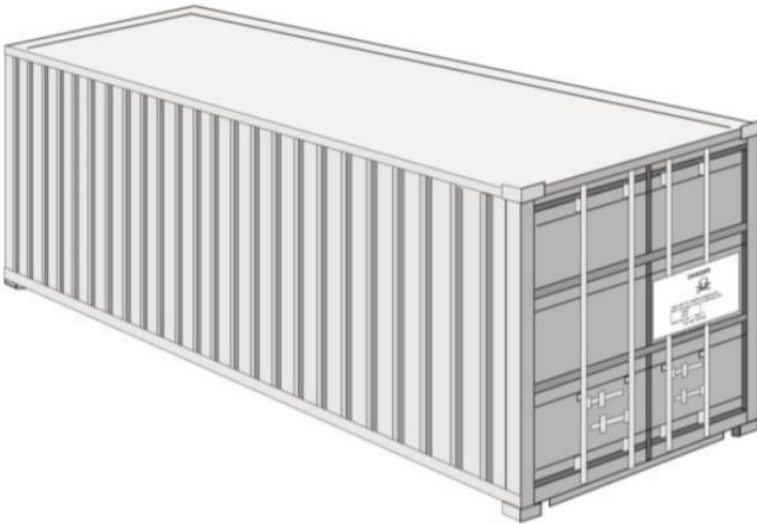
Fumigated transportation unit will be tagged with a warning sign as it was described with 5.5.2.3.2, this tag will be placed in a place where individuals are going to access to transportation unit in a visible way. This warning tag will remain with the transportation unit till the conditions given below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

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

Fumigasyon uyarı işareti aşağıdaki şekildeki gibi gösterilecektir.



- Fumigated Cargo Unit



4.4. Packing Groups and Tags of Dangerous Goods

Packing Group defines dangerous goods potential and sets up conditions for wrapping.

- PG I Packing Group for High level dangerous goods
- PG II Packing Group for Medium level dangerous goods
- PG III Packing Group for Low level dangerous goods



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For PG I, II and III X;
For PG II and III Y;
For PG III Z;

Coded packages are used.

Classes without any Packing Group:

- Explosive Substances (Class 1)
- Gases (Class 2)
- Radioactive substances (Class 7) and
- 5.2, partially 4.1 and partially 6.2

- Codes Regarding to Wrapping Types

For Wrapping types the numbers given below should be used:

- 1 Barrel
- 2 [Reserved]
- 3 Can
- 4 Box
- 5 Bag
- 6 Composite Wrapping

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

- A Steel (all types and surface processes)
- B Aluminium
- C Natural Wood
- D Plywood
- F Restructured Wood
- G Cardboard
- H Plastics
- L Fabric
- M Paper, multi layered
- N Metals except Steel and aluminium,
- P Glass, porcelain or ceramic

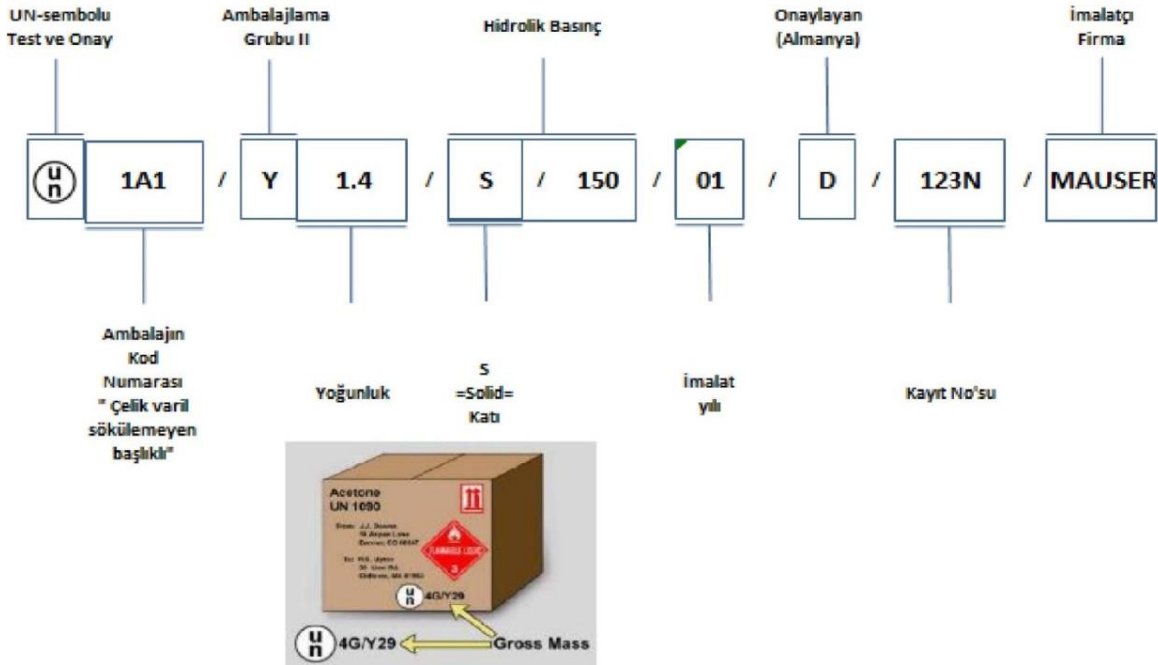
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4.5. Separation Tables of Dangerous Goods in Ports and On Vessels According to Their Classification

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.



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- Separation Table

General provisions regarding to separation of various dangerous goods is given below in the "separation table". Substances, equipments 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.

SEGREGATION TABLE																		
<small>The following table shows the general provisions for segregation between the various classes of dangerous goods.</small>																		
<small>SINCE THE PROPERTIES OF SUBSTANCES, MATERIALS OR ARTICLES WITHIN EACH CLASS MAY VARY GREATLY, THE DANGEROUS GOODS LIST SHALL ALWAYS BE CONSULTED FOR PARTICULAR PROVISIONS FOR SEGREGATION AS, IN THE CASE OF CONFLICTING PROVISIONS, THESE TAKE PRECEDENCE OVER THE GENERAL PROVISIONS.</small>																		
<small>SEGREGATION SHALL ALSO TAKE ACCOUNT OF A SINGLE SUBSIDIARY RISK LABEL.</small>																		
		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
Explosives	1.1, 1.2, 1.5	*	*	*	4	2	2	4	4	4	4	4	4	2	4	2	4	X
Explosives	1.3, 1.6	*	*	*	4	2	2	4	3	3	4	4	4	2	4	2	2	X
Explosives	1.4	*	*	*	2	1	1	2	2	2	2	2	2	X	4	2	2	X
Flammable Gases	2.1	4	4	2	X	X	X	2	1	2	X	2	2	X	4	2	1	X
Non-toxic, Non flammable gases	2.2	2	2	1	X	X	X	1	X	1	X	X	1	X	2	1	X	X
Toxic gases	2.3	2	2	1	X	X	X	2	X	2	X	X	2	X	2	1	X	X
Flammable liquids	3	4	4	2	2	1	2	X	X	2	1	2	2	X	3	2	2	X
Flammable solids (including self-reactive substances and solid desensitized explosives)	4.1	4	3	2	1	X	X	X	X	1	X	1	2	X	3	2	1	X
Substances, liable to spontaneous combustion	4.2	4	3	2	2	1	2	2	1	X	1	2	2	1	3	2	1	X
Substances which, in contact with water, emit flammable gases	4.3	4	4	2	X	X	X	1	X	1	X	2	2	X	2	2	1	X
Oxidizing substances (agents)	5.1	4	4	2	2	X	X	2	1	2	2	X	2	1	3	1	2	X
Organic peroxides	5.2	4	4	2	2	1	2	2	2	2	2	2	X	1	3	2	2	X
Toxic substances	6.1	2	2	X	X	X	X	X	X	1	X	1	1	X	1	X	X	X
Infectious substances	6.2	4	4	4	4	2	2	3	3	3	2	3	3	1	X	3	3	X
Radioactive material	7	2	2	2	2	1	1	2	2	2	2	1	2	X	3	X	2	X
Corrosive substances	8	4	2	2	1	X	X	X	1	1	1	2	2	X	3	2	X	X
Miscellaneous dangerous substances and articles	9	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Segregation Provisions in IMDG code

Segregation groups See 3.4.1
Single Secondary Hazard See 7.2.1.6.1
Two or More Secondary Hazard See 7.2.1.6.2
Combustible material See 7.2.1.8
Same Class with different secondary hazard See 7.2.1.10
Segregation "As for..." See 7.2.1.12
Explosives: See 7.2.7.2.1
Special provisions for segregation See 7.2.1.13
Segregation in Container See 7.2.2.3
Segregation of Substances of Class 8 See 7.2.1.13.2
Away from Class... See 7.2.1.14
Limited Quantities See 3.4.4.2
Excepted Quantities See 3.5.8.2
Foodstuffs See 7.1.5.1
Reefer See 7.7.6.2

The numbers and symbols in the table represents:

- 1** "far away";
- 2** "separated";
- 3** "separated with one section or a warehouse";
- 4** "separated with a whole section or a warehouse lengthwise".
- X** – has several separation rules to follow, in order to confirm please consult Dangerous Goods List.

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* - For separation of Class 1 substances or products provision please check this sections 7.2.7.1 clause.

- Yard Area Separation Table

CLASS	IMDG CODE	2.1	2.2	2.3	3	4.1	4.2	4.3	5.1	5.2	6.1	8	9
Alevlenbilir gazlar	2.1	x	x	x	2	1	2	2	2	2	x	1	x
Alevlenbilir olmayan, zehirli olmayan gazlar	2.2	x	x	x	1	x	1	x	x	1	x	x	x
Zehirli gazlar	2.3	x	x	x	2	x	2	x	x	2	x	x	x
Alevlenbilir sıvılar	3	2	1	2	x	x	2	2	2	2	x	x	x
Alevlenbilir katılar, kendiliğinden tepkimeye giren maddeler, po İmerleyici maddeler ve duyarlılığı azaltılmış kab patlayıcılar	4.1	1	x	x	x	x	1	x	1	2	x	1	x
Kendiliğinden yanmaya yakın maddeler	4.2	2	1	2	2	1	x	1	2	2	1	1	x
Su ile temas ettiğinde alevlenbilir gazlar açığa çıkartan maddeler	4.3	2	x	x	2	x	1	x	2	2	x	1	x
Yükseltgen (Oksitleyici) maddeler	5.1	2	x	x	2	1	2	2	x	2	1	2	x
Organik peroksitler	5.2	2	1	2	2	2	2	2	2	2	1	2	x
Zehirli maddeler	6.1	x	x	x	x	x	1	x	1	1	x	x	x
Açıcı maddeler	8	1	x	x	x	1	1	1	2	2	x	x	x
Muhtelif tehlikeli maddeler ve nesneler	9	x	x	x	x	x	x	x	x	x	x	x	x

- 1 - "MUST BE KEPT AWAY" Minimum of 3 m. distance
- 2 - "MUST BE SEPERATED" 6m at least in open ares; in closed sections and areas 12m at least, or a fireproof wall is required.
- X - NO SEPERATION IS REQUIRED. Please check Dangerous Goods List for special separation provisions.

4.6. Separation Distances and Separation Terms of Dangerous Goods in Warehouse Storing

Separation of Stacked Packaged Dangerous Goods with Conventional Method.



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Definition of Separation Terms

Far Away:

In case of an accident in order for all incoherent dangerous goods to not interact each other, efficiently separated however vertically raising with 3 meter minimum horizontal separation is required for the same section, warehouse or onboard.

Separated:

When stacked under board in different sections or warehouses. The ship board between should be fire and liquid proof for a vertical separation, this could be equivalent. For onboard stacking this separation should be at least 6 meter distant.

Separated with a section or a warehouse:

It could be either vertical or horizontal. If the decks between are not fireproof or liquid resistance whole section or warehouse could be accepted as separation. For on board stacking this separation should 12 meter separation at least. If one package is stacked under deck and the other one is stacked one more above then it will be counted as equivalent.

Separated by whole section or a warehouse lengthwise:

Only vertical separation will not fulfill this requirement. Underdeck and over the deck separation requires 24 meter separation at least. Over the deck stacking means at least 24 meter distance separation.

4.7. 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;



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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.

- Multi Modal Dangerous Goods Form

This form met the criteria's of; Solas Section VII rule 4 and MARPOL Attachment III rule 4 and this sections provisions. The information requested here is obligatory, however the order of this form/shape is not obligatory.

Multi Modal Dangerous Goods Form, can be used as Container/Vehicle packing certificate.

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1. Yükleten/Sevkiyatçı/Gönderen		2. Taşıma belgesi no		3. Sayfa 1/ Sayfa		4. Sevkiyatçı referansı		5. Taşıyıcının referansı	
6. Alıcı		7. Taşıyıcı (taşıyan tarafından doldurulacak)							
		SEVKİYATÇININ BEYANI Bu sevkiyatın içindekilerinin, uygun sevkiyat adına uygun şekilde aşağıda eksiksiz ve doğru olarak tanımlandığını; sınıflandırıldığını, ambalajlandığını, işaretlendiğini/levhalandığını ve her aşıdan ilgili uluslararası ve ulusal düzenlemelere uygun şekilde taşıma için uygun durumda olduğunu beyan ederim.							
8. Bu sevkiyat şunlar için ön görülen sınırlandırmalara uygundur: (ilgili değışse siliniz) YOLCU VE KARGO UÇAĞI YALNIZCA KARGO UÇAĞI		9. İlave elleçleme bilgileri							
10. Gemi / uçuş no. Ve tarihi		11. Liman/yükleme yeri		12. Liman/boşaltma yeri		13. Varış yeri			
14. Nakliye işaretleri		* Ambalaj sayısı ve türü, maddelerin tanımı		Brüt kütle (kg)		Net kütle		Küp (m³)	
15. Konteyner tanımlama no./ Araç kayıt no.		16. Mühür numaraları		17. Konteyner/araç boyutu ve tipi		18. Dara (kg)		19. Toplam brüt kütle (dara dahil) (kg)	
KONTEYNER/ARAÇ AMBALAJ SERTİFİKASI İşbu belgeyle, yukarıda tanımlanan maddelerin yukarıda belirtilen konteyner/araçta ilgili hükümlere uygun şekilde yüklendiğini beyan ederim.** AMBALAJLAMA/YÜKLEME SORUMLU KİŞİ TARAFINDAN TÜM KONTEYNER/ARAÇ YÜKLERİ İÇİN TAMAMLANMALI VE İMZALANMALIDIR		21. ALAN KURULUŞUN MAKBUZU Yukarıda belirtilen sayıdaki ambalajlar/konteynerler/römorklar, aşağıda aksi belirtilmiyorsa iyi düzende ve durumda teslim alınmıştır. ALAN KURULUŞUN AÇIKLAMALARI:							
20. Şirket adı		Çekicinin adı		22. Şirket adı (BU NOTU HAZIRLAYAN NAKLİYECİNİN)					
Beyan verenin adı/konumu		Araç kayıt no.		Beyan verenin adı/konumu					
Yer ve tarih		İmza ve tarih		Yer ve tarih					
Beyanda bulunan tarafın imzası		SURUCUNUN İMZASI		Beyanda bulunan tarafın imzası					

* TEHLİKELİ MADDELERİ (CIN / BM No., tam sevkiyat adı, tehlike sınıfı, paketlenme grubu (standart) ve ilgili uluslararası yönetmelikler kapsamında istenen diğer bilgileri belirtmeniz gerekir.

** Bizi 6.4.2.



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- Container / Vehicle Packaging Certificate

In case dangerous goods are loaded over a container or a vehicle or packaged in here, the sides responsible for packing container or vehicle, will present a "container/vehicle packaging certificate" by stating these provisions are taken into consideration:

1. Container/vehicle is clean, dry and available for containing goods;
2. Packages that need to be seperated due to their obligations, are not packed together in container/vehicle(unless it is approved by the related authorized as per article 7.3.4.1);
3. All packages must have their inspections done, only durable packages are loaded.
4. Unless authorized offical given approval, barrels should be placed vertically and all goods are loaded properly and if required, depending on the transportation method the load is stabilized with stabilizing equipment.
5. Bulk loads which are loaded over container/vehicle are equally distributed.
6. For transports except Risk section 1.4 substances which are found in class 1 must have their container/vehicle structually appropriate for service as per 7.1.2.
7. Container/Vehicle and plates are properly tagged, marked and if necessary placarded.
8. Whenever substances which have suffocation risk is used for cooling and venting purposes (for example dry ice(UN 1845) or nitrogene, cooled liquid (UN 1977) or argon, cooled liquid (UN1951)) is used, inside of the container is marked per 5.5.3.6 and for each dangerous goods delivery, dangerous goods transportation document is acquired which is defined in IMDG CODE 5.4.1

Note: Container/vehicle package certificate is not required for mobile tank, tank-container and MEGC's.

- Multi Modal Dangerous Goods Form, can be used as Container/Vehicle Packaging Certificate as well.

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15. Konteyner tanımlama no./ Araç kayıt no.	16. Mühür numaraları	17. Konteyner/araç boyutu ve tipi	18. Dara (kg)	19. Toplam brüt kütle (dara dâhil) (kg)
KONTEYNER/ARAÇ AMBALAJ SERTİFİKASI İşbu belgeyle, yukarıda tanımlanan maddelerin yukarıda belirtilen konteyner/araçta ilgili hükümlere uygun şekilde yüklendiğini beyan ederim ** PAKETLEME/YÜKLEME DEN SORUMLU KİŞİ TARAFINDAN TÜM KONTEYNER/ARAÇ YÜKLERİ İÇİN DOLDURULMALI VE İMZALANMALIDIR		21. ALAN KURULUŞUN MAKBUZU Yukarıda belirtilen sayıdaki ambalajlar/konteynerler/römorklar, aşağıda aksi belirtilmiyorsa iyi düzende ve durumda teslim alınmıştır. ALAN KURULUŞUN AÇIKLAMALARI:		
20. Şirket adı	Çekicinin adı	22. Şirket adı (BU NOTU HAZIRLAYAN YÜKLETENİN)		
Beyan verenin adı/konumu	Araç kayıt no.	Beyan verenin adı/konumu		
Yer ve tarih	İmza ve tarih	Yer ve tarih		
Beyan verenin imzası	SÜRÜCÜNÜN İMZASI	Beyan verenin imzası		

5. MANUEL REGARDING TO DANGEROUS GOODS WHICH ARE HANDLED IN SHORE FACILITIES

The manuel prepared with the purpose of informing the personnel about the dangerous goods handled at the coastal facilities can be found in attachments.

6. OPERATIONAL CONSIDERATIONS

6.1. Procedures Regarding to safe Approach, Belay, Loading/Discharging, Harboursing 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, taking into account 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.

The loading and discharging procedures of ships carrying dangerous goods in accordance with the **DPWY-O-PRO-01 VESSEL MANEUVERS** procedure are:

6.1.1. Discharging;

1. The QC will take a position at the level of the bay to be worked.
2. In order to scan on the bay to work, the spreader will scan the ship by making a round trip.



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3. After the ship controls are completed, the operation will start in line with the ship's manager instructions.
4. Make sure that the locks and lashings of the containers are removed.
5. While picking up the container from the ship, it is necessary to act slowly, taking into account the imbalance of the load.
6. It should be noted that the mob is in the appropriate lane under the post.
7. According to the operation situation, 20' containers should be taken in pairs.
8. The evacuated container number and the container numbers specified in the TOS system will be checked.
9. All damages that may occur on the ship or in the container will be reported to the ship manager.
10. If there is no ITV under the post, the ship will be informed to the ship's clerk and the container will be put on the dock and wait without leaving the spreader. When ITV arrives, the container will be lifted and placed on ITV.
11. In the TOS system, action will be taken according to the order of work orders.
12. In the TOS system, if the container appears on the VMT screen, the planning department will be informed.

6.1.2. Loading;

1. If the hatch cover needs to be opened in the bay to be loaded, the hatch cover of the ship should be opened.
2. When taking containers over ITV, spreader flippers must be taken open.
3. The container to be taken over the ITV should be lifted slowly and the balance of the load should be checked.
4. After receiving the container via ITV, the spreader will move to the safe height and move onto the ship to put the container in the cell specified in the ship loading plan in accordance with the working instructions.
5. While working in the hold, ship skids should be checked and placed carefully.
6. In case of any snagging, the helmsman should warn the operator and make him stop the movement.
7. Any damage that may occur during loading will be informed to the ship operations officer.
8. While loading on the warehouse, the helmsman should check that the twistlocks are fully seated and if there is any incompatibility, the QC operator should inform.
9. A 40' container can be placed on a 2x20' container. However, 20' containers will not be placed on a 40' container.
10. During the operation, it will not be allowed to move by passing containers over people. It should be ensured that the ship's officer is informed and takes the necessary precautions.



6.2. Procedures Regarding to Additional Measures that Need to be Taken During Loading, Discharging and Limbo Processes 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 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, Imflammable 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 every evening 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-31** Safe afe Working Procedure in Hot Works is applied.

6.4. Procedures Regarding to Fumigation, Gasometry and Degasification Work and Processes

Fumigation process in DP World Yarımca Port Management field is carried out by the authorized firm in a specially reserved area where security measures have been taken. All operations are carried out in accordance with the **DPWY-CFS-PRO- DPWY-CFS-PRO-07 FUMIGATION and DE-FUMIGATION OPERATIONS** procedure.

7. DOCUMENTATION, CONTROL AND RECORD

7.1. What 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 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 Basılmışsa kontrolsüzdür / Uncontrolled if printed DPWY-HSSE-PRO-048 Rev.2



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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. TReporting 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, Wrapping 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.

Rules

- 1.** The stacking order should be made according to the IMO numbers on the containers carrying dangerous goods.
- 2.** The dangerous container must be stored in IMO area.
- 3.** If any leak is detected, the container should be taken to the leakage container by informing the field officer and the planning department should be informed. Planning department also informs the Container agency.
- 4.** The perfect and precise interpretation of the expressions "away from ..." and "leaving from ..." varies according to the type of packaging and the storage location; open (container yard at the container terminal or open general cargo dock) or closed storage (e.g. open cargo dock warehouse, warehouse or CFS)
- 5.** Separately, in non-containerized packages or in medium-sized freight containers or trailers; In the "away from ..." category in open road vehicles, train wagons and dangerous goods stuffed in or on any open container, between the two classes of substances; A distance of at least 3 meters is required, regardless of whether these substances are stored in a closed warehouse or in an open storage area. "Leaving from ..." indicates a distance of at least 6 meters between packages in the open area, but at least 12 meters in a warehouse or warehouse (Unless there is an approved firewall in between, which the wall itself provides sufficient separation).



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6. Packages or containers belonging to different IMDG classes should not be stored on top of each other; this applies to both secondary hazards and primary hazards.
7. It implements the separation recommendations for storage by specifying the safety distances between pairs of hazardous load classes on a chart or diagram.
8. Dangerous loads belonging to Class 1, Class 6.2 and Class 7 are not accepted in the terminal area.

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 Yarımca.

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,
- 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



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- 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

8. EMERGENCIES

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. According to this plan;

- **In case of fire:**
 1. If it's safe, save those in danger.
 2. Notify the security control room at 2066.
 3. If safe, extinguish the fire.
 4. Incident Commander will determine if an evacuation is required.
 5. The Incident Commander calls 110 and requests the appropriate emergency service.
 6. Incident Commander sends an escort to the Terminal entrance gate.



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7. Incident Commander contacts Kocaeli Port Authority (0 262 528 37 54/528 24 34) to ensure that neighboring facilities and ships are not affected.
8. Incident Commander delivers control of the incident to emergency services and provides support.

- **In case of spillage**

1. Until the type of the chemical is known, it is considered as a dangerous chemical.
2. If it's safe, save those in danger.
3. Inform your first supervisor and call the security control room (2066) to give the details.
4. Remove heat sources.
5. Contain spillage or leakage and prevent it from spilling / reaching the sea.
6. The incident commander asks for the evacuation of the area, if necessary, according to the wind direction and the type of chemical.
7. The incident informs the Kocaeli Provincial Directorate of Environment, if necessary, and requests the necessary assistance.
8. Incident Commander sends an escort to the Terminal entrance gate.
9. Incident Commander contacts Kocaeli Port Authority at 0 262 528 37 54/528 24 34 in order not to affect neighboring facilities and ships.
10. Incident Commander delivers control of the incident to emergency services and provides support if necessary.

- **In case of leakage related to dangerous goods:**

Although leaks from containers are rare, many leak and spill scenarios can occur. This plan was created to explain the management methods, tools, reasons and issues for which DPWY is commercially and environmentally responsible.

The leakage control management (anchored or not) of containers carrying dangerous goods on the ship is not covered by this plan. Because many factors and decisions here are not under the control and responsibility of DPWY. These events will be carried out in line with the ship's own management plan and will include DPWY and local response teams.



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According to this sub-plan, any leakage that will occur as a result of accidents or while the container is being transported from one place to another within the terminal is under the responsibility of DPWY. Deliberate acts, crime and terrorism are not covered by this plan.

1. Detection:

DPWY personnel must be alert to the leakage of hazardous materials (dock-side personnel who are responsible for removing twistlocks, especially those working under the dock crane).

Operations shift supervisors or supervisors report any suspected leaking or damaged containers and make necessary warnings to DPWY management for control.

If any leak within the terminal area attracts the attention of DPWY personnel; they must be studied, found and managed.

2. Define:

DPWY personnel must identify the class of the hazardous substance and act in accordance with management decisions against leakage, along with its UN number.

3. Notification:

DPWY staff reports the incident to the incident Manager.

4. Warning & Isolation:

DPWY personnel communicate with employees to warn them and isolate the container in case of a possible evacuation.

5. Evaluation:

Incident Manager, Operations Manager and / or HSSE Manager have many resources and they need to be informed quickly about the contents of the container. After this assessment, the appropriate intervention strategy (Hazchem guide) should be determined according to the size of the work and proceeded.

6. Management:

Various actions and various notifications may be applied depending on the class and amount of the leaking substance.

The Incident Manager calls 0262 312 13 12 (Kocaeli Provincial Directorate of Environment) and informs and asks for emergency assistance if necessary.

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The Incident Manager will call 0 262 528 37 54/528 24 34 (Kocaeli Port Authority) to inform the emergency control room there whether there is a potential threat to the neighbors. Likewise, she/he will call the captain of the ship and inform the situation that may affect the ship.

The Incident Manager will send one escort to the terminal entrance door and ensures that the incoming teams can reach the scene quickly.

The Incident Manager will transfer the command to them and continue to support them when emergency services arrive.

Leaking container transport / temporary storage

In the event of a leak from a container, DPWY company will place the container in the mobile spill pool located at the dock at the FW site. The pools are located in the sea side operation area. The pool will be used for emergency use only and is not suitable for the transport of regular containers. This is a purposeful pool and leaking containers are kept in these pools until the leak is eliminated / cut.

The white leakage pool has the ability to meet another area from the region with the help of the Reach Stacker and the ITV, and the yellow leak pool can be connected to the back of the ITVs by means of its wheels and moved to the required areas.

If three pieces 40 ft or five pieces 20 ft containers start to leak at the same time, the temporary pool can be installed in the desired area with concrete barriers and tarpaulin. In case of emergency, the necessary equipment is available to establish a temporary pool in the landfill within the terminal.





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8.2. Information Regarding to Shore Facility's Emergency Response Capacity, Ability and Potential

The ability and capability of DP World Yarımca 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 Incidentas 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**



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

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

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

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

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 in order 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 of the dock cranes, rubber wheeled cranes, empty container loading and full container handling equipment have an automatic fire extinguishing system in their engines.



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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 fire fighting 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

World Yarımca 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.

10. OTHER ISSUES

10.1. Validity of Conformity Certificate for Dangerous Goods

Coastal Facility Dangerous Goods Compliance Certificate number 28050 / TMUB01 issued on 04.04.2016 is valid until 10.05.2021.



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10.2. Duties Determined for Dangerous Goods Security Consultant

This is in section 2.4 of the guide.

10.3. Issues regarding to Dangerous Goods Transporters which Transport Dangerous Goods to/from Port Premises via Land Routes (Documents Which These Vehicles Obligated to have Whilen Entering Port or Shore Facility/Yard Entrance/Exit of Premises, the Equipments and Tools these Vehicles Are Obligated 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 have to 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.
- Drivers of these vehicles; It has to leave at least 50 meters distance to other vehicles on highways other than residential units. In case of pause, they must keep a distance of 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,

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a suitable parking space will be found. Therefore, radio announcements will be listened carefully.

- The speed limit determined within DP World Yarımca Port Management Area is 30 km / hour.

The Legal Speed Limit Must Be Observed in Turkey				
VEHICLE TYPE	INSIDE THE SETTLEMENT (km)	OUT OF SETTLEMENT		ON THE HIGHWAY
		DOUBLE WAY BETWEEN CITIES	ON DIVIDED ROADS	
Vehicles carrying dangerous goods and Vehicles have a special permit	30	50	50	60

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.



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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 crime 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 Basılmıřsa kontrolsüzdür / Uncontrolled if printed DPWY-HSSE-PRO-048 Rev.2



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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 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, taking into account 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.



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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 determination of cruise routes are determined by the port authority, taking into account the waste Basılmışsa kontrolsüzdür / Uncontrolled if printed



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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, provided that 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.

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



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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. Dangerous Goods Documentation Procedure
19. Dangerous Cargo Procedure
20. Kocaeli Port Regulation
21. DPW Yarımca Ship Operation Procedure
22. DPW Yarımca Waste Management Procedure
23. DPW Yarımca Fumigation Instruction
24. DPW Yarımca Work Permit Procedure
25. DPW Yarımca Work Permit Form

12.ABBREVIATIONS

IBC: Intermediate Bulk Container

IMO: International Maritime Organization

IMDG Code: International Maritime Dangerous Goods

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

13.DEFINITIONS

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

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.

Danger Label: It defines the label with letters, numbers and figures expressing the properties such as class, degree of danger and content of the loads in the packages used in the transportation of dangerous goods.



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Packaging & Wrapping: A reservoir or multiple reservoirs refers to the materials or other components required for the reservoirs to perform containment and other safety functions.

Packaging Group: Refers to a group to which certain substances are assigned according to their degree of danger for packaging purposes. There are 3 types of packaging groups.

Packaging Group I: Highly dangerous goods

Packaging Group II: Moderately dangerous goods

Packaging Group III: Low dangerous goods.

Danger Sign: It is the plate that must be kept on the container for information purposes according to the feature of the dangerous substance in the container.

Danger Label: It is a label that must be kept on the package for information purposes according to the feature of the dangerous substance in the package.

Safety Data Sheet (SDS): Dangerous chemicals; It is a document containing detailed information about its properties and the safety measures to be taken according to the nature of the chemical in the workplaces and the necessary information for the protection of the environment and human health from the negative effects of the chemical.

Cargo Transport Unit (CTU): Designed and manufactured for the transportation of dangerous goods in packaged or bulk form; road trailer, semi-trailer and tanker, portable tank and multi-element gas container, railway car and tank wagon, container and tank container.

Fumigation: It is the process of applying chemicals in solid, liquid or gaseous form to a closed cargo transport unit (CTU) or ship's hold in order to destroy harmful organisms.

14. PRESENTATION

The Dp World Yarimca Port Dangerous Goods Guide includes the steps to be followed for the handling of dangerous goods at the port operation sites. These steps are intended to be valid for all vessels visiting Dp World Yarimca Port and for all dangerous cargo operations regardless of the flags of the vessels.

In DP World Terminal, operation manager, health director, chief constable, safety manager, environment department manager, gate and projects manager are responsible for the handling of dangerous goods in the port, for the follow-up of the handling procedures, their creation, taking any necessary additional protective measures, revision and follow-up duties, etc.

The relevant responsible persons should take into consideration the precautions and recommendations of TMGD in the scope of IMDG code and ADR on the handling and temporary storage of dangerous goods.



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Its responsibility should be exercised with due care and attention.