



**MARİTİME TRANSPORT AND COMMUNICATIONS
MINİSTRY**

GENERAL DIRECTORATE OF HIGHWAYS



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FACILITY AUTHORITY

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1. INTRODUCTION

The entry, presence and handling of dangerous goods in the port area should be controlled to ensure the general safety and security of the area, the containment of the cargoes, the safety of all persons in or around the port area, and the protection of the environment.

The safety and security of the ship, cargo and personnel in the port area, those working in the port area and all the facilities in the back area are directly related to the precautions to be taken regarding dangerous goods before loading or unloading and during their processing.

This guide is limited to dangerous goods located in the port area, used and held for storage as part of the shipping chain. In case of transportation of a substance within this scope, the rules and procedures in this guide should be applied.

An important prerequisite for the safe transportation and handling of dangerous goods is the correct identification, preservation, packaging, preservation, marking, influencing, indication and documentation of these cargoes. This applies whether the activity takes place in the port area or away from the port area.

Even though the general shipping chain includes land, port and sea elements, it is very important that all precautions are taken by those responsible for the matters specified in 1.4 and that all relevant information is communicated to those involved in the shipping chain and to the final consignee. Attention should be paid to conditions that may differ for different modes of transport.

The safe transportation and handling of dangerous goods is based on the correct and precise application of the regulations regarding the transportation and handling of such cargoes and depends on the acceptance of the risks in this context and the complete and detailed understanding of the regulations. This can only be achieved by proper and planned training and retraining of the persons involved.

This Guide has been published for the first time in order to ensure the safe transportation and handling of dangerous goods in the port area and to meet legal requirements and safety measures.

DEFINITIONS

a) Buyer: Real and legal persons who will take delivery of the dangerous cargo according to the transportation contract,

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

c) Packing (packaging) Group: It means a group to which certain substances are assigned according to their degree of danger for packaging purposes. There are 3 types of packaging groups.

- d) Packer:** Natural and legal persons who place dangerous goods in large packaging containers and make the packages ready for transport when necessary, package dangerous goods or change the packages and labels of these goods, label them for transportation, carry out these operations with the instructions of the sender or his or her de facto land and shore facility personnel performing the operation,
- e) Ministry:** The Ministry of Transport and Infrastructure,
- f) Unloader:** Unloading dangerous cargo container, multi-element gas container, tank-container, portable tank from a vehicle; Unloading packed Dangerous goods, small containers and portable tanks from a vehicle or container; An enterprise that unloads dangerous goods from a tank (tank, demountable tank, portable tank or tank-container), a battery-vehicle, MEMU or multi-element gas container, a vehicle or a bulk container,
- g) Handling:** Loading the cargo on ships without changing its essential qualities, discharging, relocating, stacking, separating and degassing and/or cleaning in the cargo transport unit and similar operations for transportation,
- h) Handler:** Real and legal persons who carry out the handling operation,
- i) Fumigation:** The process of giving a fumigant that acts as a gas in a closed environment at a certain temperature in a certain amount and keeping it in the environment for a certain period in order to destroy harmful organisms,
- j) Gas measurement:** Determining the gases and required amounts determined by the Administration within the scope of the relevant regulation in cargo transport units and/or closed areas by authorized institutions and persons using special devices and apparatus,
- k) Degassing:** Works and processes performed with active or passive ventilation in case it is determined that the cargo transport units, which are within the scope of fumigation and not within the scope of fumigation, but which may be harmful to life, property and the environment, are above the values in the relevant directive as a result of the risk assessment,
- l) Ship:** Any boat capable of navigating at sea with an instrument other than an oar, regardless of its name, tonnage and intended use,
- m) Ship-related:** Owner, operator, charterer, captain or agents and natural or legal persons authorized to represent the ship,
- n) Sender:** Natural and legal persons who ship dangerous goods on their own behalf or on behalf of a third party, or who are specified as the sender in the carriage contract,
- o) Safety Data Sheet (GFB):** A document containing detailed information on the characteristics of dangerous goods, the safety measures to be taken in the facilities where they are located, the necessary information on the protection of human health and the environment from the negative effects of dangerous cargoes,
- p) IBC Code:** Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk

q) IGC Code: International Code on the Construction and Equipment of Ships Carrying Bulk Liquefied Gases,

r) IMDG Code: Safe way of shipping and shipment of dangerous goods by sea.

It is an internationally accepted guide for

s) IMO: International Maritime Organization,

t) IMSBC Code: International Maritime Solid Bulk Cargoes Code,

u) ISPS Code: International Ship and Port Facility Security Code,

v) Administration: General Directorate of Maritime Affairs,

w) Captain: Person who directs and manages the ship,

x) Shore facility: A port, quay, pier, berth, fuel oil, liquefied gas or chemical pipeline buoy or platform, including storage areas, where ships or marine vehicles can safely take their cargo or take shelter,

y) Person in charge of coastal facility: Real persons or legal entities operating the coastal facilities by obtaining permission from the Administration, and the managers and responsible of the coastal facilities,

z) Container: A cargo transport unit that has a certificate in compliance with the applicable standards within the scope of the International Convention for Safe Containers (CSC Convention), plant, dolfen, fuel oil or liquefied gas pipeline buoy or platform,

aa) MARPOL 73/78: International Convention for the Prevention of Pollution of the Seas by Ships,

bb) Final consignee: The buyer who physically receives the cargo discharged from the ship at the coastal facility, or the client in case the receiver of the cargo physically acts as a proxy on behalf of another real/legal person during the purchase, or the consignee specified in the transport contract if the transport is carried out under a contract of carriage. ,

cc) Packing & Packaging: A receptacle or multiple receptacles means the materials or other components required for the receptacles to perform containment and other safety functions

dd) Hot work: done by persons certified by the relevant authority; the use of open fires and flames, power tools or hot rivets, grinding, soldering, burning, cutting, welding, or any work involving heat or sparks,

ee) Classification: It is the distinction made by the International Maritime Organization, taking into account the chemical properties of dangerous cargoes.

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

gg) Carrier: Actual carrier, broker, ship owner, freight forwarder, freight forwarder, shipping agent, who receives, makes offers, and accepts offers for the transportation of all kinds of dangerous goods on his own behalf or on behalf of third parties. Natural and legal persons who carry out the transportation by road or railway with or without a contract,

hh) Danger Label: It defines the label containing letters, numbers and figures expressing the characteristics such as class, danger level and content of the loads in the packages used in dangerous cargo transportation.

ii) Danger Sign: It is the sign that must be kept on the container for the purpose of informing according to the nature of the dangerous cargo in the container.

jj) Hazardous waste: Reprocessing, throwing into garbage, incineration or otherwise disposal of the cargo or dangerous cargo or the packaging and cargo transport units carrying dangerous goods, which are classified as specified in the Basel Convention and whose transport class and conditions are determined within the scope of SOLAS. parts, solutions, mixtures and used packaging and cargo transport units,

kk) Dangerous cargo:

1. International Convention for the Prevention of Pollution of the Seas by Ships

(MARPOL) 73/78 Annex I, Annex 1, petroleum and petroleum products,

2. Packaged goods and objects given in Part 3 of the IMDG Code,

3. Among the cargoes given in IMSBC Code Attachment 1, the bulk cargoes with "B" and "A and B" inscriptions in the group box in the characteristic table,

4. Liquid substances with the phrase "S" or "S/P" in column "d" titled "hazards" of the table given in Chapter 17 of the IBC Code,

5. Gaseous substances given in Chapter 19 of the IGC Code,

ll) TMGD: Dangerous goods safety consultants authorized by the Ministry,

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

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

oo) Transport Electronic Transport Document System (U-ETES): The system in which the data determined by the Ministry regarding the activities of real and legal persons operating in accordance with this Regulation are kept and can/can be open to data sharing with relevant public institutions and organizations when necessary,

pp) New coastal facility: “Operation to Coastal Facilities” published in the Official Gazette No. 26438 dated 18/2/2017

Within the scope of the “Regulation on Procedures and Principles Regarding Granting Permits”, coastal facility operation permit / coastal facility that has not received a temporary operation permit

qq) Regulation: Regulation on the Transport of Dangerous Goods by Sea, published in the Official Gazette dated 03.03.2015 and numbered 29284,

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

ss) Loading safety: Safe tying and stacking of the cargo transport unit or cargo loaded into the ship's hold or on the ship's deck, and the safe fastening and stacking of the loads to be loaded into the cargo transport unit,

tt) Shipper: The real or legal person specified as "shipper" in the bill of lading, maritime transport document or multimodal transport document, and the real or legal person on whose behalf or on behalf of a maritime transport contract has been concluded,

uu) Person in charge of cargo: The sender, receiver, representative or organizer of transportation works of the dangerous cargo,

vv) Cargo transport unit (CTU): Designed for the transport of packaged or bulk dangerous goods

and produced; refers to road trailer, semi-trailer and tanker, portable tank and multi-element gas container, railway car and tank wagon, container and tank container.

1.1 General Information of the Facility

Available in Original Supplement

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Available in Original Supplement

1.2 Handling/Discharge, Handling and Storage Procedures for Dangerous Goods Handled and Temporarily Stored at the port facility:

1.2.1 Delivery/Discharge Procedure

While the ships coming to the port for unloading dangerous goods are evacuated, the unloading personnel should always be informed in advance for safe evacuation. Thus, unloading preparations will be allowed, minimizing the risk of accidents. Personnel should also be provided with information on dangerous goods in transit.

Preliminary information is also valid for dangerous goods coming by road. A good planning will be done to avoid wasting time.

Company personnel will always be familiar with the risks and precautions available when handling dangerous goods. Drivers will always follow procedures and will be given assistance for evacuation if needed.

The captain and the work leader in the terminal will make sure that the personnel in their area of responsibility are safe and that their protective equipment is provided.

The captain and the business leader at the terminal will make sure that the personnel are not under the influence of alcohol and drugs while handling dangerous goods in their areas of responsibility.

The evacuation of dangerous goods will be started in a short time after the arrival of the ship. Dangerous goods will be transported from the port in a short time unless there is a special permit for the storage of the goods at the port.

As long as dangerous goods are handled, both land and ship access routes must be unobstructed by other activities or objects. Such areas should be clear of dirt and materials.

Vehicles and transport units should not obstruct the entrances to the points where emergency response vehicles will enter, near the hatches and to the side pier.

Dangerous goods should be transported in a way that does not cause damage to other materials and the environment by falling, slipping and hitting.

The terminal responsible and the Captain must ensure that the areas where dangerous goods are handled are adequately illuminated.

The terminal officer and the Master must place effective signs and observe that smoking is prohibited in the hold, tank area, deck and handling area.

The captain should mark that there is dangerous cargo on his ship and that it is being handled, in a place and manner that can be easily seen.

When dangerous cargo or other cargoes are handled, necessary measures should be taken to prevent dangerous cargo leakage immediately, and emergency response procedures should be carried out by contacting the terminal officer.

Documents related to dangerous goods must be accessible during evacuation. If these documents are also available in electronic media for vehicles, they do not need to be kept as printed documents.

1.2.2 Handling Procedure

Efforts will be made to ensure that operations of dangerous goods are carried out satisfactorily at all times, in accordance with a sustainable environment and safety.

This means taking precautions specific to dangerous goods so that all operations related to the transportation of dangerous goods do not harm people, animals, the environment and property.

Personnel related to dangerous goods handling will apply the company's procedures and directives, as well as the necessary information and training for a safe operation. Equipment designed for the handling of dangerous goods will always be used in our facility.

When purchasing vehicles, carriers or other equipment, it will always be considered that our activities are related to dangerous goods.

Employers and employees will cooperate by sharing their views and experiences regarding daily operations and providing notification of risks and hazards.

**Employees always ensure that the company takes precautions regarding the safe handling of dangerous goods.
will be sure.**

1.2.3 Storage Procedure

Dangerous goods coming to our port by ship are stored in our shore tanks and then shipped from the port area by land tankers.

The storage of dangerous goods is not done in public areas, it is done in closed areas.

Third parties are not allowed to access areas where dangerous goods are stored.

The areas where dangerous goods are stored are marked in accordance with the rules, additional instructions can be written when necessary.

Non-smoking and inspection areas have been identified by marking.

Storage areas are clean and free of risk-increasing materials.

2. RESPONSIBILITIES

2.1 General Responsibilities

2.1.1 They are obliged to take all necessary measures to make the transportation safe, secure and harmless to the environment, to prevent accidents and to minimize the damage when an accident occurs.

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

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

2.2 Responsibilities of the cargo person

2.2.1 It prepares and has the mandatory documents, information and documents related to dangerous goods prepared and ensures that these documents are present with the cargo during the transportation activity.

2.2.2 Provides classification, packaging, marking, labeling and placarding of dangerous goods in accordance with their type.

2.2.3 It ensures that dangerous goods are loaded, stacked and securely fastened to approved packaging and cargo transport units in accordance with the rules and safely.

2.3 Carrier's responsibilities

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

2.3.2 Controls the compliance of the dangerous goods classified, packaged, marked, labeled and labeled by the cargo person with the legislation.

2.3.3 Controls that the dangerous goods are packed in accordance with the rules by using approved packaging and load transport units, they are safely loaded and securely fastened to the cargo transport unit.

2.4 Responsibilities of the coastal facility operator

2.4.1 Do not berth the ships carrying dangerous goods without the permission of the port authority.

2.4.2 Provides written information within the scope of facility rules, cargo handling rules and relevant legislation to the ship that will dock at its facility.

2.4.3 It does not handle dangerous goods for which it has not received a handling permit from the administration, and it does not make the ships that will berth suffer by planning in this context.

2.4.4 Requests mandatory documents, information and documents related to dangerous goods from the cargo person and ensures that they are present with the cargo. If the relevant documents, information and documents cannot be provided by the cargo person, it is not obliged to accept or handle the dangerous cargo at its facility.

2.4.5 Shares all the data that may be required according to the characteristics of the cargo with the ship's person and carries out the loading or unloading operation according to the agreement to be reached. The ship does not make any changes in the operation without the knowledge of the person concerned.

2.4.6 Taking into account the safe working capacity of the facility and the weather forecasts, it determines the working limits, takes the necessary measures for the ship to be safely moored at the pier and for handling.

2.4.7 Controls the transport documents containing information that the dangerous goods coming to the facility are classified, packaged, marked, labeled, plated and loaded safely to the cargo transport unit.

2.4.8 It ensures that the personnel involved in the handling of dangerous goods and the planning of this handling are certified by receiving the necessary training, and does not assign the personnel without documents to these operations.

2.4.9 It ensures that the dangerous goods handling equipment in its facility is in working condition and that the relevant personnel are trained and documented on the use of these equipment.

2.4.10 Ensures that the personnel use personal protective equipment suitable for the physical and chemical characteristics of the dangerous cargo by taking occupational safety measures at the coastal facility.

2.4.11 Performs activities related to dangerous cargoes at piers, piers and warehouses established in accordance with these works.

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

2.4.13 It keeps the updated list of all dangerous cargoes on the ships berthed and in the closed and open areas of the facility and gives this information to the relevant parties upon request.

2.4.14 It notifies the port authority of the instant risk posed by the dangerous goods that it handles or temporarily stores in its facility and the measures it takes for it.

2.4.15 Notifies the port authority of the accidents related to dangerous goods, including the accidents at the entrance to the closed areas.

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

2.4.17 It ensures that Class 1 (except for Class 1 Compatibility Group 1.4 S), Class 6.2 and Class 7 dangerous goods that are not allowed to be stored temporarily, are transported out of the coastal facility as soon as possible without waiting.

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

2.4.19 Gets permission from the port authority before the hot working works and operations to be carried out in the areas where dangerous goods are handled and temporarily stored.

2.4.20 Prepares an emergency evacuation plan for the evacuation of ships from coastal facilities in case of emergency and submits it to the port authority and informs the relevant people about the plan approved by the port authority.

2.4.21 It ensures the internal loading of the cargo transport units in accordance with the loading safety rules in its facility.

2.5 Responsibilities of the ship owner

2.5.1 It ensures that the cargo to be carried by the vessel is certified as suitable for transportation and that the cargo holds, cargo tanks and cargo handling equipment are suitable for cargo transportation.

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

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

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

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

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

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

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

2.5.9 It does not accept dangerous goods to carry in case of leakage or such a possibility.

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

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

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

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

2.5.14 It provides the requirements regarding the loading safety of the loads loaded on the ships.

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

3.1 General Rules

A set of general rules applicable to the transportation of dangerous goods at the Tavsancil Port Facility of the Highways Supply Department are given below. In this context, Port Authorities means Highways Supply Directorate, Tavşancıl Port Facility management, Operations Department manager, port manager and deputy port master.

3.1.1 Preliminary Notification of Dangerous Goods: Dangerous goods can only be brought to the Tavsancil Port Facility area of the Highways Supply Directorate with the approval and authorization obtained by submitting a pre-notification form by the responsible parties. The port authority will issue specific instructions for the transport, handling and/or storage of dangerous materials or combinations in accordance with the rules.

3.1.2 Preventive Measures: When it comes to the storage, handling and / or transportation of dangerous goods in the Tavsancil Port Facility of the Highways Supply Directorate, taking into account the sensitivity of people and the environment with an accident involving dangerous goods leakage / emission or dangerous goods; Special attention will be paid to the proximity of buildings, distance to people and places not including direct transportation, etc.

3.1.3 Dangerous Cargo Notification: The Port Authority will determine special areas with emergency response capability for the storage, transportation and handling of dangerous goods.

3.1.4 Dangerous Goods Entry Rejection: If the transportation, handling, storage or entry of dangerous goods into the ports in large quantities threatens the security of the port, the port management of Tavşancıl Port Facility, Directorate of Highways Supply has the right to limit and refuse the entry of these dangerous goods into the ports.

3.1.5 Elimination of Risks: The Highways Supply Directorate has the right to take appropriate and reasonable steps to eliminate the risks associated with Dangerous goods / dangerous cargo in the Tavşancıl Port Facility Management facility. The owner or the owner's representative may be responsible for the costs incurred.

3.1.6 Inspection of Dangerous Goods: Directorate of Highways Supply, Tavşancıl Port Facility Management has the right to inspect dangerous goods, including the inspection of transportation documents and certificates, packages, cargo carriers and ships in order to ensure the safe handling, transportation, packaging, loading-unloading and storage of dangerous goods.

3.1.7 Anchorage of Ships Carrying Dangerous Goods: In an emergency, the ship should go to another location, anchor or leave the port, with the instruction of the authority, from the Tavşancıl Port Facility of the Highways Supply Directorate.

3.1.8 The Ship's Being Ready For Action With Its Own Power: If there is a risk of harming people or property outside the ship during loading and unloading on ships carrying dangerous goods, in case of an oxygen-reducing accident caused by explosive goods, flammable gases or liquids, the ship will always use its own power for a short time. It is necessary to be prepared to maneuver in a timely manner.

3.1.9 Emergency Towing Ropes: Ships should hang steel towlines close to the water surface on the stern and forward sides in order to move the ship away from the pier in case of any fire during dangerous cargo handling.

3.1.10 Passage Between Pier and Ship: It is the joint responsibility of the ship and the pier to ensure safe passage between the ship and the pier. For possible cases of falling overboard, life buoys with reflectors and ropes should be available at the ship and pier.

3.1.11 Hot Work: When any hot work needs to be done on the pier or ship where dangerous goods are transported, handled or stored, the Directorate of Highways Supply Management, Tavşancıl Port Facility Management must be informed. Considering that this process can be done safely, hot works can be done with the permission to be given. Emergency response units are warned with the permission to be given. The duration of the permit must be specified and cannot be more than 24 hours. Hot work cannot be started and continued without taking the necessary safety precautions. In cases where the security measures taken are not sufficient, the Port Facility Management has the right not to start or stop the hot work.

3.1.12 Responsible Person: Highways Supply Directorate, Tavşancıl Port Facility Management, discharge service provider and the ship's Captain must determine a responsible person for the transportation, storage and handling of dangerous goods in their own areas of responsibility. These responsible persons are responsible for monitoring and managing the entire operation process.

3.1.13 Maintenance Work: When any maintenance work needs to be done on the pier or ship where dangerous goods are transported, handled or stored, the Directorate of Highways Supply Department, Tavşancıl Port Facility Management must be informed. When it is thought that this operation can be done safely, maintenance work can be done with the permission to be given.

3.1.14 Hazardous/Risky Dust: All efforts and precautions should be taken to minimize and prevent the generation and distribution of hazardous dust and to protect personnel.

3.1.15 Hazardous Vapor or Gas: All efforts and precautions should be taken to minimize, prevent, and protect personnel from the formation and distribution of

hazardous vapors or gases. Hand tools should be available to measure concentrations of bulk hazardous cargo vapors and gases present. Unprotected personnel are not allowed to enter spaces or areas where toxic or flammable vapors or gases may be present.

3.1.16 Oxygen Depletion: Unprotected personnel cannot enter areas where oxygen depletion may occur.

3.1.17 Bulk Liquid and Condensed Dangerous Goods: Refer to the following sections for special safety regulations for the transportation and use of bulk liquid and condensed dangerous goods;

3.1.18 Entry to Areas: Unauthorized persons cannot enter areas where dangerous goods are transported, handled or stored. When necessary, the corridors where dangerous goods are transported and the areas where they are handled and stored can be cordoned off. Before giving permission to enter a closed area where there may be oxygen deficiency or toxic gases, it should be ensured that there is no risk by the Captain or the landlord. Before granting access to a vacant area on board or on land, it must be certified by an authorized person that the area is cleared and non-hazardous.

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

4.1 Classes of Dangerous Goods

Class 1 Explosive substances and articles

Class 2 Gases

Class 3 Flammable liquids

Class 4 4.1 Flammable solids, self-reactive substances, polymerizer substances and solid desensitized explosives

4.2 Substances liable to spontaneous combustion

4.3 Substances which, in contact with water, emit flammable gases

Class 5.1 Oxidizing (oxidizing) substances

Class 5.2 Organic peroxides

Class 6.1 Toxic substances

Class 6.2 Infectious substances

Class 7 Radioactive materials

Class 8 Corrosive (corrosive) substances

Class 9 Miscellaneous dangerous goods and objects

Table 4.1 Dangerous Goods Handled from Tavsancil Port of Highways Supply Directorate

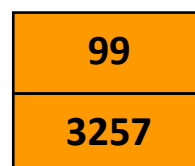
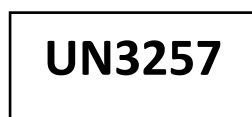
Product Name UN Number Class

Asphalt/Bitumen 3257 9


4.2 Packages and Packages of Dangerous Goods

Dangerous goods are handled as bulk cargo at the facility. There is no packaged hazardous material.

4.3 Placards, Plates, Brands and Labels for Dangerous Goods



4.4 Signs of Dangerous Goods and Packing Groups

ÜRÜN ADI	UN KODU	SINIFI	İşaretler	Paketleme Grubu
Asphalt/Bitumen	UN 3257	9		III

4.5 Separation Tables on Ship and Shore Facility According to Classes of Dangerous Goods

SINIF	1.1 1.2 1.5	1.3 1.6	1.4	2.1	2.2	2.3	3	4.1	4.2	4.3	5.1	5.2	6.1	6.2	7	8	9
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	2	2	2	X	4	2	1	X
Non-toxic and 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	2	2	2	X	3	2	X	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	2	X	X	2	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
abrasive substances 8	4	2	2	1	X	X	X	1	1	1	2	2	X	3	2	X	X
Miscellaneous dangerous substances and objects 9	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

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

1- "away"

2- "separated"

3- "separated by a complete partition or warehouse"

4- "divided longitudinally by a complete partition or warehouse in between"

X- Dangerous Goods List should be consulted to verify if there are specific separation provisions

*- For separation provisions between substances or products in Class 1, see IMDG article 7.2.7.1.

4.6 Separation distances and terms of dangerous goods in warehouses

Separation terms

The following separation terms used throughout this Code are defined elsewhere in this section; they apply to the packaging of cargo transport units and their sorting into different types of ships:

- .1 "away";**
- .2 "reserved";**
- .3 "separated by a complete partition or warehouse";**
- .4 "separated longitudinally by a complete partition or warehouse in between".**

Separation terms such as "out of class ..." used in the Dangerous Goods List, "class ..." are deemed to include the following items:

- .1st Class ." all ingredients and**
- .2. Class ." All substances that have a secondary hazard label required.**

Only UN 3257 Class 9 PG III Asphalt/Bitumen is handled at the facility.

5. HANDBOOK ON DANGEROUS LOADS HANDLED ON THE COASTAL FACILITY

A handbook on dangerous goods has been prepared and distributed to all relevant personnel, a copy of which is attached. (Annex 1)

6. OPERATIONAL MATTERS

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

6.1.1 Safe Docking of Ships Day and Night

- . Ships carrying Dangerous Goods will be berthed to the pier with Pilots and Tugboats, preferably during the daytime and at night when allowed by the Port Authority, as determined in the Port Regulation.**
- . Necessary markings and directions will be made considering day and night conditions.**
- . If necessary, additional security measures will be taken according to the characteristics of the ship carrying dangerous goods to approach the port.**
- . The Pilot will be informed about the dangerous cargoes on the ship before the maneuver.**
- . Docking will be planned following the lifting of the ship in risky situations, taking into account the position of the ship carrying dangerous cargo.**

6.1.2 Mooring of ships

- . Their berthing to the piers and docks in the port, their mooring to buoys or their departure from these ports are subject to the permission of the Port Authority.**

. Adequate personnel will be available during mooring, depending on the characteristics of the ship that will dock at the port.

. During the mooring, there will be no landing or disembarkation to the pier, except for the personnel in charge of the mooring.

. In the event that the Ship's Master's practice regarding the mooring of the ships is not considered safe for the port, the Ship's Master will be requested to tie the ship with additional ropes.

6.1.3 Loading/Unloading

. All safety precautions will be taken during loading and unloading.

. The ship's captain and crew will be informed about the features of the pier and the precautions to be taken in advance.

. In cases where conditions such as unfavorable weather conditions, currents and winds are considered to make loading/unloading unsafe, measures will be taken such as stopping the activity or even lifting the ships to anchor.

6.1.4 Shelter and anchorage

. The anchorage areas are different for the ships carrying Dangerous Goods, and the ships will wait in these anchorage areas allocated to them.

. There is no accommodation service for ships in our facility. After the dangerous cargo handling process, it will be ensured that the ships leave the pier safely.

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

. Seasonal conditions should be taken into account in the loading / unloading of dangerous goods. In extreme hot, extremely cold, extremely rainy weather, poor visibility, lightning and electrically charged weather, the handling of flammable, explosive loads should be postponed or stopped for a while.

. It should be planned to continue loading / evacuation in unfavorable conditions or to keep fire, fire brigade and emergency response teams in conditions that can respond to a possible undesirable situation in a short time.

. In case of continuation of similar conditions, the selection of the personnel from the experienced personnel, the frequent planning of the rest periods in the over-intensive work, the increase of the lighting, etc. measures should be taken.

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

• In dangerous cargo areas, handling dangerous goods, especially working with flammable, combustible and explosive materials;

- Not performing hot works (welding, cutting, etc.), working under control by taking technical safety measures when necessary,

- Using ex proof (non-sparking) hand tools,
- Working with experienced personnel,
- Informing the relevant units before the study,
- Briefing the personnel who will work in the field,
- Making measurements of toxic, suffocating gases and sufficient oxygen, especially in indoor works, and keeping measurement devices ready for use,
- Keeping protective measures such as water curtain, protective separation, mechanical ventilation and equipment ready for use,
- Ensuring that the personnel who will do this type of hot work (HOT WORK) work with protective clothing and equipment and, if necessary, closed circuit breathing apparatus.
- In such works, it should be ensured that emergency teams are assigned to intervene in a possible undesirable situation in a short time.

7. DOCUMENTATION, CONTROL AND REGISTRATION

7.1 All mandatory documents, information and documents related to dangerous goods, procedures for their supply and control by the relevant persons.

7.1.1 The following documents regarding Dangerous Goods are kept up-to-date.

IMDG Code International Code of Dangerous Goods Transported at Sea

MARPOL 73/78 International Convention for the Prevention of Pollution from Ships, as amended 1973/78 Annex-1 and Annex-2

International Convention for the Safety of Life at Sea, 1974, as amended S O L A S 74

International Safety Guide for ISGOTT Oil Tankers and Terminals

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

The records of dangerous goods handled in our port include the following information:

It is kept by the Operations department.

- UN Number,
- PSN name (Proper Post Name,
- Class, (Class 3, 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9 with Sub-hazards)
- Packing Group (I; II; III)
- Whether it is a Marine Pollutant,
- Buyer,

- Sender,
- Container / Packaging, its number,
- seal number,
- Additional Information (Ignition degree, viscosity, etc.)
- Where it is stored in the Port Area
- Length of stay in port

This information is available in computer or file format only by authorized

It is kept within the reach of personnel and displayed when requested.

Class, quantity of dangerous goods handled by the port facility throughout the year keeps the information up to date and notifies the port authority in quarterly periods.

7.3 Procedures for controlling that the dangerous goods arriving at the facility are properly identified, the correct shipping names of the dangerous goods are used, certified, packaged/packaged, labeled and declared, and that they are safely loaded and transported in the packaging, container or cargo transport unit in accordance with the rules, and reporting the control results.

Dangerous to be admitted to the port in coordination with planning, operation over the dangerous cargo documents issued by the sender.

They check the accuracy of the following information;

- UN Number,
- PSN name (Proper Post Name,
- Class, (Class 3, 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9 with Sub-hazards)
- Packing Group (I; II; III)
- Whether it is a Marine Pollutant,
- Container / Packaging, its number,
- seal number,
- Additional Information (Ignition degree, viscosity, etc.)
- Where to be stored in the Port Area

This information is provided by scorers, Field Supervisors, Warehouse officers, HSE and knowing.

dangerous goods sent to the required personnel via terminals/documents load is controlled.

The information coming from the operation and the load carrying different information

**In case of operation, the dangerous cargo/vehicle/
verification of the information about the container, missing incorrect label brands
correction is ordered.**

7.4 Procedures for obtaining and maintaining a safety data sheet (SDS).

**As of January 1, 2014, in all modes of transport, according to the laws of our country.
(By Road, Railroad, Airway and Seaway) together with the dangerous goods to be
transported**

**a Hazardous Substance Safety Data Sheet (SDS) containing the following information
must be kept.**

- UN Number,**
- PSN name (Proper Shipping Name,) (Required for sea freight)**
- Class, (Class 3, 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9 with Sub-hazards)**
- Packing Group (I; II; III)**
- Whether it is a Marine Pollutant,**
- Tunnel Restriction Code (Required for road transport)**

**For all dangerous goods to be accepted into the port, this document must be
accompanied by dangerous goods.**

coexistence is checked.

7.5 Procedures for keeping records and statistics of dangerous goods.

7.5.1 Dangerous goods handled in our facility are recorded by the Customs Technician.

**7.5.2 The monthly, quarterly and annual inbound and outbound dangerous goods
quantities are submitted to the management in reports.**

**7.5.3 Monthly counting and control reports are submitted to the management at the
beginning of each month.**

7.5.4 Reports are sent to the Port Authority on a quarterly basis.

7.6 Information about the Quality Management System.

8. EMERGENCIES, EMERGENCY PREPAREDNESS AND RESPONSE

**8.1 Intervention procedures for dangerous goods that pose/may create risks to life,
property and/or the environment and dangerous situations involving dangerous goods.**

The Emergency Plan is explained in detail in Article 12.1 on Page 26.

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

The facility has Fire Hydrant installation, the opportunity to intervene against leaks with the service it receives within the scope of combating pollution in the coastal facility, the opportunity to intervene thanks to the purchase of tugboat service, fire extinguishers, first aid equipment, communication with official authorities, tools and emergency response with trained personnel.

8.3 Arrangements for first response to accidents involving dangerous goods

The emergency plan is explained on page 1, item 5.

(First aid procedures, first aid possibilities and capabilities, etc.).

The procedure for using MFAG is Annex 20.

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

The Emergency Plan is explained on page 35, item 16.

8.5 Procedures for reporting accidents.

The emergency plan is explained on page 34, item 14.

8.6 Coordination, support and cooperation method with official authorities.

The Emergency Plan is explained on page 35, item 16.

8.7 Emergency evacuation plan for emergency removal of ships and vessels from shore facility.

The emergency plan is explained on page 32, item 13.

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

Coastal Facility Risk Assessment and Emergency Response plan are explained in Chapter 12.

8.9 Emergency drills and their records.

Emergency plan is explained on page 35 item 15.

8.10 Information on fire protection systems.

There is a Fire Hydrant system surrounding the facility. Likewise, Fire Extinguisher Tubes are available.

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

The facility has a valid approved project until 2023 with the approved fire hydrant system approved. In addition, the validity periods of fire extinguishers are up-to-date.

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

It will be intervened with fire extinguishers and at the same time, it will be conveyed to the necessary official authorities.

8.13 Other risk control equipment.

Gas detector is available in our facility.

9. OCCUPATIONAL HEALTH AND SAFETY

9.1 Occupational health and safety measures.

Occupational health and safety measures have been taken and implemented in our facility.

9.2 Information on personal protective clothing and procedures for using them.

9.2.1 PPE Usage Map

PPE Usage Map			
The Unit to Use the Material	Workshop	Asphalt	Operator
Work Gloves (Nitrile)	x	x	x
Welder Gloves	x		
Acid Glove			
Thick Rubber Gloves	x	x	x
Goggles	x	x	x
Face Visor	x	x	
Gasmask	x	x	x
Dust mask	x	x	x
Acid Suit			
Earplug	x	x	x
Seat Belt (Parachute Type)	x	x	x
Oxygen Team			
Helmet	x	x	x
Heat Resistant Dress		x	x
Crotch Boots	x		
Welding Fume Respirator	x		
Headphone	x	x	x
Electrician Gloves		x	
Work shoes	x	x	x

9.2 .2 Procedures

Level A

Area of use: Events requiring high level of protection of skin, respiratory, eye, etc. – Gas-tight.

Fully protective clothing against chemicals

Gloves, chemical resistant inside

Glove, outside chemical resistant

Boots or boots, chemical resistant, steel heels

Underwear, cotton, long sleeves and long legs

Hard Head

long sleeve

Two-way radio communication (Non-Sparking)

Level B

Minimum level required for entry and exit to the scene, but rather for spillage of liquids.

Chemical protective clothing

Gloves, chemical resistant inside

Glove, outside chemical resistant

Boots or boots, chemical resistant, steel heels

Hard Head

Two-way radio communication (Non-Sparking)

Face mask

Level C

It is used when the chemical in the environment is known, the concentration is determined, and it is decided that the skin and eyes will not be harmed. However, continuous measurement should be made.

→Full mask, air-purifying filter

→ Protective clothing against chemicals

→Gloves, chemical resistant inside

→Gloves, chemical resistant on the outside

→Boots or boots, chemical resistant, steel heels

→Hard Head

→Two-way radio communication (Non-Sparking)

→Face Mask

Level D

Work clothes (emergency responders). Requires long sleeves and safety shoes/boots. Other Personal protective equipment varies according to the situation. If there will be a problem in contact with the skin, such clothes should not be entered into the scene.

9.3 Confined space entry clearance measures and procedures.

9.3.1 No work will be done alone in closed area works.

9.3.2 Working information will be given to the area manager where the closed area is located.

9.3.3 It will be announced at certain intervals from the in-port announcement system that the work is done in the closed area.

9.3.4 Indoor work will be planned in advance and the work duration, time interval and nature of the work will be notified in writing to the relevant department chief and the management.

9.3.5 Areas of indoor work will be marked with warning signs.

9.3.6 In indoor work, it will be ensured that the entrance and exit of the area remain open until the end of the work and measures will be taken to prevent the entrance and exit of the area from being closed without the intervention of the person working in the indoor area.

9.3.7 Working will not be started without taking precautions to protect the health of the employee in the closed area, if a situation that may cause health problems arises, the work will be interrupted and the work will be stopped until a healthy environment is established.

9.3.8 Working procedures in closed areas will be taught to the personnel and work will be allowed after they are signed.

9.3.9 During the indoor work period, it will be ensured that the work control and security measures are checked at certain intervals.

9.3.10 During the work, oxygen measurement will be made at regular intervals, and the work will be interrupted in cases where the oxygen level is insufficient.

10. OTHER MATTERS

10.1 Validity of Dangerous Goods Conformity Certificate.

The validity date of the dangerous cargo conformity certificate of the facility is 09.06.2023.

10.2 Tasks defined for Dangerous Goods Safety Advisor.

The main duty of the consultant is to help the business in question to carry out these activities in accordance with the applicable obligations and in the safest way, with appropriate tools and actions within the relevant activity limits of the business in question.

In terms of activities within the business, the specific duties of the consultant are:

- Monitoring compliance with the requirements for the carriage of dangerous goods;**
 - Providing suggestions to the business regarding the transportation of dangerous goods;**
 - Preparing an annual report to the business management or a local public institution on the business activities within the scope of the transportation of dangerous goods.**
- Preparing quarterly reports to be submitted to Port Authorities.**
- Accompanying TYUB Audits.**

The duties of the consultant also include the monitoring of the following practices and methods related to the relevant activities of the enterprise;

- Compliance procedures with the requirements governing the identification of dangerous goods transported;**
 - Whether the entity has taken into account the special requirements regarding the dangerous goods transported when purchasing means of transport;**
 - Used in the transport, packaging, filling, loading and unloading of dangerous goods equipment control procedures;**
 - Appropriate training of employees of the enterprise, including changes in legislation, and keeping records of such training;**
 - In the event of an accident or an event affecting safety during the transport, packaging, filling, loading or unloading of dangerous goods, appropriate emergency implementation of procedures;**
 - During the transport, packaging, filling, loading or unloading of dangerous goods investigating serious accidents, incidents, or serious violations that occurred; and preparation of reports when necessary;**
 - Take the necessary measures against the reoccurrence of accidents, incidents or serious violations.**
- its implementation;**
- Dangerous in the selection and use of subcontractors or third parties**
- the extent to which legal rules and special requirements for the transport of goods are taken into account;**

- Sending, transporting, packaging, filling, loading or unloading dangerous goods

Detailed information on operational procedures and instructions of employees involved in the evacuation

verifying that they have the information;

- Taking measures to be better prepared for the risks involved in the transport, packaging, filling, loading or unloading of dangerous goods;

- Documents and safety equipment required during transportation

implementation of verification procedures to ensure that

compliance of equipment with regulations;

- Implementation of verification procedures to ensure compliance with the requirements governing packaging, filling, loading and unloading;

- Availability of the security plan specified in 1.10.3.2.

10.3 Issues regarding those carrying dangerous goods that will arrive/leave the coastal facility by road

(Documents required to be kept by road vehicles carrying dangerous goods at the entrance/exit of the port or coastal facility area, equipment and equipment that these vehicles must have, speed limits in the port area, etc.).

The speed limit in our facility is 20 km/h.

Vehicles must have transport documents.

Vehicle controls are carried out regularly at the entrance and exit of the port.

10.4 Issues regarding those carrying dangerous goods that will arrive/leave the coastal facility by sea

(Day/night signs to be displayed by ships and sea vehicles carrying dangerous goods at the port or coastal facility, cold and hot working procedures on ships, etc.).

It is stated in detail in Article 6.

10.5 Additional matters to be added by the coastal facility.

There is no matter to be added by the coastal facility.

ATTACHMENTS:

- 1- General site plan of the coastal facility**
- 2- General view photos of the coastal facility**
- 3- Emergency Contact Points and Contact Information**
- 4- General Layout 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 Plan**
- 8- Emergency Assembly Places Plan**
- 9- Emergency Management Chart**
- 10- Dangerous Goods Handbook**
- 11- Leakage areas and equipment, entry/exit drawings for CTU and Packages**
CTU and Packaged Dangerous Goods are not handled in our port.
- 12- Inventory of Port Service Ships**
- 13- Sea coordinates of the administrative borders of the Port Authority, anchorage areas and the pilot's disembarkation/embarkation points**
- 14- Emergency response equipment against marine pollution in the coastal facility**
- 15- Personal protective equipment (PPE) usage map**
- 16- Dangerous cargo events notification form**
- 17- Control results notification form for dangerous cargo transport units (CTUs)**
CTU and Packaged Dangerous Goods are not handled in our port.
- 18- Other required annexes**
- 19- Dangerous Goods Handling Guide Additional Cargo Notification (When necessary)**
- 20- MFAG Usage Procedure**

Dangerous Goods Safety Consultant Coastal

Facility Officer