BAGFAS BANDIRMA FERTILIZER FACTORIES INC.

DANGEROUS LOADS HANDLING GUIDE

PREPARATION DATE : 22.03.2022

(See Revision Page for revisions)

FACILITY AUTHORITY

HALİT KAMBUR

SIGNATURE

SEAL

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ABBREVIATIONS

IMO, International Maritime Organization
UN is the unique number assigned by the United Nations to each chemical material that can be considered Dangerous. The IMDG code is the four-digit number in column 1 of the dangerous goods list.
VHF, Marine Band Radio
Safe loading of **CTU CODE** Load Transport Units
CSS Code Safe Practice Code for Load Stacking and Security
IBC CODE Liquid dangerous goods transported in bulk
IMDG CODE, International Maritime Dangerous Goods Code
IMSBC Code International Code for Solid Dangerous Bulk Loades Carried by Sea
GRAIN CODE Bulk grains
TDC CODE Timber loads
IGC CODE Liquefied gases
DGSA , Dangerous Goods Safety Advisor
IBC (OHK) Intermediate Bulk Container

AFAD, Disaster and Emergency Management Presidency
SDS/SDS, Safety Data Sheet
MOTAT , Mobile Dangerous Waste Tracking System
CSC, International Convention for Safe Containers, 1972, as amended
MARPOL: International Convention for the Prevention of Pollution from Ships,
SOLAS 74 International Convention for the Safety of Life at Sea, 1974, as amended
IMO/ILO/UNECE Guidelines for filling load transport units (CTUs)
TYUB Coastal Facility Dangerous Load Compliance Certificate

ISPS Code: International Ship and Port Facility Security Code

BLU Code: Code of Practice for the Safe Loading and Discharging of Bulk Carriers,

DEFINITIONS

Packaging: The transport container in which the dangerous load is placed, as defined in IMDG Code Section 6.
Ministry: Ministry of Transport and Infrastructure,
Bulk load: Solid, liquid and gaseous substances intended to be transported without direct storage, in a tank or hold that is a structural part of the ship or permanently fixed in or on the ship.
Fumigation : The process of introducing a certain amount of a gaseous fumigant into a closed environment at a certain temperature and keeping it there for a certain period of time in order to destroy harmful organisms.
Boat: Ships that fall within the scope of legislation or international agreements to which we are a party ,
Person in charge of the ship: Owner, operator, charterer, captain or their agents and real or legal persons authorized to represent the owner.
Administration: General Directorate of Maritime Affairs,
Shore facility: A port, dock, pier, docking area, fuel, liquefied gas or chemical pipeline buoy or platform, including storage areas, where ships or marine vessels can safely unload and unload load or shelter.
Container: Load transport equipment certified to the applicable standards within the scope of the International Convention on Safe Containers (CSC Convention),

Moisture content (MC): The amount of water, ice or other liquids expressed as a percentage of the total liquid mass of the sample of the bulk solid load.

Transportable maximum moisture content (TML): The maximum amount of moisture that a liquefiable solid bulk load carried on ships that do not have the characteristics specified in IMSBC Code Section 7.3.2 can contain without hindering its safe transport.

Carrier: Actual carrier, broker, ship owner, transport business organizer, transport business commissioner, ship agent who receives, offers or accepts an offer for the transport of any kind of dangerous load on his own behalf or on behalf of third parties, and real and legal persons who carry out the transport of dangerous load by road or rail in addition to sea within the scope of combined transport.

Dangerous load;

1) Petroleum and petroleum products included in Annex I, Attachment 1 of the International Convention for the Prevention of Pollution from Ships (MARPOL) 73/78,

2) Packaged transported substances and objects given in IMDG Code Part 3,

3) Bulk loades with "B" and "A and B" in the group box of the characteristic table among the loades given in IMSBC Code Appendix 1,

4) Liquid substances with the word "S" or "S/P" in the "d" column titled " hazards " of the table given in IBC Code Section 17 ,

5) Gaseous substances given in IGC Code Chapter 19,

DGSA: Dangerous material safety consultants authorized by the Ministry,

TYUB: Coastal Facility Dangerous Goods Compliance Certificate, issued by the Administration and required to be obtained by coastal facilities handling packaged or bulk dangerous goods .

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

Shipper: The natural or legal person specified as "shipper" in the bill of lading, maritime transport document or multimodal transportation document, and the natural or legal person on whose behalf or in whose name a transportation contract is made with a maritime transport company.

Load contact: The sender, receiver, representative or transport organizer of the dangerous load.

Load transport unit (CTU): Designed and manufactured for the transport of packaged or bulk dangerous goods; road trailers, semi-trailers and tankers, portable tanks and multiple-element gas containers, railway wagons and tank wagons, containers and tank containers,

PRESENTATION

ENTRANCE

1.1. General information about the facility includes the minimum information specified in the facility information form below.

FACILITY INFORMATION FORM

1	Facility operator name/title	BANDIRMA FERTILIZER FACTORIES INC.
2	Contact Information of the Facility Operator Address: Telephone :	 BANDIRMA FERTILIZER FACTORIES INC. Bandırma Erdek Highway 10 km. 10209 ERDEK/BALIKESİR

	Fax:	TEL: 0 266 714 10 00 (4 lines) FAX: 0 266 714 10 05 info@bagfas.com.tr Phone: 0266 714 10 00 Fax : 0266 714 10 05		
3	Facility Name	BAGFAŞ Bandirma Fertilizer Factories Inc.		
4	Province Where the Facility Is Located	BALIKESİR		
5	Facility Contact Information (address, phone, fax, email and web page)	Bandırma Erdek Highway 10 km. 10209 ERDEK/BALIKESİR TEL: 0 266 714 10 00 (4 lines) FAX: 0 266 714 10 05 info@bagfas.com.tr bagfas@hs03.kep.tr		
6	Geographical Area Where the Facility is Located	MARMARA		
7	The Regional Port Authority to which the facility contact details	BANDIRMA REGIONAL PORT MANAGEMENT TEL: 0.266.714 94 50		
8	The Municipality to which the facility is affiliated contact details	ERDEK MUNICIPALITY TEL: 0.266.835 10 50		
9	The Free Zone where the facility is located or Organized Industrial Zone name	-----		
10	Coastal Facility Operation Permit/Temporary Operation Permit Validity date of the document	05.11.2025		
11	Facility's Operating Status (X)	OwnLoad and additional 3rd party	Own Burden	3rd Party
		(X)		
12	Name and surname of the facility manager, contact details (phone, fax, e-mail)	HALİT KAMBUR Tel: 0266 714 10 00 / 0.549.812 88 13 Fax : 0266 714 10 05 halit.kambur@bagfas.com.tr		
13	Name and surname of the facility's Dangerous material operations officer, contact details (phone, fax, e-mail)	ZAFER YALÇIN, MUSTAFA TUNCAY, ENGİN ESMERAY, HAŞİM AYGEN, HAYRETTİN ABA, ERTAN KOCABIYIK, MÜNİR YILMAZ, MUSTAFA GÖKÇE Phone: 0266 714 10 00 Fax : 0266 714 10 05		
14	Facility Dangerous Goods Safety Adviser Name and surname of the consultant , , contact details (telephone, fax, e-mail)	AHMET CAYIK + 90 532 472 07 70 ahmet.cayik@atlastmgd.com.tr		

15	Sea coordinates of the facility	40 ^{0} 23' 43" NORTH / 28 ^{0} 31' 00" EAST
16	Types of Dangerous loads handled at the facility (MARPOL Annex-I, IMDG Code, IBC Code, IGC Code, IMSBC Code, Grain Code, TDC Loads covered by the code)	IBC CODE IGC CODE IMSBC CODE
17	Dangerous load handled at the facility (load types other than those listed in Article 16, other than those in the IMDG Code, will be listed separately . Requests for additional load will be submitted to the Regional Port Authority using the Annex-1 form . If deemed appropriate, they will be added to TYER .)	Within the scope of IBC CODE UN1830 Sulfuric Acid Solution UN1805 Phosphoric Acid Solution Within the scope of IGC CODE UN1005 Ammonia Within the scope of IMSBC CODE UN2067 Ammonium Nitrate
18	Classes for handled load subject to the IMDG code .	Load subject to IMDG CODE is not handled .
19	Groups in the characteristic table for handled loades subject to the IMSBC code .	Group B Groups B and C
20	Types of ships that can dock at the facility	General Load Ship, Bulk Carrier, Chemical Tanker, Ammonia Load Liquefied Gas Carrier (LPG/LNG)
21	Distance of the facility to the main road (kilometers)	1.5 km
22	Distance of the facility to the railway (kilometers) or railway connection (Yes/No)	There is no railway connection for 10 km.
23	Name of the nearest airport and the distance to distance (kilometers)	Eti Maden Sulfuric Acid Facilities, in the northeast direction and approximately 3.5 km away
24	Facility's load handling capacity (Ton/Year; TEU/Year; Vehicle/Year)	**Dry Load (tons/year)**: 2,000,000 **Liquid Load (tons/year)**: 1,500,000
25	scrap handling is done at the facility	NO
26	Is there a border gate ? (Yes/No)	YES
27	Is there a customs area? (Yes/No)	YES
28	Load handling equipment and capacities	Dry load with port cranes 20T x 30...8m, Liquid load is discharged at a rate of 400 T/h through pipelines.
	Storage tank capacity (tons)	Inside the factory area, outside the port area)

29		Phosphoric Acid: 36,500 (Outside the port area, inside the factory area) Ammonia: 30,000 (Outside the port area, inside the factory area)	
30	Open storage area (m2)	---	
31	Semi-closed storage area (m2)	---	
32	Closed storage area (m2)	36,500 m2 (within the factory area, outside the port area)	
33	Determined fumigation and/ or defumigation area (m2)	---	
34	Pilotage and tugboat services Provider's name/title, contact details	BADETAŞ BANDIRMA MARITIME TEL: 0 266 714 27 79	
35	Has a Security Plan been created? (YES/NO)	YES	
36	Waste Reception Facility Capacity	**Waste Type**	**Capacity (m3)**
		Bilge water Dewatered bilge tank	10m3 (1 piece) 25m3 (1 unit)
		Waste oil tank	10 m3 (1 piece)
		Sludge Tank	10+15 m3 (2 units)
		Toxic liquid tank	20 m3 (1 piece)
		Rubbish	8 categorized waste storage containers with a fixed volume of 180 lt (0.18 m3) and a mobile vehicle case with a volume of 5 m3
		Dirt	wastewater treatment plant with a 1 m3 volume tank connected to the mobile transport vehicle.

37	CHARACTERISTICS OF AREAS SUCH AS DOCK/PIER ETC.					
	Dock Pier	**Height (meters)**	**Width (meters)**	**Max . Water depth (metre)**	**Minimum water depth (metre)**	**The largest ship tonnage to berth (DWT)**
1	Pier No. 1					Not used.
	Dock No. 1	125.6	15	12	11	Not used.
2	Pier No. 2					
	Dock No. 2	125	22	17	13	35,000
	Dock No. 3	125	22	16	12	40,000

	Name of the pipeline	**Number (pieces)**	**Length (meters)**	**Diameter (inches)**
1	Pier 1 , dock 1 sulphuric acid pipeline			
	a) Main supply S.Acid line	1	117 m.	8”
	b) S.Acid line on the dock		15 meters.	8”
2	Pier 1 , dock 1 phosphoric acid pipeline			
	a) Main supply F.Acid line	1	30 meters.	8”
	b) F.Acid line on the dock		0 m.	8”
3	Ammonia pipeline from pier 1 to pier 1			
	a) Main feed Ammonia line	1	235 m.	10”
	b) Ammonia line on the dock		16 meters.	10”
4	Pier No. 2 , dock No. 2 sulfuric acid pipeline			
	a) Main supply S.Acid line	1	288 meters.	8”
	b) S.Acid line on the dock		32 meters.	8”
5	No. 2 , dock No. 2 phosphoric acid pipeline			
	a) Main supply F.Acid line	1	286 meters.	8”
	b) F.Acid line on the dock		34 meters	8”
6	Pier 2 , berth 2 ammonia pipeline			
	a) Main feed Ammonia line	1	310 m.	10”
	b) Ammonia line on the dock		46 meters.	10”
7	Pier 2 , pier 3 sulphuric acid pipeline			
	a) Main supply S.Acid line	1	268 m.	8”
	b) S.Acid line on the dock		11 m.	8”
8	Pier 2 , pier 3 phosphoric acid pipeline			
	a) Main supply F.Acid line	1	271 m.	8”
	b) F.Acid line on the dock		11 m.	8”

1.2 Handling and Storage Procedures for Dangerous Goods Handled and/or Temporarily Stored at the Shore Facility (Separately created for loads within the scope of MARPOL ANNEX-1, IMDG Code, IBC Code, IGC Code, IMSBS Code, GRAIN Code, TDC Code, asphalt/bitumen, scrap, waste, load waste and project loads.)

1.2.1 PROCEDURES :

001-Dangerous Load Loading and Unloading Procedure

002-Bagfaş Port Dangerous Material Incident Notification Procedure

003-Bagfaş Port Gas Measurement and Degassing Procedure

004- Procedures to be Followed at Bagfaş Port in Case of Emergency and Emergency Evacuation Procedure

005-Bagfaş Port Maintenance Procedure

006-Hot Work Procedure

007-Bagfaş Accident Procedure

008- Bagfaş Documentation Control and Recording Procedure

009-Port Area AN Fertilizer Explosion Procedure

010-Port Area Ammonia Leak-Explosion Procedure

011-Procedure for Work to be Performed in Port Area Sulfuric and Phosphoric Acid Burns

012-Waste Management Procedure

013-Notification and Special Permit Procedure for Dangerous Goods Transported by Sea

014-Accident Prevention Policy

015-Procedure for Transport of Solid Bulk Load by Sea

016-Handling of Liquid Bulk Dangerous Load Operations

2. RESPONSIBILITIES

All parties involved in the transportation of Dangerous load must take all necessary precautions to ensure safe, secure, and environmentally sound transportation, prevent accidents, and minimize damage in the event of an accident. In this context, the responsibilities outlined in the third section of the "Regulation on the Carriage of Dangerous Goods by Sea and Loading Safety" and how they are to be fulfilled, as well as the requirements of the provisions in the fourth section, are explained separately in this section. (The responsibilities of all parties are explained separately in this section under separate headings.)

2.1 Responsibilities of the load person

2.1.1 Prepares or arranges for the preparation of mandatory documents, information and papers regarding dangerous goods and ensures that these documents are kept with the goods during the transportation activity.

placarded in accordance with their type .

2.1.3 Ensures that Dangerous load is loaded, stacked and securely fastened in approved packaging and load transport units in accordance with the rules and in a safe manner.

2.2 Responsibilities of the carrier

2.2.1 Requests the necessary documents, information and papers regarding dangerous goods from the load officer and ensures that these are with the load during the transportation activity.

Checks the compliance of dangerous goods classified, packaged, marked, labeled and placarded by the load officer with the legislation.

2.2.3 Checks that dangerous goods are packaged in accordance with the rules using approved packaging and load transport units, loaded safely into the load transport unit and securely fastened.

2.3 Responsibilities of the coastal facility operator

Ships carrying dangerous loades are not allowed to berth at the facility without the permission of the Regional Port Authority.

2.3.2 Provides written information to the ship that will berth at the facility regarding the facility rules, load handling rules and relevant legislation.

2.3.3 It does not handle dangerous load for which it does not have a handling permit from the administration , and does not cause any harm to the ships that will berth by making plans within this scope.

2.3.4 Requests the necessary documents, information, and documentation related to Dangerous load from the load operator and ensures that these documents are available with the load. If the load operator cannot provide the necessary documents, information, and documentation, the Dangerous load is not obligated to accept or handle the load .

2.3.5 The ship's operator shares all necessary data with the ship's operator, depending on the nature of the load, and carries out the loading or unloading operation according to the agreement reached. No changes are made to the operation without the knowledge of the ship's operator.

2.3.6 It determines the working limits by taking into account the safe working capacity of the facility and weather forecasts, and takes the necessary measures to ensure that the ship remains safely moored at the berth and that handling is carried out.

2.3.7 Checks the transport documents containing information on whether the Dangerous load arriving at the facility is properly classified, packaged, marked, labeled, placarded and safely loaded into the load transport unit.

Ensures that personnel involved in the handling of dangerous load and the planning of this handling receive the necessary training and are certified, and does not assign personnel without certification to these operations.

2.3.9 Ensures that the dangerous goods handling equipment in its facility is operational and that relevant personnel are trained and certified in the use of this equipment.

2.3.10 Takes occupational safety measures at the coastal facility and ensures that personnel use personal protective equipment appropriate to the physical and chemical properties of the Dangerous load.

2.3.11 Activities related to dangerous load are carried out in docks, piers and warehouses that are established appropriately for this purpose.

2.3.12 Equips the docks and piers reserved for ships that will load or unload dangerous liquid bulk loades with appropriate facilities and equipment for this purpose.

2.3.13 It keeps an up-to-date list of all dangerous goods on ships berthed at its facility and in closed and open areas within its facility and provides this information to the relevant parties upon request.

2.3.14 It notifies the Regional Port Authority of the immediate risk posed by the dangerous goods handled or temporarily stored in its facility and the measures taken in this regard.

2.3.15 Reports accidents involving dangerous load, including accidents occurring during entry into closed spaces, to the Regional Port Authority.

Provides the necessary support and cooperation in the controls and inspections carried out by the Administration and the Regional Port Authority .

2.3.17 It ensures that Class 1 (except Class 1 Compatibility Group 1.4S), Class 6.2, and Class 7 Dangerous loades, for which temporary storage is not permitted, are transported out of the coastal facility as quickly as possible without delay. In cases where holding is necessary, it applies to the Administration for permission. Explosives belonging to the 1.4S compatibility group may be held on the vehicle for a maximum of 24 hours with a permit obtained from the Regional Port Authority. For holds likely to exceed 24 hours, a special permit must be requested from the Administration.

2.3.18 Temporarily store load transport units carrying Dangerous load in accordance with segregation and stacking rules, and take fire, environmental, and other safety measures appropriate to the class of Dangerous load in the storage area. Fire extinguishing systems and first aid units are kept ready for use in areas where Dangerous load is handled , and necessary checks are carried out periodically.

Before any hot work or operations to be carried out in areas where Dangerous load is handled and temporarily stored, permission is obtained from the Regional Port Authority.

2.3.20 Prepares an emergency evacuation plan for the evacuation of ships from coastal facilities in emergency situations and submits it to the Regional Port Authority and informs the relevant persons about the plan deemed appropriate by the Regional Port Authority.

2.3.21 Ensures that the internal loading of load transport units is carried out in accordance with the loading safety rules in the facility.

2.3.22 It carries out its dangerous load handling activities at the coastal facility in accordance with the principles of the "Directive on the Issuance of the Coastal Facility Dangerous Load Conformity Certificate" and the certificates it receives every 3 years.

2.3.23 The coastal facility shall notify the administration of the report prepared by the DGSA regarding the dangerous goods it handles every 6 months.

2.3.24 A minimum of two individuals, excluding the facility manager, are assigned to handle Packaged Dangerous Goods, Liquid Bulk Goods, and Solid Bulk Goods within the scope of authorization obtained through TYUB . At least one person with knowledge of each Dangerous load in the facility is present in each shift system.

2.4 Responsibilities of the ship's attendant

2.4.1 Ensures that the load to be carried by the ship is certified as suitable for transport and that the load holds, load tanks and load handling equipment are in a suitable condition for load transport.

2.4.2 Requests all mandatory documents, information and papers related to dangerous goods from the person responsible for the goods and ensures that they are with the goods during the transportation activity.

2.4.3 Ensures that the documents, information and documentation required to be kept on board regarding dangerous loades within the scope of legislation and international agreements are appropriate and up-to-date.

2.4.4 Checks the transport documents containing information on whether the load transport units loaded onto the ship are properly marked, labelled and loaded safely.

2.4.5 Informs the relevant ship personnel about the risks of dangerous load, safety procedures, safety and emergency measures, intervention methods and similar issues.

2.4.6 Keeps up-to-date lists of all dangerous load on board and declares them to the relevant parties upon request.

2.4.7 Ensures that the loading program, if available on board, is approved and documented and is kept operational.

2.4.8 It notifies the Regional Port Authority and the coastal facility about the immediate risk posed by the dangerous load on the ship berthing to the coastal facility and the measures taken in this regard.

2.4.9 If there is a leak in the dangerous load or if there is such a possibility, the dangerous load is not accepted for transport.

2.4.10 Reports any dangerous load accidents occurring on his ship during navigation or while at the shore facility to the Regional Port Authority.

Provides the necessary support and cooperation in the controls and inspections carried out by the Administration and the Regional Port Authority .

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

that seafarers responsible for handling dangerous load use personal protective equipment appropriate to the physical and chemical properties of the load during handling .

2.4.14 Ensures the requirements regarding the loading safety of the load loaded onto their ships.

2.5 Education

The procedures and principles regarding the training required to be received by the personnel working in coastal facilities handling the loades within the scope of this Regulation are determined by the Administration.

2.5.2 Necessary work for the implementation of IMO trainings that are made mandatory by IMO or recommended by the Administration, if deemed appropriate by the Administration, is carried out by the Administration.

2.5.3 If the knowledge and skills of the personnel are found to be inadequate during the inspections carried out at coastal facilities, the Administration may request that the training be repeated.

2.5.4 For the practical application of the trainings within the scope of this article, the Ministry's facilities are primarily used.

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

How the measures related to the issues specified in the third section of the "Regulation on the Carriage of Dangerous Goods by Sea and Loading Safety" are implemented and how the requirements of the provisions in the fourth section are met are explained separately under this section.

3.1 Description of the rules to be applied by the Coastal Facility

3.1.1 It does not allow ships carrying dangerous load to berth at its facility without the permission of the Regional Port Authority.

All dangerous load vessels arriving at the port must notify the Bandırma Regional Port Authority and the port operator of the dangerous load 24 hours before docking . This notification is made for container vessels arriving from a local port operator, just as it is for those departing from the relevant port operator. Vessels cannot berth at the pier or

quay without the permission of the Regional Port Authority.

3.1.2 Provides written information **to the ship that will berth at the facility regarding the facility rules, load handling rules and relevant legislation.**

Shore to Ship to Since agencies are responsible for sending information e-mails, the necessary information has been provided to the agency . Load-specific information can be reviewed by the ship's personnel in the Dangerous Goods Handling Guide (TYER).

3.1.3 From the administration It does not handle dangerous load for which it does not have a handling permit , and does not cause any inconvenience to the ships that will berth by making plans within this scope.

At least one day before the dangerous load is accepted into the onshore facility, the Port Director is required to submit load documents, declarations, and customs firms to the onshore facility. If a decision is made to apply for a special permit for load that is not authorized for handling , the General Directorate of Maritime Affairs must be contacted immediately to obtain the special permit, and the Regional Port Authority must be notified of the situation.

is not obligated to accept or handle the load at its facility .

Regarding the dangerous load/ s to be accepted into the port by the Port Manager ;

1. Risk arising from Dangerous load (by examining the GBF/SDS)
2. Interaction with Dangerous loades present at the coastal facility,
3. Interaction with loads planned to be accepted to the coastal facility in the near future,
4. Stacking conditions
5. Parsing conditions
6. Material and equipment needs for emergency response
7. Competence of Emergency Response Teams
8. Interaction to or from neighboring facilities

are handled within the scope of the current IMDG CODE / IMSBS CODE / IBC CODE documents and an acceptance / rejection or management decision is made.

The load information to be kept by the Port Manager is below.

UN Number,
PSN (Proper Shipping Name),
Class, (with subgroup information)
Packaging Group (Class 3, 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9)
Whether it is a marine pollutant or not,
Buyer,
Sender,
For loads falling within the scope of the IMSBC Code, Group A (and Groups A and B), whichever it is,
necessary , Portable Maximum Humidity Certificate (TML) and humidity certificate (MC) of the load
the loades included in the scope of the IBC Code are the loades named in Chapters 17 and 18,
Load bearing handled cannot be handled
Additional Information (flash point, ignition temperature, viscosity, toxicity, etc.)
Where it is stored in the Port Area
Duration of stay in port

3.1.5 The ship's operator shares all necessary data with the ship's operator, depending on the nature of the load, and carries out the loading or unloading

operation according to the agreement reached. No changes are made to the operation without the knowledge of the ship's operator.

Pre-Arrival in case of tanker with the form in Annex 1 of Blu Code Questionnaire Form For Tankers The form is sent to the ship captain by the operations directorate and Ship / Shore Safety Checklist for Loading or Unloading Dry Bulk Carriers BLU Code Appendix 3 form and Pre-Arrival Ship To Terminal Information Form Blu The ship is berthed at the dock after an agreement is reached with the Code Annex-1 forms.

3.1.6 It determines the working limits by taking into account the safe working capacity of the facility and weather forecasts, and takes the necessary measures to ensure that the ship remains safely moored at the berth and that handling is carried out.

The IMO DGD form (bill of lading) and Discharge/Loading List are sent by the agency , and the customs broker sends us the Safety Data Sheet (SDS) for the Dangerous load inside the container. For safe operations, field personnel ensure that this information form is in Turkish. In accordance with ADR-IMDG regulations, the DGD form is prepared by the shipper and carried on board by the carrier transporting the Dangerous load by road.

(Dangerous Goods) containing information on whether the dangerous goods arriving at the facility are properly classified, packaged, marked, labeled, placarded and safely loaded into the load transport unit. Goods Declaration) checks.

Coast to the facility dangerous load bearing vehicles to the facility at the entrance door by officials driver's SRC-5 document identity card , Transport document , orange number plate And danger labels control Dangerous load bearing transport their vehicles on plates control Tally-man by is done . ADR rule suitable not coming dangerous loads port is not accepted into the field .

Ensures that personnel involved in the handling of dangerous load and the planning of this handling receive the necessary training and are certified, and does not assign personnel without certification to these operations.

Maritime Code No. 29601, dated January 22, 2016, is provided to personnel by organizations authorized by the Ministry. Current training records are maintained by the Human Resources Department.

Training is provided regularly to personnel working with Dangerous loads (OHS & Environment , IMDG, On-the-Job, Induction training, etc.) and training records are kept by the Human Resources Department.

3.1.9 Ensures that the dangerous load handling equipment in its facility is operational and that the relevant personnel are trained and certified in the use of this equipment.

in handling Dangerous load , including pipelines, flexible hoses, and cranes, is maintained and calibrated periodically by technical personnel, and records are kept. Employees using the equipment have received MYK authorization documents, on-the-job training, OHS training, and Dangerous load training. Refresher training is also completed on time, and records are kept by OHS and Human Resources .

3.1.10 Takes occupational safety measures at the coastal facility and ensures that personnel use personal protective equipment appropriate to the physical and chemical properties of the Dangerous load.

Port personnel, seafarers, and other authorized personnel handling Dangerous load must wear protective clothing appropriate to the physical and chemical properties of the load during loading, unloading , and temporary stacking. Detailed instructions are provided in Section 9 of this guide , under the heading "Occupational Health and Safety." In addition to port personnel, all relevant personnel and third parties must use the

Personal Protective Equipment (PPE) specified on the SDS Form and/or Emergency Card for the Dangerous load during their operations .

3.1.11 Activities related to dangerous loades are carried out in docks, piers and warehouses that are established appropriately for this purpose.

In our port area, for bulk liquid loades, there is pier no. 2 , berth no. 2 , and for ships carrying solid bulk loades, there are berths no. 2 and 3 of pier no. 2. Dangerous load These are designated as handling docks and permits have been obtained. Dangerous load is not handled outside these docks . Storage is not permitted.

3.1.12 Equips the docks and piers reserved for ships that will load or unload dangerous liquid bulk loades with appropriate installations and equipment for this purpose.

Fire hydrants , emergency release couplings , body showers, emergency warning buttons and fenders have been installed at the docks.

3.1.13 It keeps an up-to-date list of all dangerous goods on ships berthed at its facility and in closed and open areas within its facility and provides this information to the relevant parties upon request.

The Port Authority keeps an up-to-date list of all dangerous goods it ships or transports and is in a position to disclose it, along with all necessary documentation, when requested.

3.1.14 It notifies the Regional Port Authority of the immediate risk posed by the dangerous goods handled or temporarily stored in its facility and the measures taken in this regard.

No storage or temporary storage activities are conducted on the seaward side of the shoreline. Any risks encountered during handling or temporary storage must be immediately reported to the Bandırma Regional Port Authority. Temporary handling of Dangerous load in enclosed spaces is not permitted. If granted, a certificate must be obtained from the classification society and the certificate must be maintained annually.

3.1.15 Reports accidents involving dangerous goods, including accidents occurring during entry into closed spaces, to the Regional Port Authority.

No personnel are allowed to enter confined spaces without completing a checklist in accordance with the confined space entry procedure and taking safety precautions. Records used for confined space entry must be kept for three years. Accidents involving Dangerous load are reported verbally and in writing to the Regional Port Authority.

Provides the necessary support and cooperation in the controls and inspections carried out by the Administration and the Regional Port Authority .

cooperate with official authorities on an ongoing basis and provide all kinds of support during inspections and controls.

3.1.17 It ensures that Class 1 (except Class 1 Compatibility Group 1.4 S), Class 6.2 and Class 7 dangerous goods, which are not allowed to be temporarily stored, are transported out of the coastal facility as soon as possible without being kept waiting, and in cases where keeping them is necessary, it applies to the Administration for permission.

2 and Class 7 Dangerous loades are not handled in our coastal facility .

3.1.18 Temporarily store load transport units carrying Dangerous load in accordance with segregation and stacking rules, and take fire, environmental, and other safety measures appropriate to the class of Dangerous load in the storage area. Fire extinguishing systems and first aid units are kept ready for use in areas where Dangerous load is handled , and necessary checks are carried out periodically.

handling is not performed at our coastal facility . Therefore, no action has been taken for load handling units.

Before any hot work or operations to be carried out in areas where Dangerous load is handled and temporarily stored, permission is obtained from the Regional Port Authority.

for hot work and operations must be obtained from the Bandırma Regional Port Authority and the procedures are carried out by taking the measures specified in the Hot Works Procedure.

3.1.20 Prepares an emergency evacuation plan for the evacuation of ships from coastal facilities in emergency situations and submits it to the Regional Port Authority and informs the relevant persons about the plan deemed appropriate by the Regional Port Authority.

Necessary information was provided by updating the Emergency Plan regarding the Tugboat and Pilotage services regarding what to do in case of an emergency on ships .

3.1.21 Ensures that the internal loading of load transport units is carried out in accordance with the loading safety rules in the facility.

Container handling is not available. Therefore, container loading is not done at our port.

3.2 Applications related to loading safety

3.2.1 To ensure the safe loading of load onto the ship, the provisions of the BLU Code and BLU Manual, the Code of Safe Practice for Load Stowage and Securing (CSS Code), the Code of Practice for Packing of Load Transport Units (CTU Code) and the Code of Safe Practice for Ships Carrying Timber Load on Deck (TDC Code) are complied with depending on the type of load.

3.2.2 The stacking of loads is carried out in accordance with the relevant legislation and international agreements to which we are a party.

3.2.3 The vessel cannot exceed its loading limit, taking into account the loading limit mark. If the Bandırma Regional Port Authority detects such a situation, the vessel will not be allowed to sail, and administrative action will be taken against the person responsible under Article 22 .

3.2.4 Loading-unloading plan before the handling operation, and draft to determine the amount of load loaded before the ship departs. The results of the survey or weighbridge survey are submitted to the Regional Port Authority by the ship's responsible party. The Administration or the Regional Port Authority draft may request that the survey or weighbridge survey report be obtained from an authorized inspection company.

3.2.5 Precautions are taken to prevent the ship's stability from being adversely affected by ensuring that the load on bulk carriers, especially single -hold bulk carriers, is loaded in a way that spreads it across the bottom of the hold (by piling) .

3.2.6 To ensure that the ship's structure is not subjected to excessive stress, the load and ballast water regime is monitored throughout the loading or discharging operation.

3.2.7 Care is taken to ensure that the ship is level. However, if a heeling (listening) is required during loading, it should be kept as short as possible. Balanced loading and unloading should be carried out in accordance with approved stability regulations to avoid structural damage to the ship.

3.2.8 In case of adverse meteorological and oceanographic conditions that may affect the load handling operation, the handling operation is stopped by the captain until the conditions improve.

3.2.9 Loads that may harm other loads are loaded in accordance with the rules of segregation in order to prevent situations such as placing heavy loads on light loads,

placing liquid loads on dry loads, and the spread of the odor of foul-smelling loads to other loads.

In order to ensure the complete implementation and maintenance of safety measures regarding the loading, stacking, separation, handling , transportation and discharge of load on board the ship, all loades, load units and load transport units, except for solid and liquid bulk loades , shall be loaded, stacked and secured in accordance with the Load Securing Manual approved by the Administration or authorized classification societies on behalf of the Administration, in accordance with SOLAS Chapter VI Part A Rule 5.6.

3.3 Loads within the scope of the IMSBC Code

3.3.1 According to SOLAS Chapter VII Part A Rule 7.2.1, the use of the "bulk load shipping name" is mandatory in all documents related to the transport of dangerous solid bulk loades. The load's commercial name alone is not sufficient. Therefore, the declaration in IMSBC Code Part 4 is submitted by the load owner to the shore facility and the ship owner.

3.3.2 Ships carrying solid bulk dangerous loades must have a load manifest or special list showing the dangerous loades on board, including their locations , in accordance with Regulation 7.2.2 of SOLAS Chapter VII Part A. A detailed stowage plan (Fal Form 7) showing the location and classification of all dangerous loades on board may be used in place of the load manifest or special list.

3.3.3 In accordance with SOLAS Chapter XII Regulation 10, the density of solid bulk loades must be declared by the load owner before the load is loaded onto the ship, in addition to SOLAS Chapter VI Part A Regulation 2. For ships covered by SOLAS Chapter XII Regulation 6, all solid bulk loades with a density between 1,250 kg/m3 and 1,780 kg/m3 must have their density measured by an authorized testing firm, unless they meet the requirements for solid bulk loades with a density of 1,780 kg/m3 or higher. This load density test may be performed by a laboratory accredited by the Turkish Accreditation Agency (TS EN ISO/IEC 17025: 2017) if the loading port is in Türkiye.

3.3.4 Within the scope of the IMSBC Code, the following conditions are required for Group A (and Group A and B) load (there is no restriction for Group C load) to be handled at shore facilities and carried on board:

a) The maximum transportable moisture content (TML) certificate and the moisture content (MC) certificate or declaration for the load, issued by organizations authorized by the authorized administration of the loading port, shall be delivered by the load responsible to the ship's authorized personnel. If the loading port is in Turkey, the TML test shall be conducted by a laboratory accredited by the Turkish Accreditation Agency (TS EN ISO/IEC 17025: 2017). The TML certificate shall include the TML test result or the test report containing this result. Copies of these documents shall be retained by the relevant Regional Port Authority and the coastal facility operator and shall be made available upon request during inspections conducted by the Administration.

b) Procedures for sampling, testing, and controlling moisture content to ensure the MC value is less than the TML while the load is on board are prepared by the ship's responsible party, taking into account the provisions of the IMSBC Code. The Regional Port Authority approves and monitors the implementation of these procedures. A document confirming the approval of the procedure is provided to the ship's responsible party.

c) Group A loades can only be accepted for loading on a ship if the actual MC value at the time of loading is lower than the TML value for that load. Group A loades

with an MC value greater than the TML value can only be carried on ships that meet the specifications specified in IMSBC Code Section 7.3.2.

ç) The TML test is performed within six months before the Group A load is loaded onto the ship. If there is any change in the load composition or characteristics, a new test is performed.

d) Sampling and testing for the MC test of Group A load should be carried out as close as possible to the load's loading date, and this period should never exceed seven days. If significant rain or snow falls between the test and loading, the moisture content test should be repeated to confirm that the load's MC does not exceed the TML.

3.3.5 Information on solid bulk loades within the scope of the IMSBC Code must be provided by the load authorities to the ship authorities in accordance with SOLAS Chapter VI Part A Regulation 2.

3.3.6 Appropriate emergency response instructions must be kept on board to respond to accidents arising from Dangerous solid bulk loades.

3.3.7 Procedures for the transportation and notification of a solid bulk load not included in the IMSBC Code are determined by the Administration.

3.3.8 In order to prevent the load from polluting the sea during handling operations, the dock edges will be raised like a bulwark or a tarpaulin will be drawn between the ship and the dock.

3.3.9 The Ship/Coast Safety Checklist in Annex 3 of the BLU Code is prepared for each bulk carrier and kept for two years.

3.4 Loads within the scope of the IBC Code

3.4.1 All parties involved in the transport of load covered by the IBC Code shall use the product name and characteristics of the load specified in Chapters 17 and 18 of the IBC Code and comply with all obligations specified for the load. Updates regarding loades covered by the IBC Code and named in Chapters 17 and 18 are monitored through the MEPC.2 circular published by the IMO each December.

3.4.2 The documents specified in IBC Code Section 16.2 are kept on ships carrying load within the scope of the IBC Code.

3.4.3 In accordance with the IBC Code Section 14.1.1, adequate and appropriate protective equipment meeting EN 943-1:2015+A1:2019 and TS EN 943-2:2019 standards must be provided for crew members involved in loading or unloading operations. This equipment includes a large apron, long-sleeved gloves, suitable footwear, a full-body chemical-impermeable suit, and fully fitting eye goggles or a face mask.

3.4.4 On ships carrying load covered by the IBC Code, work clothes and protective clothing must be stored in easily accessible locations and in dedicated lockers. Equipment used during operations is not kept in the accommodation spaces. However, protective clothing may be stored in the accommodation spaces, provided it is in dedicated lockers adequately separated from living areas such as cabins, frequently used corridors, dining areas, and shared bathrooms.

Dangerous liquid bulk loades marked "safety-S" in column "d" of the "hazards" table in Section 17 of the IBC Code, excluding asphalt products, cannot be handled as a submersible in shore facilities . These loades can only be handled by discharging them from ships to on-site tanks via pipelines and then filling them onto road tankers from these tanks . The same rule applies to loading from road tankers onto ships.

3.4.7 Dangerous load handling There is a combined body and eye shower at a distance of 200 meters from the constructed docks.

3.4.8 The Ship/Coast Safety Checklist in ISGOTT is implemented in accordance with the guide.

3.5 Special Safety Considerations for Bagfaş Port

3.5.1 If the Bagfaş Port cannot store Dangerous materials in the area where they are unloaded at the pier or quay, it ensures that these materials are transported out of the shore facility as quickly as possible, without being kept waiting in the port area. Responsible personnel working at the port apply Form 004 - Ship Shore Safety Checklist to all ships berthing at the pier.

3.5.2 Dangerous materials are transferred appropriately. The Dangerous Materials Handbook, presented in ANNEX-008, is kept at accessible points for all personnel working on the ship, the pier, and the surrounding area.

3.5.3 There are two tugboats in the port that are kept ready to assist the ships in docking and to be used in emergency situations. The inventory of the port service ships is presented in ANNEX-009.

3.5.4 In emergency situations, the Emergency Plan presented in ANNEX-005 shall be acted upon, under the coordination of the persons in the emergency management scheme presented in ANNEX-007. Other personnel shall act in accordance with the Emergency Assembly Points Plan presented in ANNEX-006.

3.5.5 A detailed risk assessment and emergency plan has been prepared in accordance with Law No. 5312 on Emergency Response and Damage Compensation in Cases of Pollution of the Marine Environment by Oil and Other Harmful Substances for leaks and spills that may originate from a ship or pier and reach the sea and its surroundings. Initial response to emergencies that may be harmful to the environment within the scope of this law is carried out with the "Sea Pollution Emergency Response Equipment" available at the Port Facility , as provided in Annex 011. However, in the event of a leak, the Emergency Leakage Plan, as presented in Annex 13, is implemented to ensure the safety of people in the port area.

3.5.6 Shore facility personnel, seafarers, and other authorized persons handling Dangerous materials shall wear protective clothing appropriate to the physical and chemical properties of the load during loading, unloading, and storage. (ANNEX-012 Personal Protective Equipment Use Map)

3.5.7 Persons responsible for firefighting in Dangerous material handling areas are equipped with firefighting equipment, and fire extinguishers, first aid units, and equipment are kept ready for use at all times. ANNEX-004: A fire plan for the general and Dangerous load handling areas of the facility is presented.

3.5.8 Coastal facility operators shall prepare an emergency evacuation plan for the evacuation of ships and marine vessels from coastal facilities in emergencies and submit it to the Regional Port Authority for approval. (Annex-006 Emergency Assembly Place is presented.)

3.5.9 Coastal facility operators are obligated to take fire, safety, and security measures. (The fire plan for the areas where General Facility and Dangerous Goods are handled is presented in Annex 004.)

3.5.10 Coastal facility operators shall have the matters specified in this article approved by the Regional Port Authority and notify the relevant parties. (Procedure 004 - Emergency procedure has been presented.)

3.5.11 The inspection of the provisions of this article is carried out by the Regional Port Authority and if any non-conformity is detected, the handling operation is stopped and the non-conformity is eliminated.

3.5.12 According to the Regulation on Training and Authorization under the International Code for Dangerous Goods Carried by Sea, published in the Official Gazette dated 11.01.2016 and numbered 29601, personnel who do not have the necessary training and certificates are not allowed to work in dangerous load handling operations and are not allowed to enter the areas where these operations are carried out.

3.5.13 Class 1 Explosives, Class 2 Gases and Class 7 Radioactive materials subject to the IMDG Code arriving at the port area by sea or road will not be discharged or loaded.

3.5.14 Storage of infectious substances classified as Class 6.2 of the IMDG Code is prohibited in the port area. Class 6.2 load may only be discharged from ships via a transport unit , or, if loaded onto a ship, it may be loaded directly onto the ship via the door and onto the vehicle (via a sub).

3.5.15 Artificial fertilizer load, which is a class 5.1 oxidizing substance within the scope of the IMDG Code , will be loaded/discharged as a load and will not be stored in the port area.

3.5.16 In the port area, Class 6.1 Toxic and 6.2 Infectious Substances will not be unloaded or filled.

3.5.17 Smoking, lighting fires, and spark-producing activities such as welding are prohibited on the load decks and points of berthed vessels carrying Dangerous load, as well as in the shore storage areas of Dangerous load. Additionally, employees are not permitted to work in risky areas without completing Form 003 - Hot Work Permit Form.

3.5.18 There is no Dangerous material storage area or stack in the port area.

3.5.19 Dangerous substances move through the conveyor (AN Fertilizer) and closed pipelines (Ammonia, Sulfuric Acid, Phosphoric Acid) in a way that they do not mix with each other.

3.5.20 Procedure 009-Port Area AN Fertilizer Explosion Procedure has been established in order to prevent accidents or reduce the effects of accidents during the discharge of AN Fertilizer.

3.5.21 In case of ammonia pipe discharge leak, Procedure 010-Ammonia leak-explosion procedure is applied.

3.5.22 Routine checks are carried out to be prepared to eliminate any possible source of fire, leakage or other problems. (Annex 13 Emergency leak plan is presented.)

3.5.23 Procedure 011- Work to be done in case of Sulfuric Acid and Phosphoric Acid burns has been established for the port area.

3.5.24 The port area where dangerous load is located is constantly monitored 24/7 by cameras and security personnel with patrols.

3.5.25 All work to be done in the Port where dangerous load passes, other than loading/unloading operations, is subject to the permission of the Port Authority.

3.5.26 In the event of an accident or leak, Procedure 002 - Incident Scene Reporting is followed, and Form 001 - Accident Scene Reporting Form is completed. In the event of injuries to employees or bystanders, Form 002 - Accident and Occupational Disease Reporting Form is completed, and records are kept.

3.5.27 There is strong communication between ships berthing at the port docks and the shore facility. To ensure that ship crews can exit and enter the port without being exposed to the risks of the port area, a ring transportation service is provided for the transfer of ship crews from the docks to the main port gate. Form 004 - Ship Shore Safety Checklist is applied to all ships berthing at the pier.

3.5.28 Ship personnel are prohibited from walking in the port area; this is indicated by signs posted in certain areas of the docks. There are designated and marked pedestrian walkways for port personnel.

3.5.29 The ship's gangway will be used for ship berth passage.

of the Coastal Facility and the areas where dangerous load is handled, presented in ANNEX -001 , has been posted in the necessary places.

3.5.31 Emergency contact points and contact information provided in ANNEX -003 are posted in the Pier control room.

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

4.1. Classes of Dangerous Loads

4.1.1 Dangerous Load Types

1) Petroleum and petroleum products included in Annex I, Appendix 1 of the International Convention for the Prevention of Pollution from Ships (MARPOL) 73/78,
2) Packaged transported substances and objects given in IMDG Code Part 3,
3) Bulk loades with "B" and "A and B" in the group box of the characteristic table among the loades given in IMSBC Code Appendix 1,
hazards " of the table given in IBC Code Section 17 ,
5) Refers to gaseous substances as listed in IGC Code Chapter 19.

According to the United Nations Model Regulations, the global classes of Dangerous loades are substances, mixtures, and articles from Class 1 to Class 9. Many of these loades are considered marine pollutants. A marine pollutant is defined as "a substance that degrades aquatic organisms living in water ."

Generally, chemicals are subject to these codes and are assigned to one of the available classes from 1 to 9, according to their most predominant hazard.

4.1.2 Classification of Dangerous Loades According to the IMDG Code

classifies dangerous goods are as follows :

Class 1: Explosives
Division 1.1: Substances and objects with a mass explosion hazard
Division 1.2: Substances and objects that do not pose a mass explosion hazard but do pose a scattering hazard

Division 1.3: Substances and articles which have a fire hazard, a minor explosion hazard, a minor spill hazard, or both, but not a mass explosion hazard.
Division 1.4: Substances and articles presenting no significant hazard
Division 1.5: Substances with a mass explosion hazard but very low sensitivity
Division 1.6: extremely insensitive objects without mass explosion hazard

Class 2: Gases

Class 2.1: flammable gases
Class 2.2: non-flammable, non-toxic gases
Class 2.3: toxic gases

Class 3: Flammable liquids

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

Class 4.1: flammable solids, self-reactive substances and desensitized solid explosives, polymerizing substances
Class 4.2: substances liable to spontaneous combustion
Class 4.3: substances which, in contact with water, emit flammable gases

Class 5: Oxidizing substances and organic peroxides

Class 5.1: oxidizing substances
Class 5.2: Organic peroxides

Class 6: Toxic and infectious substances

Class 6.1: toxic substances
Class 6.2: infectious substances

Class 7: Radioactive material

Class 8: Corrosive substances

Class 9: Miscellaneous dangerous goods and objects

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

Class 1		
	**1**	Explosive substances and products used to produce explosions or pyrotechnic effects
Sub-Classes		
	**1.1**	Explosives with a mass explosion hazard
	**1.2**	Explosives with severe projection hazard
	**1.3**	It does not pose a fire, explosion or projection hazard but explosives with a mass explosion hazard
	**1.4**	Explosives presenting minor fire or projection hazard
	**1.5**	Impact-insensitive materials that pose a mass explosion hazard,
	**1.6**	Extremely impact-insensitive materials

Class 2		
	**2.1**	flammable gas
	**2.2**	Non-flammable and non-toxic gas
	**2.3**	Toxic or poisonous gas
Class 3		
	**3**	Flammable Liquids
Class 4		
	**4.1**	Flammable solids
	**4.2**	Spontaneously flammable solids
	**4.3**	Substances that burn in contact with water
Class 5		
	**5.1**	Oxidizing agent
	**5.2**	Organic peroxide
Class 6		
	**6.1**	Toxic substances

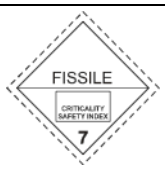
	**6.2**	Infectious substances
Class 7		
	**I**	Category I – White (symbol 7A)
	**II**	Category II – Yellow (symbol 7B)
	**III**	Category III – Yellow (symbol 7C)
	**Fissile**	Fissile (symbol ü 7E)
Class 8		
	-	Corrosives
Class 9		
	-	Miscallenous
	-	Battery

Table 4.1.2 Dangerous load classification table

4.2 Packages and wrappings of dangerous load.

The signs, labels and/or placards on the products are all communication channels towards the user.

These communication channels provide the user with information about the shipment or product characteristics. The IMDG Code provides clear procedures for authorizing shipments, as well as prior notification, markings, labels, and documentation (manuals, electronic data processing or electronic information interchange techniques, and placard attachment).

clearly states that no person may transport dangerous goods unless the goods are properly marked, labeled, placarded , and accompanied by an approved document. Those carrying dangerous goods must clearly state the UN Number and proper shipping name on the load. In the case of the presence of a marine pollutant , the words "marine pollutant" must appear on the document accompanying the shipment. This requirement is particularly important to determine the emergency procedures necessary to properly deal with an accident involving these goods. In the case of the presence of marine pollutant loades, the ship's master must comply with the requirements of MARPOL 73/78.

4.3 Hazard warning signs, orange plates, signs and labels for dangerous goods.

handled at our port must comply with the IMDG Code and other relevant legislation. License plates, labels, brands, and labels for Dangerous load are detailed in Section 5 of the IMDG Code. Dangerous load and load transport units that are not properly marked, labeled, or plated will not be processed. All costs incurred for such Dangerous load will be charged to the load owner.

4.3.1 Labels

drums containing Dangerous load must be labeled. Labels are in the shape of a diamond shape, in white, orange, blue, green, or red, or a combination of these colors. Symbols indicating the hazard class are also required. Generally, each label is divided into two halves: a lower half and an upper half. The upper half represents the symbol for the class(es) of the goods, and the lower half represents the text, class, or division number. The minimum label size is 10 cm x 10 cm. Labels must be firmly attached to the package and positioned so they are easily visible. The label quality must be such that it will not deteriorate externally and will remain intact throughout the entire transport period and at least three months at sea.

Because dangerous goods can pose multiple risks, it's also necessary to use "secondary risk labels." These labels are identical to primary risk labels in terms of color, shape, and symbols. While the IMDG Code specifies this , in some countries, the class number is only indicated on the primary risk label and not on the secondary risk label. This is an effective way to distinguish between the two.

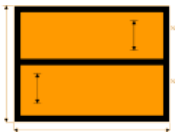
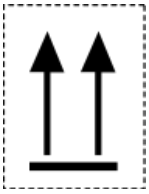
4.3.2 Hazard Warning Signs

The IMDG Code specifies that all "load transport units" containing dangerous goods must be marked with hazard warning signs. These include containers, liquid containers, tank vehicles, road goods transport vehicles, tank railway wagons, and intermodal load tanks. Hazard warning signs and labels are the same shape, color, and symbol, but their dimensions are 25 x 25 cm. Containers and all liquid and gas tanks carrying dangerous goods must have a "United Nations number." The four-digit UN number is the number assigned by the United Nations to all goods identified and classified as Dangerous.

Containers carrying Dangerous load must have hazard warning signs (that is, at least one on each side and one at each end of the unit) on all four sides. Rail wagons must be marked with hazard warning signs on at least two sides.

Load containers, trailers and portable tanks must be marked with hazard warning signs on all four sides.
Road vehicles must have appropriate hazard warning signs both at the rear and on both sides.

Other signs

	Indicates elevated temperature (liquid at a temperature equal to or above 100 $^{\circ}$ C or solid at a temperature equal to or above 240 $^{\circ}$ C)
	Orange-colored plates with hazard-identification numbers and UN Numbers
	Black and red directional arrows

Placards on marine pollutants

	Packages and load transport units containing Dangerous loades classified as "Marine Pollutants" by the IMDG Code must bear the markings shown here and must be durable. These must be placed close to the risk labels or placards on the goods . The dimensions of the marine pollutant markings must be a minimum of 10 cm per side of the packages and 25 cm per side of the load transport units.

Figure 4.3.2 Hazard Warning Signs Shapes and Colors

4.4. Markings and packaging groups of dangerous goods.

4.4.1Packaging Groups, Classification Criteria

The risks presented by dangerous goods in maritime transport are related to their packaging, which must be safe, well-designed, manufactured, and in good condition. Injuries from this load are unlikely, but if the load is damaged, the release of Dangerous load or its vapors is possible.

Packages/containers must comply with the following requirements:

It should not be affected by the load it carries.
It must be strong enough to withstand the rough handling and risks associated with sea shipping.
rain, wind and sea water.
They must be usable and adequate for the loads they carry.
Must be in good condition.
Must be properly marked, labeled and marked.

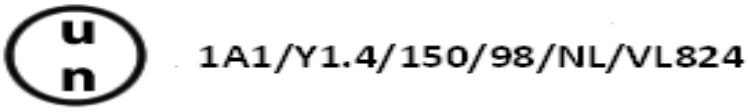
For packaging purposes, Dangerous goods belonging to classes 1, 2, 5.2 , 6.2 and 7 and all other classes except self-reactive substances of class 4.1 are divided into three "packing groups" according to the degree of hazard they represent:

Packaging Group I – High hazard level PG I
Packaging Group II – Medium hazard level PG II
Packaging Group III – Low hazard level PG III

4.4.2 UN Packaging and Approval Mark

Most packages are also required to carry the UN packaging approval mark, which confirms that the package has been manufactured in accordance with its design type and tested in accordance with relevant United Nations performance standards. An example is below.

Figure 4.4.2 Packaging coding



4.5. Segregation tables for dangerous loades on board according to their classes.

handle packaged load in containers . Shipboard stacking and segregation procedures for Dangerous load are detailed in Section 7 of the IMDG Code. Compliance with these stacking and segregation provisions is the ship captain's responsibility. The Segregation Table is as shown in the figure.

		Dangerous goods in packaged form															
Bulk materials (classified as dangerous goods)	CLASS	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
Flammable solids	4.1	4	3	2	2	2	2	X	1	X	1	2	X	3	2	1	X
Substances liable to spontaneous combustion	4.2	4	3	2	2	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	1	X	2	X	1	X	2	2	X	2	2	1	X
OXidizing substances (agents)	5.1	4	4	2	2	X	2	1	2	2	X	2	1	3	1	2	X
ToXic substances	6.1	2	2	X	X	X	X	X	1	X	1	1	X	1	X	X	X
Radioactive material	7	2	2	2	2	2	2	2	2	2	1	2	X	3	X	2	X
Corrosive substance	8	4	2	2	1	X	1	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
Materials hazardous only in bulk (MHB)		X	X	X	X	X	X	X	X	X	X	X	X	3	X	X	X

1 - "Away from"
2 - "Separated from"
3 - "Separated by a complete compartment or hold from"
4 - "Separated longitudinally by an intervening complete compartment or hold from"
X - The segregation, if any, is shown in the Dangerous Goods List in this Code or the individual entries in the Code of Safe Practice for Solid Bulk Cargoes.

Table-4.5
Shipboard separation table

4.6 Separation distances and segregation terms for dangerous goods in warehouses.
Dangerous load is not stored in warehouses located on the seaward side of the shoreline. Dangerous load is handled using conveyors or pipelines .

the loading/unloading, handling and temporary storage of dangerous load, contributes to the safe performance of these activities;

Dangerous load classes,
Packages of dangerous goods,
Packaging,
Labels,
Markings and packaging groups,
Segregation tables for dangerous goods on board and in port according to their classes,
Separation distances of dangerous load in warehouse storage,
Parsing terms,
Dangerous goods documents,
Including the topics of Dangerous load emergency response action flow diagram,

A Dangerous Goods Handbook, in pocket -sized sizes, has been prepared and presented in **ANNEX-10** .

6. OPERATIONAL MATTERS

6.1 Procedures for the safe berthing, mooring, loading/unloading, sheltering or anchoring of vessels carrying dangerous load, day and night.

6.1.1 Unless there is a restriction imposed by the Bandırma Regional Port Authority, vessels carrying dangerous load can enter and exit the port day and night.

6.1.2 For vessels wishing to dock at BAGFAŞ Port and for Port Personnel, Annex 010, the mooring layout plan for berthing vessels, is provided. During berthing and unloading, procedures must be carried out in accordance with Procedure 001 - Loading and Unloading Procedure. Ship Personnel must have Annex 008, the Dangerous Goods Handbook. In case of emergency, Annex 003, Emergency Contact Points, and contact information are posted on the pier.

The precautions to be taken day and night for loading or unloading dangerous load are as follows;

DAYTIME:

- The MSDS of the load coming from the agency is checked.
- The pilot tugboat organization is informed about the ship.
- By looking at the UN number of the load in the IMDG Code book, the characteristics of the load are checked from the dangerous goods lists.
- The clothing that the personnel should wear is determined. (ANNEX-012 PPE usage map)
- If IMO class Law Enforcement or Fire Brigade escort is required (Class 1), the agency is contacted and it is discussed whether they will be at the port on the ship's berthing date and time.

- If the load is to be landed in the port area, the area where it will be landed is prepared after a risk analysis is made according to the characteristics of the load.
- While the load is being unloaded, necessary safety precautions are taken in the area where it will be unloaded, and these precautions are constantly monitored.
- The ship's berthing is done by the port watch officer waiting for the ship at the pier and communicating with the pilot tugboat organization to berth the ship safely according to the position given by the port planning . (ANNEX-010 Pier Ship Anchoring Plan)
- The availability of the MSDS information and other required precautions is discussed with the captain.
- The warehouses where loading and unloading will take place are decided.
- This warehouse and the readiness of the load are checked by the port and ship personnel.
- Unloading/loading is completed with the accompaniment of an Occupational Health and Safety Specialist.

NIGHT:

- In night conditions, in addition to daytime conditions, security and lighting control of the dock and the area where the load will be unloaded are carried out.
- If a security line is to be drawn in the area where the load will be unloaded, the security line is constantly checked by the Port security. Security groups monitor the site during day and night conditions.
- In both cases, lookouts are placed at commanding points on the ship to guard against potential dangers from the sea.
- Checking whether the ship is completely discharged or the loading is completed is done by the port personnel and the captain and the agency determine the points to be loaded.

  Loading is carried out in accordance with the IMDG Code principles. After loading is completed, the plotting and tugboat are contacted to ensure the ship's safe departure from the port.

6.2 Procedures regarding additional measures to be taken according to seasonal conditions for the loading, unloading and limbo operations of dangerous load.

6.2.1 No loading operations of explosive or bulk liquid loades shall be carried out in stormy weather or in an open enclosure where they will react dangerously if they come into contact with water or rain.

6.2.2 Dangerous solid bulk loades that may decompose into flammable or toxic vapors or cause spontaneous explosions in contact with water must be kept as dry as possible. Such loades shall be handled only under dry weather conditions .

6.3 Procedures for keeping flammable, combustible and explosive loades away from operations that create/may create sparks and not operating any tools, equipment or

devices that create/may create sparks in dangerous load handling , stacking and storage areas.

6.3.1 Before performing any hot work at our facility, the responsible company official performing the hot work must have written authorization from the port authority to perform the hot work. Such authorization will include details of the hot work location as well as the safety precautions to be followed.

6.3.2 In addition to the security measures required to be taken by the port authority, the responsible company officer who will perform the hot work together with the ship and/or interface responsible(s) take the additional security measures required by the ship and/or interface before starting the hot work.

6.3.3 These additional security measures will include:

6.3.3.1 The frequency of inspection and re-inspection of local and adjacent areas, including tests carried out by approved testing organisations to ensure that the areas are and will continue to be free from flammable and/or explosive atmospheres and that there is no oxygen deficiency;

6.3.3.2 Removal of dangerous and other flammable load from work areas and adjacent areas. Materials to be removed from such areas include lime , sludge , sediment, and other potentially flammable materials.

6.3.3.3 Effective protection of flammable building materials (e.g. beams, wooden partitions, floors, doors, wall and ceiling linings) against accidental ignition.

6.3.3.4 Covering and sealing open pipes, pipe penetrations, valves, joints, gaps and open parts to prevent flames, sparks and hot particles from spreading from work areas to adjacent areas or other areas.

6.3.4 A copy of the hot work authorization and safety precautions shall be posted at the entrance to each work area, as well as in the area adjacent to the work area. The authorization and safety precautions shall be posted in a visible location and clearly understandable to all employees involved in the hot work.

6.3.5 When performing hot work ,

6.3.5.1 Checks will be made to ensure that conditions have not changed; and

6.3.5.2 At least one suitable fire extinguisher or other suitable fire extinguishing equipment shall be available for immediate use in the hot workplace.

6.3.6 During hot work, effective fire control shall be carried out in the hot work area as well as in adjacent areas where a hazard from heat transfer may occur, upon completion of this work and for a sufficient period thereafter.

6.3.7 For additional, more detailed information and procedures regarding hot work and operations, the "International Safety Guide for Oil Tankers and Terminals (ISGOTT)" document will be consulted. Permits will be issued for work on the facility and pier in accordance with ISGOTT and the Work Permit Procedure.

6.3.8 Regarding hot work operations and procedures The procedure will be applied.

7. DOCUMENTATION, CONTROL AND RECORDING

7.1 All mandatory documents, information and papers related to dangerous loades, and procedures for their provision and control by the relevant parties.

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

IMDG Code International Maritime Dangerous Goods Code
IMSBC Code International Code for Solid Bulk Loades Carried by Sea
MARPOL73/78 International Convention for the Prevention of Pollution from Ships, 1973/78, as amended
SOLAS 74 International Convention for the Safety of Life at Sea, 1974, as amended
IMO/ILO/UNECE Guidelines for filling load transport units (CTUs)
IBC Code International code for the construction and equipment of ships carrying dangerous chemicals at sea
IGC Code International code for the construction and equipment of ships carrying liquefied gas at sea

7.1.2 In Our Port Documents related to the handling of dangerous goods must comply with the IBC Code, IMSBC Code, IGC Code and other relevant legislation.
Along with the documents mentioned above, other relevant documents regarding dangerous goods are kept in written or electronic form at our port facility .

7.1.3 Regarding the dangerous goods handled in our port , the Operations Department;
Coming to the port,
Sent from the port,
Stored in the port,
Temporarily stored in the port
All records regarding dangerous goods will be created completely and kept in a way that can be shown when requested.
Dangerous load records are limited to personnel who need to know.

7.2 Procedures for maintaining an up-to-date list of all dangerous load and other relevant information on the coastal facility site in an orderly and complete manner.

7.2.1 Records of dangerous goods handled in our port will be kept by the Operations department, including the following information.

UN Number,
PSN name (Proper Shipping Name,
Class, (with sub-hazards)
Packaging Group (Class 3, 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9)
For loads falling within the scope of the IMSBC Code, Group A (and Groups A and B), whichever it is,
If necessary, Portable Maximum Humidity Certificate (TML) and humidity certificate (MC) of the load
the loades included in the scope of the IBC Code are the loades named in Chapters 17 and 18,
Load bearing handled cannot be handled
Whether it is a marine pollutant or not,
Buyer,
Sender,
Container / Packaging, number,
Seal number,

Additional Information (ignition temperature, viscosity, etc.)
Where it is stored in the Port Area
Duration of stay in port

7.2.2 This information is kept in a computer environment or file format that only authorized personnel can access and is displayed upon request.

7.3 Procedures for checking that dangerous load arriving at the facility is properly identified, that the correct shipping names of dangerous load are used, that they are certified, packaged, labeled and declared, that they are safely loaded and transported in approved and compliant packaging, container or load transport unit, and for reporting control results.

7.3.1 Planning and Operations Directorate coordinates and checks the accuracy of the following information on the Dangerous Goods documents prepared by the Shipper for the Dangerous Goods to be accepted to the Port;
UN Number,
PSN name (Proper Shipping Name,
Class, (with sub-hazards)
Packaging Group (Class 3, 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9)
For loads falling within the scope of the IMSBC Code, Group A (and Groups A and B), whichever it is,
If necessary, Portable Maximum Humidity Certificate (TML) and humidity certificate (MC) of the load
the loades included in the scope of the IBC Code are the loades named in Chapters 17 and 18,
Load bearing handled cannot be handled
Whether it is a marine pollutant or not,
Container / Packaging, number,
Seal number,
Additional Information (ignition temperature, viscosity, etc.)
Where it will be stored in the Port Area, whether it will be handled in our Area will not be handled ,

7.3.1.1 This information is transmitted to the timekeepers, shift supervisors, warehouse officers and personnel who need to know, as well as to the OHS and TMGD via Terminals/Documents, and the control of the incoming dangerous load is ensured.

7.3.1.2 If the information received from the Operation and the load carry different information, the Operation is informed and the Sender and the load officer are instructed to verify the information regarding the dangerous load and to correct any missing or incorrect labels and hazard warning signs.

7.3.2 Preparations for Dangerous Loads Coming to the Facility
Following the notification of dangerous goods, the Port Authority plans the loading/unloading process. Within the scope of this planning:
a. Preparations are made to equip the port personnel who will be involved in loading, unloading and storage operations with the personal protective equipment (PPE) specified in the SDS form.
b. Emergency Plans and procedures are checked,
c. Dock separation is made for loading/unloading,
d. Information is obtained about the class, main and additional hazards, and hazard group of the dangerous load.

e. Information and documents regarding the declared dangerous load are checked.

7.3.4 Control of Dangerous Goods Coming to the Port Area
Turkish SDS Material Safety Data Sheet, Emergency by the relevant load agency The card is sent to the port operator. All classification, stacking and segregation, placarding , labeling, and packaging of transport units are checked within the scope of the IMSBC Code, IBC Code, IGC Code, and ADR. If the information received from the operation differs from the load itself, the shipper and the load operator are instructed to verify the information regarding the dangerous load and the vehicle, and to correct any missing or incorrect labels and hazard warning signs.
For load arriving by road:

If the relevant load enters the port area with the vehicle;
a) The vehicle is visually inspected.
b) The conformity of the placard on the vehicle is checked.
c) Stacking is done according to the entry request form and/or SDS Material Safety Data Sheet declared by the relevant load agency.
d) In case of non-compliance, the relevant load agency is notified and the load is not allowed into the port area.
7.3.5 Inspection/Full Detection/Sampling Methods of Dangerous Load
a) While on a dangerous ship, the necessary PPE specified in the SDS form must be worn,
b) Under the supervision of the Inspection Officer, the hatch cover is opened for inspection/full inspection of the load or taking samples,
c) Sampling of dangerous load can be done by the company or relevant institutions and organizations.
7.3.6 Stuffing and Unstuffing Services for Dangerous Loads
There is no stuffing or unstuffing of load transport units in our port area.
7.4 Procedures for obtaining and maintaining the dangerous goods safety data sheet (SDS/GBF).

7.4.1 As of January 1, 2014, in accordance with the laws of our country, in all modes of transportation It is mandatory to have a Dangerous Goods Safety Data Sheet (SDS/GBF) containing the following information along with the dangerous goods to be transported (by road , rail, air and sea).

UN Number,
PSN name (Proper Shipping Name) (Required for sea transportation)
Class, (with sub-hazards)
Packaging Group (Class 3, 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9)
Whether it is a marine pollutant or not,

7.4.2 For all dangerous load to be accepted into the port, the SDS Safety Data Sheet will be checked to ensure it is present with the dangerous load . Safety Data Sheets are kept in the Operations Directorate for one year.

7.5. Procedures for keeping records and statistics of dangerous loades.

7.5.1 Records of dangerous load handled annually in our port are kept by the Port Authority. Statistical evaluations are carried out by the Port Director.

7.5.2 A report containing information on the dangerous goods

handled in our Port Facility is regularly sent to the Regional Port Authority by the Port Authority on a 6-month basis .

7.5.3 Monthly counting and control reports of dangerous load stored in our Port Area are prepared by the operations department and presented to the Management.

7.5.4 Records and reports are archived by the port manager every 5 years .

7.6. Information about the quality management system
The Quality Management System Certificates held by Bagfaş Port Operation are explained below.
1. ISO 9001:2015 Quality Management Certificate
2. ISO 50001:2018 Quality Management and Administrative Activities

8. EMERGENCIES, EMERGENCY PREPAREDNESS AND RESPONSE

8.1. Intervention procedures for dangerous loads that pose/may pose a risk to life, property and/or the environment and dangerous situations involving dangerous loads.

Emergency organization teams are defined in ANNEX-14.

8.1.1 Fire

To prevent fire and pollution caused by dangerous load operations, the IMDG Code Emergency Measures for Fire (Ems Guide) against FIRE that may be caused by dangerous loades listed in the IMDG CODE . For Fire) intervention is carried out in accordance with the specified procedures. The incident is reported to the Regional Port Authority.

hydrants , spare water storage tanks associated with fire hydrants , fire cabinets (nozzles , fire hoses) are available throughout the port area .All port areas and docks have a fire circuit, fire hydrants associated with the fire circuit , fire cabinets (nozzles , fire hoses), alarm buttons and an announcement system placed in appropriate locations in the pier and dock back area, and two fire trucks. (Annex-004 Fire plan for areas where general and dangerous loades are handled) For fire, Annex-005 Emergency plan , Annex-004 Fire plan for areas where general and dangerous loades are handled , Annex-007 Emergency Management Scheme, Annex-003 Emergency Contact points and contact information are available.

- When necessary, the fire circuit in the port is fed from the factory's general use water line.

- Tugboats with fire-fighting capabilities are provided by Bagasan to respond to fires that may occur at the port pier or on ships moored in the port. (EK-009 Inventory of Port Service Ships)

Leak

In order to prevent marine and environmental pollution in case of leakage/spillage from

dangerous material operations, the IMDG Code Emergency Measures for Leakage (Ems Guide) is prepared against the leakage that may occur from the dangerous goods listed in the IMDG Code. For Spillage) is responded to in accordance with the specified procedures. Emergency response is carried out in accordance with the procedures and principles specified in the Emergency Plan for Leakage and the internal port operating instructions, Annex-013 Emergency Leak Plan.

Emergency response facilities and capabilities against leaks and fires are available at the port. (Actions are carried out in accordance with the Annex-005 Emergency Plan, with the personnel listed in Annex-007 Emergency Management Scheme. Environmental spills are responded to with the Annex-011 emergency response equipment against marine pollution located at the port facility.) The incident is reported to the Regional Port Authority.

8.1.2 Marine Pollution

Gazette No. 26326 dated October 21, 2006 , an agreement has been signed with a company licensed by the Ministry to respond to pollution of the marine environment by oil and other harmful substances. The necessary equipment and materials for emergency response to marine pollution are available at the port facility. A list of emergency response materials and equipment is attached .

In case of leakage or spillage caused by dangerous load , if it poses a serious threat to the sea and the environment, the issue is evaluated within the scope of a Level 1 incident and the "Coastal Facility Emergency Response Plan Against Marine Pollution " is implemented and the necessary intervention is carried out.

8.1.4 Protective Actions

8.1.4.1 **Protective Measures In the event of an incident involving** a dangerous load release, the following measures will be taken to protect the health and safety of emergency teams and the public.

8.1.4.2 **Isolation and Entry Restriction of the Dangerous Area** means keeping everyone who will not be directly involved in emergency response operations out of the area. Unprotected emergency response teams should also not be allowed to enter the isolated area.

8.1.4.3 **This "isolation" purpose** is primarily to ensure control over the area where operations will be carried out. This is the first step towards any protective measures that may be implemented later.

8.1.5 Evacuation

8.1.5.1 **Evacuate :** Everyone should be evacuated from a threatened area to a safer location. An evacuation requires sufficient time for people to be warned, prepared, and evacuated . If sufficient time is available, evacuation is the best defense.

8.1.5.2 Even after people have been evacuated to recommended distances, they may not be completely safe from danger. They will not be allowed to congregate within these distances .

8.1.5.3 Evacuated persons will be transported to a certain distance, via a special route , and to a distance that will not require re-evacuation when the wind blows.

8.1.6 Protection at the Scene

8.1.6.1 : In situations where people must be protected inside a building and remain inside until the danger has passed, on-site protection measures will be implemented if attempting to evacuate people poses a greater risk than remaining where they are , or if

evacuation is not possible. Occupants will be instructed to close all doors and windows and turn off all ventilation, heating, and cooling systems.
8.1.6.2 On- site containment is not the best course of action when:
8.1.6.2.1 if the vapors are flammable;
8.1.6.2.2 If it will take a long time to degas the area.
8.1.6.2.3 If buildings cannot be tightly closed.
8.1.6.2.4 Vehicles may provide some protection for a short time if windows are closed and ventilation systems are off. However, vehicles are not as safe as buildings in terms of in-situ protection.
8.1.6.3 Maintaining communication with competent persons inside the building to advise on changing conditions is vital. Persons sheltering in place should be warned to stay away from windows, as there is a risk of being struck by glass or metal fragments in the event of a fire and/or explosion.
8.1.6.4 Every incident involving dangerous materials is different. Each presents its own unique challenges and concerns. The course of action taken to protect people must be carefully selected.

Information regarding the coastal facility's ability , capability and capacity to respond to emergencies .

8.2.1 In emergencies, the Emergency Response Plan and the Facility's approved fire plan are followed. Firefighting teams are established for each shift. Training, drills, and exercises are conducted at various scheduled and unscheduled times, covering various scenarios, and reports and records are generated. Firefighting equipment, as specified in the approved plan, is fully maintained, inspected, and tested.

8.2.2 The facility has an approved Environmental and Marine Pollution Control Plan. Pollution control teams have been established for each shift. Annual training and drills are conducted within a planned scenario, and reports and records are generated. Environmental and Marine Pollution-related equipment is stored at the facility, inventories are collected, and controls are conducted. The facility also has a protocol for storing materials on site to provide support in the event of insufficient resources .

8.2.3 Response teams will be assigned in accordance with this guide and the relevant CODE against dangerous material spills.

8.3 Arrangements for first response to accidents involving dangerous load

8.3.1 An emergency plan for fire, explosion , and accidents has been prepared at BAGFAŞ Port , as outlined in Annex 005. A separate plan has been developed for responding to marine pollution. Annex 011 lists emergency response equipment. This topic is examined in detail within the plan, and general information is provided below . If an emergency occurs at the port or its symptoms are detected, action will be taken in accordance with the Emergency Response Plan. In accordance with the relevant plans, the Emergency Coordinator initiates appropriate measures in accordance with the Emergency Management System. The Emergency Management Group reviews and implements decisions regarding the measures to be taken, within the framework of the ISGOTT and IMDG Codes. Developments are continuously monitored by the Emergency Management Group, and decisions are made to implement higher-level measures or seek assistance if necessary.

8.3.2 The Emergency Management Group will perform its work at the Emergency Management Center or its equivalent. Depending on the severity of the emergency, emergency management will be carried out at different levels:

Facility / Field
Institutions
District Emergency Management Center
Provincial Emergency Management Center
It can be managed by the central administration.

8.3.3 Facility-level Emergency Management will be maintained through well-designed organization, staff equipped with training and drills, Emergency Plans containing procedures and documentation, and secure, rapid internal and external communication. Essentially, the following measures are implemented in Emergency Management to monitor and control the process.

PROCEDURES TO BE CARRIED OUT	Related Sections
WARNING: Notification that an emergency or unexpected situation has occurred/is likely to occur.	All Personnel and Ship
CALLING FOR HELP: Reaching out to relevant institutions and providing the necessary information.	All Staff
RESPONSE: Intervention in the Emergency as soon as possible with the right equipment and trained personnel specified in the Plan.	Response teams
FIRST AID: Performing first aid activities until professional support teams arrive.	All First Aid Trained Staff
RESCUE: Rescue of materials, vehicles, information, documents and other important documents belonging to the Port Facility.	First Aid Personnel
PROTECTION : Protecting the recovered materials, tools, information, documents and other important documents.	Security Personnel
INFORMATION : Sending necessary statements to customers, other business contacts and the press.	Press and Public Relations
MANDATORY NOTIFICATIONS: Sending the notifications required to be made to public authorities in accordance with the legislation.	Management

8.3.4 In cases where medical first aid is required, such as poisoning or injury caused by dangerous loads, the infirmary is notified and the necessary emergency intervention is carried out.

8.3.5 In case of accidents involving dangerous load at the port facility, the Medical First Aid Guide (MFAG) in the annex of the IMDG Code will be used. In accordance with Occupational Health and Safety Law No. 6331, the workplace physician and other healthcare professionals are responsible for providing medical first aid for all potential accidents/injuries at the port facility. The port facility has one fully equipped infirmary, and 10% of the total workforce holds first aid certification. First aid training in accordance with legislation is provided at the workplace.

8.3.6 Medical First Aid Facilities and Capabilities in the Port for Accidents Caused by Dangerous Materials;

1. In cases where medical first aid is required, such as poisoning or injury caused by dangerous substances, the workplace doctor or nurse is notified and the necessary emergency intervention is carried out.
2. In emergency situations, action is taken in accordance with the Emergency Plan presented in ANNEX-005, under the coordination of the persons in the emergency management scheme presented in ANNEX-007.
3. In case of accident, Procedure 007- Accident Procedure is applied.
4. As a result of the events causing injury, Form 001-Accident scene notification form and Form 002-Accident and occupational disease notification forms are prepared and the records are kept by the Occupational Health and Safety Specialist.
5. It is ensured that personnel use appropriate KDD in all operations carried out in the port area. (The KDD usage map is presented in ANNEX-012.)

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

dangerous load-related incident in the port area that may cause harm to persons, the ship or ships in the port, the port itself, any property or the environment is reported to the Regional Port Authority as soon as possible using the "Dangerous Load Incident Notification Form" in ANNEX-16. In this context;

a) Any dangerous or harmful substance spills or fire hazards or incidents occurring within the area of responsibility are immediately reported to the Port Master and emergency response officers.

b) Necessary safety measures are taken for dangerous load that does not comply with the regulations, is unsafe or poses a risk to people or the environment, and is reported to the Regional Port Authority.

c) BAGFAŞ Under the contract signed with Mare Marine Cleaning Services, emergency response equipment will be used to address marine pollution at the Port Facility, as outlined in Annex 13. Action will be taken in accordance with the Emergency Plan.

8.5 Procedures for reporting accidents.

8.5.1 Communication

8.5.1.1 Determining the communication methods within the port and outside the facility in case of an emergency that may occur in the port facility and communication channels for the effective management of emergency situations;

- Fixed Mobile Phones
- Computers
- Wireless
- Siren
- They were designated as reporters.

8.5.1.2 In emergencies occurring in port, internal communication is primarily provided by radio and intercom. Communication between the port and the ship is maintained via radio or VHF marine band radio provided by the port.

8.5.1.3 In case of any emergency that may occur in the port, secure communication is provided with the official authorities, neighboring facilities and relevant parties as soon as possible **.**

8.5.2 Reports

8.5.2.1 In the event of an accident involving dangerous materials, the background and causes of the accident are investigated, and a report is prepared for discussion and evaluation by the port occupational safety committee. The occupational safety committee evaluates the accident in terms of response speed, correct method use and effectiveness, root causes, etc. The port operator takes the necessary measures to prevent subsequent incidents. (Procedure-007 Accident Reporting and Procedure-006 Hot Work Procedures are presented.) Accidents involving dangerous materials are reported to the Regional Port Authority. (The on-scene notification procedure is presented in Procedure-002.)

8.6 Method of coordination, support and cooperation with official authorities .

8.6.1 All accidents involving dangerous load will be coordinated primarily with the Regional Port Authority. Following notification of the Regional Port Authority, support and cooperation will be provided with the Police, Municipality, Customs Directorate , Provincial /District Fire Department, AFAD, and assistance units of neighboring facilities.

8.6.2 In case of signs of a possible explosion, fire or emergency in the adjacent facility; First of all, precautions will be increased at the facility, and teams will be prepared to assist the neighboring facility.

8.6.3 When it is assessed that there is no opportunity or time to request assistance, taking into account the urgency of the situation and the extent of the danger, assistance and support teams will be assigned to intervene in the incident.

8.6.4 The dangerous load area and the class, quantity and hazard risk of the load in the area will be evaluated and preparations will be made for measures such as discharging the load, diluting the load, and lifting the ship to the anchorage if there is a ship at the interface .

8.7 Emergency evacuation plan for removing ships and marine vessels from the Port facility in case of emergency.

If the evacuation of ships from the port is deemed necessary in emergencies involving dangerous load, the Bagfaş Port Emergency Action Plan will be activated. Port personnel, ship crews, and an emergency response team are assigned to this plan.

8.7.1 Emergency Separation System Preparation

8.7.1.1 All emergencies must be reported to the Regional Regional Port Authority authorities.

8.7.1.2 If it is decided that the ship must be urgently separated, the Regional Port Authority must specify safe places where the ship can be moved under controlled conditions.

8.7.1.3 In cases requiring emergency separation, the ship's master and the port facility will initiate the emergency separation process by mutual agreement and report the

situation to the Regional Port Authority as soon as possible. Where the severity of the emergency and time permit, a representative from the Regional Port Authority or the Harbour Master, Terminal Manager/Operating Officer, Ship's Captain, and Pilot will agree on the time and method of separation before the emergency separation is initiated.

8.7.1.4 The ship's machinery, steering gear and marine system break equipment must be made ready for immediate use.

8.7.1.5 All load discharge and ballasting operations must be stopped and preparations must be made for separation.

8.7.1.6 Water should be pumped into the ship's fire system and water fog should be used for strategic sections.

8.7.1.7 If ventilation to the atmosphere is required, engine room personnel must be present, all non-essential receiving inlets must be closed, all safety precautions relevant to normal operations must be taken, and a warning notice must be issued.

8.7.1.8 All emergencies must be reported immediately to the local police or fire department if the necessary response is beyond the terminal's capabilities.

8.7.1.9 The decision to lift the ship under control is based on the principle of life safety and should also include the following conditions.

Adequacy of tugboats

The ship's ability to take off under its own power

The availability of safe places to which a Ship in distress can proceed or withdraw

Firefighting competence

Proximity of other ships

Fire Ropes

8.7.1.10 Fire lines must be kept on the ship's bow and shoulder sides on the seaward side of the ship while it is in port . The eye of the lines should be lowered to sea level, and the upper side of the line should be tightened by wrapping at least five turns around the bollard. The upper side of the line should be taut from the bollard. A rope capable of supporting the line should be tied just before the eye of the line, and the eye of the line should be positioned three meters above sea level. The eye of the line should be maintained at this level at all times while the ship is in port.

8.7.2 Realization of Emergency Separation

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

8.7.2.2 Emergency Separation operations will be carried out by performing the following operations in order.

8.7.2.3 Close coordination and cooperation between Terminal, Ship and Port Authorities is required at each stage .

8.7.2.4 Emergency Separation Procedures are as follows.

Alarming

Vhf , providing information about emergency situations via telephone

Initial situation assessment between the ship captain and the Port Facility official

Suspension of the operation

Implementation of Port Facility and ship emergency plan measures

The current situation is deteriorating and the above mentioned urgent separation of conditions .

Assessment of the situation between the ship captain, port facility authority, port authority or harbour master, and the pilot

Decision to urgently separate

Informing environmental facilities and other ships

Tugboats are deployed around the ship for emergency separation, complete their preparations and indicate their readiness.

The ship captain completes the preparations for the ship and states that he is ready.

Approval for opening the release hooks by the authorized person

Attention !

Emergency separation of the ship should be implemented as a last resort.
The separation hooks should not be released until all precautions have been taken and the above conditions have been met.

8.7.3 After Emergency Separation

8.7.3.1 **-** After the separation process, the decision is made about the towing of the ship and the position to which it will be taken and declared.
8.7.3.2 The ship's movement/ mooring to the assigned area accompanied by tugboats or with its own machinery
8.7.3.3 Port Facility Inspection of the Port Facility and detection of any possible damage or deficiency.

8.7.3.4 Assessment of the time when the ship and port facility will be ready to handle load again
8.7.3.5 Sharing any negative events that occur during the Emergency Departure

tugboat organization and the coastal facility authorities regarding fire, explosion and similar emergencies that may occur during loading/unloading .

with sufficient traction and number of tugboats equipped to fight fires according to weather and sea conditions arrives at the scene as soon as possible in accordance with the protocol made with the authorized company in order to quickly remove the ship from the facility and tow it to a safe point .

Procedures for handling and disposal of damaged dangerous load and waste contaminated with dangerous load .

8.8. 1Waste Collection and Transportation

8.8.1. 1The waste generated is collected separately in waste bins according to their type, transported, and temporarily stored as appropriate. Waste generated as a result of maintenance activities is also handled in this context.

8.8.1.2 If an additional waste class is determined to the existing waste classes, it will be integrated into the system **.**

8.8.2 Disposal of Waste

8.8.2. 1 Depending on whether the collected waste is non-dangerous or dangerous, dangerous waste is taken to a temporary storage area. It is removed from the facility by contracted organizations in accordance with legal recovery/disposal methods.

8.8.2. 2 The possibilities of all contractors and carriers within the scope of waste management to transport and/or dispose of waste with appropriate methods are examined.

8.8.2. 3If contracting services are procured for the transportation, sale and/or disposal /recycling of waste, they are evaluated in terms of whether they fulfill their legal

obligations and their methods of carrying out waste recovery and disposal operations without harming the environment.

8.8.2. 4It is mandatory to keep all records of waste disposal .

8.8.3 Contaminated Packaging;

8.8.3. 1These wastes are empty barrels. When generated, they are deposited in the contaminated packaging area at the waste site. Within the timeframe specified in the legislation, the Environmental Consultancy Firm and the Environmental Management System Officer contact the contracted and licensed firm. The online form is completed and submitted according to the MOTAT system. The relevant MOTAT form and other documents are stored in the environmental folder.

8.8.3. 2 Contaminated Waste; When these wastes, such as used gloves, oakum, etc., are generated, they are collected in a barrel labeled with the waste name at the exit of the production-storage area and taken to the disposal area. Within the timeframe specified in the legislation, the Environmental Consulting Firm and the Environmental Management System Officer contact the contracted and licensed company and complete and submit an online form according to the MoTAT system. The relevant MoTAT form and other documents are stored in the environmental folder.

8.9 Emergency drills and their records.

8.9.1 Training Practices ;

To be prepared for emergencies within the facility, personnel involved in the emergency response organization should receive various training programs to prepare for their duties. Drills should be conducted, if necessary, with the coordination of experts and consultants. In this context, relevant personnel at the port do not require IMDG CODE training regarding dangerous load. However, training on the IBC Code and IMSBC Code is provided by the Dangerous Goods Safety Advisor. Drills designed to test the adequacy of emergency plans and prepare for real-world situations should be planned and implemented based on the worst-case scenarios that could occur within the facility. Drills are conducted at least once a year.

8.9.2 Training Scenarios;

Exercise planning envisions the worst-case scenario—a single event or a combination of events—that the port could encounter. Based on these scenarios, exercises are implemented as quickly and effectively as possible.

8.10 Information on fire protection systems.

8.10.1 Emergency and fire equipment is as follows:

Fire Hydrants , Fire Extinguishers, Fire Cabinets and Fire Hoses, Fire Alarm Detectors in the Fields, Electric and Diesel Fire Pumps

The fire inventory is the same as in the Emergency Plan.

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

Periodic inspections of fire prevention and fire protection systems and equipment in the port facility are carried out.

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

8.12.1 Facility firefighting equipment are systems that are installed as alternatives to each other and back up each other .

8.12.2 In cases where the facility's own firefighting equipment does not work or is insufficient, support from neighboring facilities, **fire departments and AFAD** Units will be requested.

8.12.3 Other dangerous and flammable materials/vehicles that may be affected by the fire are removed from the area if possible.

8.12.4 The conditions under which assistance and support will be provided and A protocol may be required to determine the scope of the

8.12.5 Tugboats or marine vessels with fire-fighting capabilities in the region facility capabilities are also taken into account.

8.13 Other risk control equipment.

8.13.1 Gas Detectors , diver type oxygen masks and similar risk control equipment are periodically maintained and checked in accordance with the maintenance instructions, their calibrations are carried out and their documentation is maintained.

9 OCCUPATIONAL HEALTH AND SAFETY

9.1 Occupational health and safety measures.

The Port Facility Operations are responsible for taking all necessary precautions to prevent employees from being exposed to dangerous chemical substances when working with them, or if this is not possible, to minimize their exposure, and to protect employees from the hazards of these loades. As a result of any identified OHS non-compliances or non-compliances, the personnel who identify them completes the Occupational Accident Report Form (ISGF/001) and reports the situation to the unit manager. The unit manager first evaluates the situation. If the hazard is a problem that can be resolved through routine procedures, the unit manager decides on the action to be taken. If the non-compliance concerns other processes, an assessment is conducted with the participation of all or several other personnel involved, and if necessary, with the participation of an occupational safety specialist and an occupational physician, and the action to be taken is determined. These situations are then evaluated at OHS board meetings. Immediately following occupational and environmental accidents, the identified incident is recorded by the unit manager or the personnel present at the time, under procedure 002-Incident On-Scene Reporting.

Employees who experience a workplace accident are notified as soon as possible to the infirmary or the available first aid officer for first aid treatment, followed by the relevant manager. If medical intervention is necessary, the injured employee is transported to the nearest hospital as quickly as possible, either by company vehicles (if available) or by ambulance, depending on the urgency of the situation. The department head completes the visit form for the injured

employee and, in extreme emergencies, delivers the form to the hospital after the patient is injured.

For emergency work-related accidents that occur outside normal working hours, employees may go to the hospital without a visit form, which will be delivered to the relevant hospital the following business day. A work-related accident report containing the accident's occurrence and other information is included after the accident. It is recorded in the Report Form and completed by the Occupational Health and Safety (OHS). A copy of the relevant record is sent to the occupational physician. These forms are evaluated at OHS meetings.

Depending on the nature of the accident, the case is reported to the Police Department within 24 hours, and the Visit Form is sent to the relevant Regional Directorate of the Social Security Institution (SSK) within 48 hours. Additionally, a "Workplace Accident Reporting Form" (Form 001) is prepared to be sent to the relevant Regional Directorate of the Ministry of Labor and Social Security within the same timeframe.

After identifying any errors resulting from the individual involved in the workplace accident or any workplace defects, the necessary corrective and preventive action decisions are taken to prevent potential workplace accidents. If near-miss situations are identified, the employee who identified the near-miss situations is notified to an Occupational Health and Safety specialist .

Following a nonconformity, incident, accident, or near-accident, the OHS Management representative, unit managers, and the company manager may request corrective and preventive action, depending on the nature of the situation. Procedures for reporting occupational diseases are carried out by the workplace physician, and the OHS Officer is informed.

As in the Occupational Health and Safety Internal Regulation Plan.

9.2 Information about personal protective clothing and procedures for its use.
Protective Equipment for Response Teams
Level A
of use : Events requiring high level of skin, respiratory, eye etc. protection – Gas tight.
Positive pressure self-contained breathing apparatus – SCBA
Fully protective clothing against chemicals
Gloves with chemical resistant interior
Glove, chemical resistant exterior
Boots or ankle boots, chemical resistant, steel heel
Underwear, cotton, long sleeves and cuffs
Hard Title
Long sleeves
Two-way radio communication (Non-Sparking)
Level B
The minimum level required for entry and exit to the scene, rather than for the scattering and spilling of liquids
Positive pressure self-contained breathing apparatus – SCBA
Protective clothing against chemicals
Gloves with chemical resistant interior
chemical resistant exterior
Boots or ankle boots, chemical resistant, steel heel
Hard Title
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 determined that it will not harm the skin or eyes. However, continuous measurement must be made.

→Full mask, air purifying filter
→Protective clothing against chemicals
→Gloves, chemical resistant inside
→Gloves, chemical resistant on the outside
→Boots or ankle boots, chemical resistant, steel heeled
→Hard Headline
→Two-way radio communication (Non-sparking)
→Face Mask

Level D

Work clothes (emergency response teams). Long sleeves and safety shoes/boots are required. Other personal protective equipment varies depending on the incident. If skin contact is a concern, such clothing should not be worn at the scene.

ASİT İÇİN KİŞİSEL KORUYUCU DONANIM KULLANIMINA İLİŞKİN RİSK BELİRLEME TABLOSU

ATLAS TMGD

KULLANILMASI GEREKEN KİŞİSEL KORUYUCU DONANIMIN CİNSİ				RİSKLER																				
				FİZİKSEL											KİMYASAL					BİYOLOJİK				
				MEKANİK					TERMAL		ELEKTRİK	RADYASYON		GÜRÜLTÜ	AEROSOLLAR-SIVILAR-								
				Yüksekten Düşmeler	Darbeler-Kesikler Çarpmalar-Ezikler	Batmalar-Kesikler Sıyrıklar	Tünegim	Kaymalar Düşmeler	Sıcaklık Alev	Soğuk		İyonize Olmayan	İyonize		Tozlar Lifler	Duman	Buhar	Sıvıya Batma	Sıçrama Püskürme	Zararlı Bakteriler	Zararlı Virüsler	Mantarlar (Mikrobik fungi)	Mikrobiyolojik olmayan Antijenler
VÜCUDUN KISIMLARI	BAŞ	Kafatası	BARET	X	X			X																
		Göz	GÖZ KORUYUCU DONANIM																					
		Solunum Yolu	ACİL DURUM MASKESİ												X		X	X	X					
		Yüz	BARET SİPERLİĞİ												X		X	X	X					
		Baş (Tamamı)	BARET	X	X			X																
	ÜST BEDEN	El	İŞ ELDİVENİ																					
		Kol (Kısımları)	KİMYASALLARA KARŞI KORUYUCU ELDİVEN		X			X			X						X	X	X					
	ALT BEDEN	Ayak	GÜVENLİK AYAKKABISI																					
		Bacak (Kısımları)	KİMYASALLARA KARŞI DAYANIKLI ÇİZME		X	X		X									X	X	X					
	DİĞER	Deri	KİMYASALLARA KARŞI DAYANIKLI TULUM		X												X	X	X					
		Gövde/ Karın			X												X	X	X					
		Tüm Vücut			X												X	X	X					

KULLANILMASI GEREKEN KKD TÜRLERİ	Baret, siperlik, uzun kollu eldiven, acil durum maskesi, kimyasal tulumu, kimyasallara dayanıklı çizme

9.3 Confined space entry permit measures and procedures.

The procedure for activities to be carried out in closed areas, both in the coastal facility and on ships, is attached and the form to be used to enter closed areas has been prepared as a permit.

10 OTHER MATTERS

10.1 Validity of the Dangerous Goods Compliance Certificate.

is periodically extended upon application made two months before its expiration .

10.2 Defined duties for the Dangerous Materials Safety Advisor

10. 2.1 Main duties of the consultant

10.2.1.1 To monitor compliance with the requirements for the transportation of dangerous materials .

10.2.1.2 To provide recommendations to the coastal facility regarding the transportation of dangerous load.
10.2.1.3 Prepare an annual report to the coastal facility regarding the activities of the coastal facility operator in the transportation of dangerous load. (Annual reports are kept for 5 years and submitted to the administration upon request.)
10.2.2 To follow the practices and methods specified below;
10.2.2.1 Procedures for checking that dangerous load arriving at the facility is properly identified, that the correct shipping names of dangerous load are used, that they are certified, packaged, labeled and declared, that they are safely loaded and transported in approved and compliant packaging, container or load transport unit, and for reporting control results.
10.2.2.2 Loading/unloading procedure for handled and temporarily stored dangerous goods ,
10.2.2.3 Whether the coastal facility takes into account the special requirements for the dangerous goods handled when purchasing transport vehicles for the dangerous goods handled ,
10.2.2.4 Control methods of equipment used in the transport, loading and unloading of dangerous load ,
10.2.2.5 Whether coastal facility employees have received appropriate training, including changes to legislation, and whether records of this training are kept,
10.2.2.6 The suitability of emergency methods to be applied in case of an accident or an incident affecting safety during the transportation, loading or unloading of dangerous loades ,
10.2.2.7 Compliance with reports prepared on serious accidents, incidents, or serious violations occurring during the transportation, loading or unloading of dangerous loades ,
10.2.2.8 Determining the necessary precautions against the recurrence of accidents, incidents, or serious violations and evaluating the implementation,
10.2.2.9 To what extent are the rules regarding the selection of subcontractors or third parties and the transportation of dangerous goods taken into account?
10.2.2.10 Determining whether employees involved in the transportation, handling , storage and loading/unloading of dangerous load have detailed knowledge of operational procedures and instructions.
10.2.2.11 The suitability of the measures taken to be prepared for risks during the transportation, handling , storage and loading/unloading of dangerous loades
10.2.2.12 Procedures regarding all mandatory documents, information and documentation regarding dangerous load .
10.2.2.13 Procedures for the safe berthing, mooring, loading /unloading, sheltering or anchoring of ships carrying dangerous load to shore facilities day and night .
10.2.2.14 Procedures regarding additional measures to be taken according to seasonal conditions for the loading, unloading and limbo operations of dangerous load.
10.2.2.15 Procedures for fumigation , gas measurement and degassing operations. Procedures for keeping records and statistics of dangerous goods .
10.2.2.16 Accuracy of the issues regarding the coastal facility's ability, capability and capacity to respond to emergencies,
10.2.2.17 Compliance with regulations regarding first response to accidents involving dangerous load ,
10.2.2.18 Procedures for handling and disposal of damaged dangerous load and waste contaminated with dangerous load ,
10.2.2.19 Checking information on personal protective clothing and procedures for their use.

10.3 Issues regarding those carrying dangerous goods arriving at/leaving from the coastal facility by road (documents that road vehicles carrying dangerous goods must have when entering/exiting the port or coastal facility area, equipment and tools that these vehicles must have, speed limits in the port area, etc.).

10.3.1 Road vehicles bringing dangerous load to or from the port are inspected by the Customs Administration upon entry and exit from the port. Port security personnel, in turn, conduct the necessary recording and inspections within their area of responsibility.

10.3.2 According to the Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) Regulation on the Carriage of Dangerous Goods by Road, the following items must be present in the vehicle:

a) Dangerous Goods Transport Driver Training Certificate (SRC 5) / ADR Driver Training Certificate
b) Valid dangerous goods transport document for the vehicle (Vehicle Conformity Certificate/ADR Conformity Certificate)
c) in ADR (converted to annual permit).
d) Dangerous Loads and Dangerous Waste Compulsory Liability Insurance Policy
e) Orange plate without any text on the front and rear of the vehicle carrying dangerous goods
f) Dangerous goods transportation documents
g) Written instructions given to the driver by the carrier regarding how the vehicle crew should act in the event of a danger or accident in accordance with ADR legislation.
h) Personal and protective equipment to be used in emergency situations specific to the load carried in the vehicle
i) more than one mode , the Multimodal Dangerous Goods Transport Form in ADR Chapter 5.4.5.

A certificate of conformity for transportation if the risk assessment result or gas measurement has been performed on the load transport units arriving at the port facility and the load transport units leaving the port facility that contain harmful gases or have undergone fumigation ,
Dangerous load arriving at or leaving port facilities cannot be transported without the mandatory transport documents listed above. Under the IMDG Code, load that is not properly secured is also considered dangerous load.

Equipment that vehicles must have

-Portable fire extinguishers,
-At least one chock for each vehicle, sized appropriately for the diameter and maximum mass of the wheel,
-2 pieces of sewable warning signs,
-Eye rinse liquid,
-Warning vest,
-Portable lighting apparatus,
-A pair of protective gloves,
-Eye protection glasses,
-Emergency mask,
- Shovel, Drain seal, Collection container

10.3.3 Speed Limit in the port facility

The speed limit in our Port Facility is 20 km .

10.4 Issues regarding those carrying dangerous goods arriving at/leaving from the coastal facility by sea (day/night signals to be displayed by ships and marine vessels carrying dangerous goods at the port or port facility, cold and hot working procedures on ships, etc.).

10.4.1 Arrival by Sea
10.4.1.2 Dangerous bulk loades (liquid or solid):
10.4.1.2.1 Name and IMO number of the ship, agency and estimated time of arrival (ETA), normally no later than 24 hours before arrival;
10.4.1.2.2 A list showing the product name of the dangerous bulk loades and other information required by the relevant IMO Code;
10.4.1.2.3 The load must be in possession of a valid International Certificate of Conformity for the Carriage of Dangerous Chemicals in Bulk or a valid Certificate of Conformity for the Carriage of Dangerous Chemicals in Bulk, an International Pollution Prevention Certificate for the Carriage of Liquid Loades Dangerous to Health in Bulk (NLS Certificate) and/or an International Fuel Pollution Prevention Certificate, as appropriate;
10.4.1.2.4 Dangerous goods to remain on board must be identified by referring to their numbers in the list;
10.4.1.2.5 Combined carriers entering a dry load terminal should also indicate the nature of the last three loades and, where applicable, their flashpoints and the current status of their tanks/load holds (e.g. whether they are gas-free).
10.4.1.2.6 Any known defect that may affect the security of the port area or the ship.
10.4.1.3.7 Additional information that may be submitted to the port authority before dangerous goods are brought into or removed from the port area may be that specified in Part B of the ISPS Code.

10.4.2 Cold and Hot Work on Ships Carrying Dangerous Load in the Port

According to Article 22 of the Ports Regulation, "Ships and marine vessels in port areas may not perform repair, scraping, painting, welding, or other hot work, launching lifeboats and/or boats, or other maintenance work unless a permit is obtained from the Regional Port Authority. If the ships and marine vessels requiring these works are located at a shore facility, they must coordinate with the shore facility management." According to the provision, the above-mentioned work on ships in port, including those carrying dangerous load, is subject to the permission of the Regional Port Authority. Such work cannot be performed on board unless the necessary coordination is made with the port management. Hot work on ships must be carried out in accordance with the Hot Work Permits Procedure for Work with Dangerous Loades .

Minimum Safety Requirements for Hot Work on Board:

a. written permission from the Regional Port Authority that the hot work in question can be carried out .

b. In addition to the safety measures required by the Regional Port Authority, the company officer performing the hot work must take all necessary additional safety precautions on the ship and/or dock before commencing any hot work. He/she must inform the port officer of the measures taken.
These measures **include:**
Inspection of the local area and adjacent areas, including tests performed by accredited

testing organisations to verify that areas are free from flammable and/or explosive atmospheres and, where appropriate, are not oxygen deficient;
Removal of dangerous loads and other flammable loads and objects from work areas and adjacent areas.
Effective protection of flammable building elements (e.g. beams, wooden partitions, floors, doors, wall and ceiling coverings) against accidental ignition
Ensuring the sealing of open pipes, pipe passages, valves, joints, gaps and open parts to prevent flames, sparks and hot particles from spreading from work areas to adjacent areas or other areas.
A sign detailing hot work permit information and safety precautions must be posted in the work area and at all work area entrances. The work permit information and safety precautions must be easily visible and clearly understood by everyone involved in the hot work process.

c. When performing hot work, the ship's captain and crew should pay attention to the following:
Checks should be made to verify that conditions have not changed.
At least one fire extinguisher or other suitable fire extinguishing equipment should be readily available for immediate use during hot work.
During hot work, after the hot work is completed and when sufficient time has elapsed after the completion of the work in question, fire detectors should be installed in the area where the hot work is performed and in adjacent areas where danger may arise due to heat transfer.

10.5 Additional matters to be added by the coastal facility.

10.5.1 Security

Various port security facilities and capabilities are available in the port area where dangerous load operations are conducted. The port facility is a port facility covered by the ISPS Code, and the security team operates in three shifts, 24/7, and regular patrols are conducted throughout the port area. Effective port security is ensured with one security vehicle at each port entry and exit checkpoint, a wire fence of ISPS -compliant height and quality surrounding the port border, and indoor and outdoor CCTV cameras monitoring the entire port area . Real-time electronic records are kept of the number of vehicles and people entering and exiting the port, allowing for real-time monitoring.

10.6 Accident Prevention Policy

Accident Prevention Policy (**Procedure No:** 14) .

10.7 EmS (Emergency Procedures for Ships Carrying Dangerous Loades) and MFAG (Medical First Aid Guide)

In emergency situations, it is important to use all available information from the IMDG Code , EmS and MFAG, as well as the IMSBC, IBC or IGC Codes for bulk load.

10.7.1 EmS

The EmS contains procedures for actions to be taken when a fire or spill of dangerous load occurs .

The EmS includes general procedures that apply to entire classes of substances as well as specific action procedures for certain products .

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

The EmS is divided into two categories: spills and fires. EmS reference numbers are provided for each UN number in the dangerous goods list, column 15. The EmS number does not have to be included in the dangerous goods declaration .

10.8 MFAG

MFAG table numbers are not required to be stated in the Dangerous Loads Declaration .

provides a flowchart showing the procedures to be followed, depending on the syndrome, when a person is exposed to a dangerous substance . However, it is important that employees are trained in the use of MFAG in advance to operate it in an emergency.

Employees should also contact a physician to seek treatment for an injured person.