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YILDIZENTEGRE

YILDIZ ENTEGRE PORT
DANGEROUS GOODS HANDLING GUIDE



COPY

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R. EMRE YAZICI

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Order No	Revision No	Content of Revision	Date of Revision	Revision By	
				Name Surname	Sign.
1	01	Article 8.9 Revised.	17.05.2023	Cansın BAYDAK	
2	02	Facility Information Form Revised.	17.05.2023	Cansın BAYDAK	
3	03	Facility Information Form Revised.	01.03.2024	Cansın BAYDAK	
4	04	Facility Information Form Revised.	01.09.2026	Cansın BAYDAK	
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1.1. FACILITY INFORMATION FORM

1	Facility operator name/title	YILDIZ ENTEGRE AĞAÇ SAN. TİC. A.Ş.		
2	Facility operator contact information (address, phone, fax, email and web page)	Arslanbey OSB Mah. 1. Cad. No:13 41285, Kartepe-Kocaeli / TÜRKİYE Phone: 0 262 316 61 00 Fax: 0 262 316 61 96 e-mail: info@yildizentegre.com.tr web: https://www.yildizentegre.com/tr		
3	Facility Name	YILDIZ ENTEGRE PORT		
4	Facility province	Kocaeli		
5	Facility contact information (address, phone, fax, email and web page)	Sepetlipınar mah. Yavuz Özer Cad. No:19 Başiskele/41275 Kocaeli Phone: 0 262 280 79 00 Fax: 0 262 280 79 10 e-mail: port@yildizentegre.com.tr web: https://www.yildizentegre.com/tr		
6	Geographical region of the facility	Marmara Region		
7	Port Authority of the facility and contact details	Kocaeli Regional Port Authority Atalar Mah. Sahil Yolu Cad. No: 26 Yarımca- Körfez / KOCAELİ Phone: +90 262 528 37 54 / 24 34 / 46 37 E-mail: kocaeli.liman@uab.gov.tr		
8	Municipality of the facility and contact details	Başiskele Municipality Serdar, Selahattin Eyyubi Cd. No:1, 41190 Başiskele/Kocaeli Tel: 0262 310 12 00 Faks: 0262 343 21 44 E-posta: cozum@basiskele.bel.tr		
9	Free Zone or Organized Industrial Zone of the facility	--		
10	Coastal Facility Operating Permit / Provisional Operating Permit Validity date	25.10.2028		
11	Operating status of facility (x)	Own cargo and additional 3rd parties (…)	Own cargo (X)	3rd party (…)
12	Facility manager name and surname, contact details (telephone, fax, e-mail)	R.Emre YAZICI – Liman Müdürü Phone: 0 262 280 79 01 e-mail: emre.yazici@yildizentegre.com.tr		
13	Facility dangerous goods officer name and surname, contact details (telephone, fax, e-mail)	M.Yasin UYGUN – P.F.S.O Phone: 0 262 280 79 03 email: mahmut.uygun@yildizentegre.com.tr Sezgin DURGUT – Operation Specialist Mobile: 0 534 367 68 54 e-mail: sezgin.durgut@yildizentegre.com.tr		

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14	Facility dangerous goods safety advisor name and surname, contact details (telephone, fax, e-mail)	Cansın BAYDAK Phone : 0 262 280 72 85 Fax :0 262 316 22 95 e-mail: cansin.baydak@yildizentegre.com.tr
15	Maritime coordinates of facility	40°43,071 N 029°53,423 E
16	Types of dangerous goods handled at the facility (Loads within the scope of MARPOL Annex-I, IMDG Code, IBC Code, IGC Code, IMSBC Code, Grain Code, TDC Code, asphalt/bitumen and scrap loads)	IBC Code IMSBC Code
17	Dangerous goods handled at the facility (loads other than the IMDG Code, among the cargo types in Article 16, will be written separately. Additional cargo request will be sent to the regional port authority with Annex-1 form. It will be added to TYER when appropriate)	Methyl Alcohol (Methanol) Woodchips
18	Classes for cargo handled, subject to IMDG Code	---
19	Groups in characteristic table for handled cargo subject to IMSBC Code	Group B
20	Types of ships that can approach the facility	Woodchips Carrier, Bulk Carrier, General Cargo, Chemical Tanker (Methanol)
21	Distance of facility to main road (km)	1.2 km
22	The distance of the facility to the railway (kilometers) or the railway connection (Available/ non available)	Non Available
23	Name and distance from the nearest airport to facility (km)	Sabiha Gökçen Airport - 85.4 km Cengiz Topel Airport – 23.8
24	The cargo handling capacity of the facility (Tons / year; TEU / year; Vehicles / Year)	1.000.000 tons/year General Cargo 200,000 tons/year Liquid Cargo
25	Whether scrap handling is carried out at facility	No
26	Is there a border crossing? (Yes / No)	No
27	Is there a Customs Area? (Yes / No)	Yes
28	Cargo handling equipments and capacities	1 x SENNEBOGEN 6200 Crane (64 ton.) 1 x LHM 500 (140 ton.)
29	Storage tank capacity (m³)	None.
30	Outdoor storage area (sqm)	---
31	Semi-closed storage area (sqm)	---

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32	Closed storage area (sqm)	---
33	The designated fumigation and / or fumigation decontamination area (sqm)	None.
34	The name / title of pilotage and towage services provider contact details	Deniz Kılavuzluk A.Ş. Yalı mh. İstasyon Cd. No:12, 41700 Darıca/Kocaeli Tel: (0262) 745 38 10 - 745 38 16 Fax:(0262)745 38 13 UZTUG Uzmar Römorkör Hizmetleri A.Ş. İsmet Kaptan Mah. Osman Paşa Blv. Hilton Oteli No:7 İç Kapı No:Z48 Konak / İzmir / Türkiye Tel: +90 (232) 445 76 00 F: +90 (232) 445 79 00
35	Has Security Plan been created? (Yes / No)	Yes
36	Waste Acceptance Facility Capacity	None.
37	Dock / pier etc .. area characteristics	

Dock/Pier No	Length (metre)	Width (metre)	Min. Water Depth (metre)	Max. Water Depth (metre)	The largest tonnage and length to be berthed (DWT or GRT – metre)
Pier 1	137,5	25 m.	14,5 m.	18,5 m.	70.000 DWT 82.180 DT
Pier 2	137,5	25 m.	14,5 m.	18,5 m.	70.000 DWT 82.180 DT
Pier 3	137,5.	25 m.	11 m.	18,5 m.	25.000 DWT 30.875 DT
Pier 4	137,5	25 m.	11 m.	18,5 m.	25.000 DWT 30.875 DT

The name of the pipeline (if available at facility)	Number (quantity)	Length (metre)	Diameter (inch)
Methanol Pipeline	1	800	8 inch

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1.2. PROCEDURES

IBC CODE:

METHANOL DISCHARGE PROCEDURE

- Methanol can be handled at our port facility.

- The equipment to be used in the operation meeting and the pre-handling controls and the team to be assigned are determined. The SDS form of the cargo is given to the Port Operation unit by the agency at least 3 days in advance of the ship notification.

- After the ship is safely moored to the pier with the help of the pilot and mooring, a safety inspection is carried out on the ship. If there is an unsafe situation, the situation is communicated to the ship's person and it is ensured that he takes precautions. Handling Equipment and pipe connection suitable for the load are prepared by the operation manager. ISGOTT Ship/Shore Safety Checklist is mutually signed. A communication network is established between the ship and the port facility.

- Employees are present next to the flexible hoses to be connected to the ship. It acts together with the ship's personnel in connecting the liquid cargoes to the ship's inlet and outlet manifolds.

- Appropriate pressure adjustment is made with the ship by the Loading Master. Tanks are prevented from overflowing and in case of danger, the ship's personnel is informed and the line is cut off.

- Necessary warnings and warning signs will be placed around the handling area. In dangerous places and situations, the relevant personnel will wear personal protective clothing and equipment in accordance with occupational safety and worker health criteria. Personnel who do not have personal protective clothing and equipment suitable for their job descriptions and working areas will not be employed.

- Periodic maintenance, repair and calibration of the devices used will be carried out and the certificates and documents documenting this situation will be kept up to date.

- In case of emergencies or accidents, first aid materials to be used for intervention will be kept in easily accessible places by the personnel.

- In the methanol handling operations of the communication equipment used in the coastal facility, radios of the type that can be used safely in flammable or explosive environments will be used.

- Flexible hoses used for methanol handling; type approved and has a certificate showing the pipe type, the maximum working pressure of the pipe, the month and year of manufacture. The tests, maintenance and repairs of the pipes in question will be carried out in accordance with the criteria specified in ISGOTT, and the relevant test reports and maintenance and repair records will be kept. Hoses to be used in handling operations will be kept in accordance with the criteria specified in ISGOTT.

- A sufficient number of electrical insulation flanges will be available for flexible hoses and loading arms used in methanol handling.

- Methanol will be transported by pipeline, eliminating the possibility of interacting with other cargoes.

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- In cargo operations and emergencies, the ship's captain and the operation supervisor, according to their areas of responsibility, will submit the following information regarding the dangerous liquid bulk cargo handled or transported to the regional port authority and other relevant persons, if necessary.

- By the ship's captain;

1. Proper shipping name, UN number (if any) and description of its physical and chemical properties (including reactivity) of the dangerous cargo.

2. Load transfer, slop transfer, degassing, inerting, ballasting, ballast discharge and tank cleaning procedures.

- By the Operations Officer;

1. Information on the special equipment required for the safe handling and loading/unloading of certain loads, and emergency response procedures, including the following:

A) What to do in case of spillage or leakage specified in the Emergency Plans,

B) Measures to be taken to prevent accidental contact of persons with dangerous goods in the Emergency Plan and within the scope of Occupational Health and Safety,

C) Fire fighting procedures specified in the Emergency Plan and appropriate communication systems to be used in case of fire.

- Before starting the methanol handling operations and during the operation, it will be checked that the necessary written and illustrated (pictogram) warning notices/signs are placed at all entrances where the said operation will take place and at the approach points of the dock.

- During methanol handling, continuous communication will be ensured from Sea Band channel 16 and the working channel specified in the protocol, and the effectiveness of communication will be ensured during load operations.

Pipe Installations Used for Hazardous Bulk Liquid Cargoes

- In load handling, it will be ensured that it is electrically continuous, except that it contains an insulating flange or a non-conductive reel piece. The pipeline on the sea side of the insulation section will be electrically continuous to the ship and the land side will be electrically continuous to the grounding system. The insulating flange shall be tested in accordance with section 17 of the International Safety Manual for Chemical Tankers and Terminals (ISGOTT).

- Adequate measures will be taken to prevent short circuits in the insulation section.

- It shall ensure that other metallic connections between the interface and the shore are protected or regulated to ensure that there is no possibility of an initiating sparking where a flammable atmosphere may occur.

- It will act in accordance with the appropriate checklists in the International Safety Manual for Chemical Tankers and Terminals (ISGOTT).

- The Loading Master shall ensure that the ship's master is informed of conditions that may require measures to be taken regarding ignition sources such as ship's furnaces or cooking utensils.

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A. Flexible Hoses

1. With regard to the temperature and suitability of such loads, he shall ensure that a Flexible hose is not used at any working pressure other than for which it is suitable or at any operating pressure for which it is unsuitable.

2. If it is prone to damage by impact, it will be properly protected

3. It will be checked that the flexible hose with end fittings has been tested and has a certificate showing the burst pressure.

4. Before being placed into service, it will be checked from the documentation that the Flexible hose has been hydrostatically tested in accordance with the Administration's requirements.

5. Flexible hoses will be visually inspected before they are put into use. The flexible hose will be inspected at frequent intervals during operation.

6. Documents showing the flexible hose, the hose type, the specified maximum working pressure and the month and year of manufacture shall be kept at the facility.

7. It has adequate electrical insulation and the length of the Flexible hose shall be sufficient to operate satisfactorily within the defined operating range without overloading the terminal connections.

8. A Flexible hose equipped for the transport of dangerous liquid bulk cargoes shall be adequately supervised.

9. To protect the environment, personal safety and equipment in the event of an emergency, procedures for leak-proof separation of the Flexible hose connection shall be adequately implemented.

Before Operation:

- Within their respective areas of responsibility, the Ship's Master and Loading Master will test and ensure that the load handling controls, measuring systems, emergency shutdown and alarm systems are adequate before starting the load transfer operation.

- Before starting the methanol handling operation, the Ship's Master and the Loading Master will agree in writing the transportation times including the maximum loading or unloading speeds, taking into account the following points.

  - Capacity and maximum allowable pressure of ship cargo lines and flexible hose
  - Steam ventilation system layout and maximum loading or unloading speeds
  - Possible pressure increases according to emergency shutdown procedures
  - Possible accumulation of electrostatic charge
  - Availability of responsible persons during launch operations on board and on shore.

- Appropriate security checklist showing the main safety precautions to be taken before and during methanol transfer operations will be completed and signed.

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- In case of an emergency that may occur during handling operations, the steps to be taken and the signs to be used will be accepted in writing.

- It will be ensured that appropriate safety precautions and clothing are used.

- The Loading Master shall ensure that the start controls on the bulk liquid transfer pumps are locked in the "off" position or located in a location accessible only to authorized personnel.

- The Loading Master will check that the flexible hose's loading/unloading connections are not in use or are safely and sealed blank when in standby service.

- The "Ship/Shore Safety Checklist" in the International Safety Manual for Tankers and Terminals (ISGOTT) will be filled and signed in accordance with the "Guideline for Completion of the Ship/Shore Safety Checklist" in ISGOTT.

During Operation:

Within their respective areas of responsibility, the Ship's Captain and the Loading Master will ensure that the following matters are implemented.

- Checks are made at agreed periods to ensure that the accepted back pressures and loading or unloading speeds are not exceeded,

- All due care is taken to prevent leakage of all relevant pipes, flexible hoses and connected equipment on board and on shore, and adequate supervision is carried out during the transfer of dangerous bulk liquid cargoes,

- Effective communication is maintained between the ship and shore equipment during transfer operations,

- Safety checklist is available for inspection during handling operations,

- During the handling of dangerous liquid bulk cargoes, necessary arrangements are made to measure the tankers to be discharged to ensure that the tanker is not overfilled,

- Responsible persons are present during operations on board and on shore,

- Appropriate safety equipment and clothing are used.

After the Operation:

- Ship Captain and Loading Master within their respective areas of responsibility: After the methanol transfer is complete, he/she will ensure that there are no pressure residues in the load unloading valves and flexible hoses.

- Before the flexible hose leaves the ship, it will be ensured that the liquids are drained and the pressure is relieved.

- All safety precautions will be taken, including sealing of ship manifold connections and flexible hoses with blind flange.

- It will be ensured that appropriate safety equipment and clothing are used.

- In methanol operations, all automatic controls, gas detectors and other related equipment must be kept in working condition, sufficient number of personal protective clothing and equipment must

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be kept ready for use, and all personal protective equipment of the equipment to be used must be checked for anti-static properties.

IMSBC CODE:

WOODCHIPS HANDLING PROCEDURE

Solid dangerous cargoes (woodchips) are handled at our port facility. The hazards of the Dangerous Solid Bulk Cargoes to be handled at the Port Facility are stated in the relevant safety data sheets and in the IMBSC CODE book. However, regardless of the characteristics of the dangerous goods, the precautions for the following hazards will be taken for each dangerous substance.

Dangerous solid cargoes in bulk

- The handling program is prepared 1 day in advance at the operation meeting. The equipment, crane, crew, number of posts and berth to be used in this meeting are determined. The personnel who will work in the operation are informed about the danger of the load and are equipped with the necessary protective equipment.

- Necessary warnings are made so that the trucks do not load excessively, and the responsible pay attention to this issue. After loading, trucks must be covered.

- Occupational safety in the working area, control of equipment, entrance and exit of external persons, safe handling of cargo, environmental cleaning and control of these works are carried out by the port operation specialist.

- The responsibility for loading and unloading in accordance with the cargo plan belongs to the port operation specialist.

- A tarpaulin is laid between the ship and the quay and a cleaning responsible person is determined for the loads scattered around.

- While determining the areas to be handled according to the risks of dangerous cargo; Administrative buildings, other facilities adjacent to the facility, the types of cargo handled in these facilities, the characteristics of other loads temporarily stored and handled at the facility, and the fastest and safest access possibilities for emergency response will be taken into account.

- Issues regarding additional safety and security measures to be taken in coastal facilities and these measures will be provided by the Operations Unit.

- Operations responsible for the handling of dangerous solid bulk cargoes is assigned and their duties are defined in the quality management system.

- Adequate number of suitable personal protective clothing, equipment and equipment will be provided against the characteristics of the handled dangerous solid bulk cargoes and the risks they may pose.

- Tarpaulins that will prevent solid bulk dangerous goods from falling into the sea during discharging or loading onto the ship will be kept between the ship and the pier during the operation.

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- The master of the ship that will load/discharge the dangerous solid bulk cargo shall take the detailed loading/discharge plan, which includes the details of the position and quantities of the cargo in question, by the operation manager before starting the loading/unloading process. An agreement will be reached between the ship's captain and the operation manager regarding the loading/discharge plan in question.

- The ship's master and operations officer, within their own areas of responsibility, carry out the operations for the transportation, handling or loading/unloading of dangerous solid bulk cargoes, "International Maritime Solid Bulk Cargoes Code (IMSBC Code)", "The Code of Practice for the Safe Loading and Discharge of Bulk Cargo Ships (BLU Code)", "Regulation on Safe Loading and Unloading of Bulk Cargo Ships" published in the Official Gazette dated 31.12.2005 and numbered 26040, and "Loading and Unloading of Solid Bulk Cargoes Manual for Terminal Representatives (IMO MSC/Circ.1160") , MSC/Circ.1230 and MSC.1/Circ.1356)".

- Ships of 500 gross tons and above built on or after September 1984 and carrying dangerous goods must comply with the requirements of SOLAS 1974 regulation II-2/19. In this context, 20 such ships are required to carry a Certificate of Conformity in accordance with SOLAS 1974 regulation II-2/19.4 as proof that the ship complies with the specific requirements for ships carrying dangerous goods as specified in SOLAS regulation II-2/19. Cargo ships of less than 500 gross tons built on or after 1 February 1992 must comply with the requirements of SOLAS 1974 regulation II-2/19 and be specified in this Certificate of Conformity, unless the relevant Administrations reduce the applicable requirements

- The Certificate of Conformity should also provide information about the classes of dangerous goods that can be transported.

- In addition, ships carrying dangerous solid bulk cargoes are required to have on board a list, manifest or detailed stowage plan detailing the dangerous cargo and its location on board.

- When the dangerous solid bulk cargoes are transported, transported or stacked, the ship's captain or the port facility must ensure that the Bulk Cargo (BC) Code is applicable to the loading and unloading operations within their area of responsibility and that the Code of Practice for Safe Loading and Unloading of Bulk Cargo and Terminal Responsibles Ensure that it is carried out in accordance with the Guidelines for Loading and Unloading Solid Bulk Cargoes.

- Where the transport, handling or stacking of dangerous bulk dry cargoes may cause dust emissions, all necessary measures shall be taken to prevent or minimize such dust emissions and to protect people and the environment from these emissions.

- Dangerous solid bulk cargoes will be transported and transported in a way that prevents dangerous interaction with unsuitable materials.

Loads according to IMSBC CODE that can be handled in our facility

Group B cargoes are solid bulk cargoes that have the potential to cause damage due to the chemical effects they contain. These are divided into two. In the first step, the cargoes with UN number in accordance with the IMDG Code, and in the second step, they are the cargoes that are dangerous only during bulk transportation, which we call MHB. These cargoes do not need to have a UN number and are only considered dangerous when transported in bulk. They do not require the application of any code as they are not subject to the IMDG Code in case they are packaged.

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WOODCHIPS

Description: Mechanically chipped natural wood about the size of a business card.

This material has a chemical hazard. Some shipments can cause oxidation, causing oxygen depletion and increased carbon dioxide in the cargo and adjacent areas. With a moisture content of 15% or more, this cargo has a low risk of fire. The lower the moisture content, the higher the fire risk. Wood chips can be ignited by external sources when dry. They are easily flammable and can be ignited by friction.

Separation: To be kept separate from Class 4.1 substances.

After de-fumigation, personnel will not be allowed to enter the cargo and adjacent confined spaces until a valid certificate has been issued and Tested to have an oxygen level of 20.7%. If this condition is not met, additional ventilation will be applied to the cargo hold or adjacent, and then re-measurement will be provided. Dust accumulated on the deck in dry weather dries quickly and ignites easily. Appropriate measures will be taken to prevent fire.

2. RESPONSIBILITIES

Dangerous load transport in the activity found all sides; transportation safe, trustworthy and to the environment harmless way to do, accidents block and damage in case of accident as possible member download for necessary the one which... all measures receive they have to. Transportation of Dangerous Goods by Sea and Loading Safety All parties must fulfill the following responsibilities within the scope of the Regulation.

2.1. General responsibilities;

ARTICLE 8 – (1) The general responsibilities of all parties involved in the transport of dangerous goods are as follows:

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

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

c) They benefit from the Medical First Aid Guide (MFAG) in the annex of the IMDG Code in order to provide the necessary medical first aid for the people affected by the damages of the dangerous goods and the health problems that occur as a result of the accidents involving these cargoes.

2.2. Responsibilities of those responsible for goods

ARTICLE 9 – (1) The responsibilities of the cargo person are as follows:

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

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

c) It ensures that dangerous goods are loaded, stacked and securely fastened to approved packaging and cargo transport units in accordance with the rules and in a safe manner.

2.3. Responsibilities of the carrier

ARTICLE 10 - (1) The responsibilities of the carrier are as follows:

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

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

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

2.4. Responsibilities of the shore facility operator

ARTICLE 11 – (1) The responsibilities of the coastal facility operator are as follows:

a) Do not berth the ships carrying dangerous goods without the permission of the regional port authority.

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

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

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

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

e) It determines the working limits by taking into account the safe working capacity of the facility and the weather forecasts, and takes the necessary measures for the ship to be safely moored at the pier and for handling.

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

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g) Ensures that the personnel involved in the handling of dangerous goods and the planning of this handling are documented by receiving the necessary training, and does not assign personnel without documents to these operations.

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

h) By taking occupational safety measures at the coastal facility, it ensures that the personnel use personal protective equipment suitable for the physical and chemical characteristics of the dangerous cargo.

ı) Carries out activities related to dangerous cargoes at docks, piers and warehouses established in accordance with these works.

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

j) Keeps an up-to-date list of all dangerous goods on board the vessels berthed and in the closed and open areas of the facility and gives this information to the relevant parties upon request.

k) Notifies the regional port authority of the instant risk posed by the dangerous goods that it handles or temporarily stores in its facility and the measures it takes for it.

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

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

n) It ensures the transportation of Class 1 (Class 1 Compatibility Group 1.4 S), Class 6.2 and Class 7 dangerous goods that are not allowed for temporary storage, out of the coastal facility as soon as possible, without waiting, and applies to the Administration for permission in cases where it is necessary to wait.

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

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

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

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

2.5. Responsibilities of the ship related

ARTICLE 12 - (1) Responsibilities of ship's persons are stated below:

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a) It ensures that the cargo to be carried by the vessel is documented as suitable for transportation and that the cargo holds, cargo tanks and cargo handling equipment are in a suitable condition for cargo transportation.

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

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

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

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

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

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

g) It notifies the regional port authority and the coastal facility about the instant risk posed by the dangerous cargoes on the ship approaching the coastal facility and the measures it has taken for it.

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

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

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

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

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

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

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

3.1. Loading safety

Yıldız Entegre Port does not start the operation before the risk disappears by making the necessary notification to the relevant institutions/organizations, especially the TR (Republic of Türkiye) UAB (Ministry of Transport and Infrastructure) Kocaeli Regional Port Authority, about the operation processes related to dangerous cargoes and/or likely to pose a risk in the operation processes.

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The regional port authority stops the handling operation at the coastal facility when it sees any risk and does not start it until the risk is eliminated.

In order to ensure that the cargoes are loaded safely on the ship, It is obeyed to the provisions of BLU Code and BLU Manual, Safe Practice Code (CSS Code) for Load Stacking and Safety, Code of Practice for Packing of Freight Transport Units (CTU Code) and Safe Practices Code for Ships Carrying Timber Cargo on Deck (TDC Code) according to the type of load/good.

Stacking/stowing of loads is carried out in accordance with the relevant legislation and international agreements we are a party to.

The ship cannot be loaded more than the loading limit considering the loading limit brand. If such a situation is detected, the ship will not be allowed to sail and administrative action will be taken against the ship's (related) person within the scope of the relevant regulation.

Loading-discharging plan before the handling operation, and before the ship's departure, the results of the draft survey or weighbridge survey are presented to the regional port authority by the ship's person to determine the loaded load. Administration or regional port authority may request that the draft survey or scale survey report be received from an authorized inspection firm.

Precautions are taken to prevent the stability of the ship from being adversely affected by ensuring that the cargo in bulk carriers, especially single-hold bulk carriers, is loaded in such a way that it spreads over the floor of the hold (by trapping).

It is ensured that the load and ballast water patterns are monitored throughout the loading or unloading/discharging operation so that the ship's structure is not subjected to excessive stress.

Care is taken to ensure that the ship is free of heel, but if an inclination is required during loading, it is ensured that this is as short as possible. In order to avoid structural damage to the ship, balanced loading and unloading/discharging is ensured in accordance with the approved stability boucle.

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

In order to prevent situations such as placing heavy cargo on light cargo, placing liquid cargo on dry cargo, or spreading the smell of bad-smelling cargo to other cargoes, cargoes with properties that may damage other cargoes are loaded in accordance with the separation rules.

All cargoes, cargo units and cargo transport units, excluding solid and liquid bulk cargoes, in accordance with SOLAS Chapter VI Part A Rule 5.6, in order to ensure that the safety measures regarding loading, stacking, separation, handling, transportation and unloading/discharging of cargoes are fully implemented and maintained by the Administration or It is loaded, stacked/stowed and secured in accordance with the Cargo Securing Manual approved by the authorized classification societies on behalf of the Administration.

3.2. Cargoes covered by the IBC Code

All stakeholders involved in the transportation of cargo within the scope of the IBC Code use the product name and features of the cargo specified in IBC Code Sections 17 and 18 and comply with all obligations regarding the cargo. The updates regarding the loads covered by the IBC Code and

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named in Chapters 17 and 18 are followed by the MEPC.2 circular published by IMO in December each year.

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

In accordance with the provision of IBC Code Section 14.1.1, protective equipment meeting the EN 943-1:2015+A1:2019 and TS EN 943-2:2019 standards is available in sufficient numbers and appropriate features for the people of the ship involved in the loading or unloading operation. This equipment includes a large gown, long-sleeved gloves, appropriate footwear, chemical-proof full-body clothing, and a full eye goggle or face mask.

On ships carrying the IBC Code, work clothes and protective clothing are kept in easily accessible places and in special cabinets. Equipment used during operations cannot be kept in living quarters. However, protective clothing may also be stored in living quarters, provided that they are in special cabinets adequately separated from living areas such as cabins, frequently used corridors, dining areas and shared bathrooms.

Hazardous dangerous liquid bulk cargoes with the phrase “safety-S” in the “d” column titled “hazards” of the table in Chapter 17 of the IBC Code cannot be handled as flotilla in coastal facilities. These loads can only be handled by discharging them from the ships to the tanks in the facility via pipelines and filling them to the land tankers from these tanks. The same rule applies for loading from land tankers to ships.

3.3. Cargoes covered by the IMSBC Code

In accordance with SOLAS Chapter VII Part A Rule 7.2.1, the use of “bulk shipping name” is mandatory in all documents related to the transportation of dangerous solid bulk cargoes, the trade name of the cargo alone is not sufficient.

Ships carrying dangerous solid bulk cargoes must have a cargo manifest or special list showing the dangerous goods on board, together with their locations, in accordance with SOLAS Chapter VII Part A Rule 7.2.2. A detailed stowage plan showing the location and class of all dangerous goods on board can be used instead of the aforementioned cargo manifest or special list.

In accordance with SOLAS Chapter XII Rule 10, the density of solid bulk cargoes is declared by the cargo person in addition to SOLAS Chapter VI Part A Rule 2 before the cargo is loaded on the ship. For ships within the scope of SOLAS Chapter XII Regulation 6, all solid bulk cargoes with densities between 1,250 kg/m3 and 1,780 kg/m3 must have a density measurement taken by an authorized testing firm, unless they meet the requirements for solid bulk cargoes with a density of 1,780 kg/m3 and above. This load/cargo density test can be performed by a laboratory accredited by the Turkish Accreditation Agency (TS EN ISO/IEC 17025: 2017) if the loading port is in Türkiye.

Within the scope of the IMSBC Code, the following conditions are required for Group A (and Group A and B) cargoes to be handled at shore facilities and to be transported on board:

a) The transportable maximum humidity (TML) certificate of the cargo and the moisture content (MC) certificate or declaration of the cargo, issued by the authorized institutions for the authorized

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administration of the port of loading, are delivered by the cargo (related) person to the ship concerned.

If the loading port is in Türkiye, the TML test is performed by a laboratory accredited by the Turkish Accreditation Agency (TS EN ISO/IEC 17025: 2017).

The TML certificate contains the TML test result or the test report containing this result. A copy of each of these documents is kept by the relevant regional port authority and the coastal facility operator and is submitted upon request during the inspections made by the Administration.

b) In order to ensure that the MC value is less than TML while the cargo is on board, the procedures for sampling, testing and controlling the moisture content are prepared by the ship (related) person by taking into account the provisions of the IMSBC Code. The approval of these procedures and their implementation are controlled by the regional port authority. The document stating that the procedure has been approved is given to the ship (related) person.

c) Group A cargoes can only be loaded on the ship if the actual MC value at the time of loading is lower than the TML value of that cargo. Group A cargoes with an MC value higher than the TML value can only be transported on ships with the characteristics specified in IMSBC Code Section 7.3.2.

ç) TML test is done within six months before the loading date of Group A cargo. If there is a change in the load composition or characteristics for any reason, a new test is performed.

d) For the MC test of Group A cargo, sampling and testing should be as close as possible to the date the cargo is loaded onto the ship, and this period can never be more than seven days. If heavy rain or snow falls between the period/time of test and loading, the moisture content test is repeated to confirm that the MC value of the load does not exceed the TML value.

Information on solid bulk cargoes within the scope of the IMSBC Code must be provided to the ship (related) persons in accordance with SOLAS Chapter VI Part A Rule 2 by the cargo authorities.

Appropriate emergency response instructions are kept on board to respond to accidents caused by dangerous solid bulk cargoes.

The procedures regarding the transportation and notification of a solid bulk cargo not included in the IMSBC Code are determined by the Administration.

3.4. Transport of dangerous goods in the port area and between adjacent ports

Dangerous goods are transported in the administrative area of the port and between adjacent ports, in suitable packages, loaded on cargo transport units and provided that the necessary safety measures are taken by the carrier/shipper and the charterer.

The provisions of IMDG Code Rule 7.1.3.1 and Section 7.5 are taken into account when determining the number of passengers to be on board. The procedures and principles in this regard are determined by the Administration.

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3.5. Other ship-specific provisions

The cargoes defined in article 1.1 of the guide can be transported on general dry cargo ships that meet the conditions given in the aforementioned article, Pursuant to Decision No. MEPC.148(54), which published guidance to ensure that general dry cargo ships already certified to carry vegetable oils in bulk continue to carry vegetable oils for certain voyages.

The provisions of MARPOL73/78 Annex II Chapter 5 Regulation 13, which contains mandatory provisions governing the discharge of cargo waste or ballast water, tank washing water or other mixtures containing Category X, Y or Z substances, are complied with on ships.

Ships carrying Category X cargoes or Ships carrying Category Y cargoes with high viscosity or which can solidify within the scope of MARPOL Annex II must pre-wash the cargo tanks they discharged from the discharge port in order to purify them from cargo wastes and deliver their wastes to the waste reception facility.

In case the ships carrying Category Y or Z cargoes do not discharge their cargo in accordance with the evacuation guide (Procedures and Arrangement Manual), the model of which is explained in MARPOL Annex II Appendix 4, or if the alternative measures to be taken are not approved by the regional port authority; before departing from the discharge port, they have to pre-wash the cargo tanks they have evacuated from cargo wastes and give their wastes to the waste reception facility.

Pre-washing is carried out under a procedure prepared in accordance with MARPOL Annex II Attachment 6, approved by the authorized classification societies for classed ships, and under a procedure approved by the competent authority of the flag state for non-classified ships. Administration may grant exemption for pre-washing.

4. CLASSES, TRANSPORT, LOADING / UNLOADING, HANDLING, SEGREGATION, STACKING AND STORAGE OF DANGEROUS GOODS

4.1. Dangerous Goods' Classes

According to IMDG Code and ADR, Classes and Subdivisions of Dangerous Goods are as follows, as explained in IMDG Code Book Volume 1, Part 2, and ADR Book Volume 1 Part 2:

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IMDG Code	Hazard Class	Name of Hazard Class	ADR
Chapter 2.0		**General**	Chapter 2.1
Chapter 2.1	**Class 1**	Explosives	Chapter 2.2.1
Chapter 2.2	**Class 2**	Gases	Chapter 2.2.2
Chapter 2.3	**Class 3**	Flammable Liquids	Chapter 2.2.3
Chapter 2.4	**Class 4.1**	Flammable Solids	Chapter 2.2.41
	Class 4.2	Substances Liable to Spontaneous Combustion	Chapter 2.2.42
	Class 4.3	Solid Substances Which, in Contact with Water, Emit Flammable Gases	Chapter 2.2.43
Chapter 2.5	**Class 5.1**	Oxidising Substances	Chapter 2.2.51
	Class 5.2	Organic Peroxides	Chapter 2.2.52
Chapter 2.6	**Class 6.1**	Toxic Substances	Chapter 2.2.61
	Class 6.2	Infectious Substances	Chapter 2.2.62
Chapter 2.7	**Class 7**	Radioactive Materials	Chapter 2.2.7
Chapter 2.8	**Class 8**	Corrosive Substances	Chapter 2.2.8
Chapter 2.9	**Class 9**	Miscellaneous Dangerous Substances and Articles and Environmentally Hazardous Substances	Chapter 2.2.9
Chapter 2.10		**Marine Pollutants**	Chapter 2.2.9

Hazardous Substance Subdivisions

Class 1 Explosives

Class 1.1 Explosives which have a mass explosion hazard

Class 1.2 Explosives which have a projection hazard but not a mass explosion hazard

Class 1.3 Explosives which have a fire hazard and either a minor blast hazard or a minor projection hazard or both, but not a mass explosion hazard

Class 1.4 Substances and articles which present no significant hazard

Class 1.5 Very insensitive substances which have a mass explosion hazard

Class 1.6 Extremely insensitive articles which do not have a mass explosion hazard

The subdivisions from the most hazardous to the least hazardous are as follows:

1.1 - 1.5 - 1.2 - 1.3 - 1.6 - 1.4

There are Compatibility Groups for each Subdivision (IMDG Code Chapter 2.1.2). The description of Compatibility Groups and which Subdivision they fit are set out below:

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A : Primary explosive substance **(1.1)**

B : Article containing a primary explosive substance and not containing two or more effective protective features. Some articles, such as detonators for blasting, detonator assemblies for blasting and primers, cap-type, are included even though they do not contain primary explosives **(1.1, 1.2, 1.4).**

C : Propellant explosive substance or other deflagrating explosive substance or article containing such explosive substance **(1.1, 1.2, 1.3, 1.4)**

D : Secondary detonating explosive substance or black powder or article containing a secondary detonating explosive substance, in each case without means of initiation and without a propelling charge, or article containing a primary explosive substance and containing two or more effective protective features **(1.1, 1.2, 1.4, 1.5)**

E : Article containing a secondary detonating explosive substance, without means of initiation, with a propelling charge (other than one containing a flammable liquid or gel or hypergolic liquids) **(1.1, 1.2, 1.4)**

F : Article containing a secondary detonating explosive substance with its own means of initiation, with a propelling charge (other than one containing a flammable liquid or gel or hypergolic liquids) or without a propelling charge **(1.1, to 1.4).**

G : Pyrotechnic substance, or article containing a pyrotechnic substance, or article containing both an explosive substance and an illuminating, incendiary, tear- or smoke-producing substance (other than a water-activated article or one containing white phosphorus, phosphides, a pyrophoric substance, a flammable liquid or gel, or hypergolic liquids) **(1.1, 1.2, 1.3, 1.4)**

H : Article containing both an explosive substance and white phosphorus **(1.2, 1.3)**

J : Article containing both an explosive substance and a flammable liquid or gel **(1.1, 1.2, 1.3)**

K : Article containing both an explosive substance and a toxic chemical agent **(1.2, 1.3)**

L : Explosive substance or article containing an explosive substance and presenting a special risk (such as due to water-activation or presence of hypergolic liquids, phosphides or a pyrophoric substance) and needing isolation of each type **(1.1, 1.2, 1.3)**

N : Articles containing only extremely insensitive detonating substances **(1.6)**

S : Substance or article so packaged or designed that any hazardous effects arising from accidental functioning are confined within the package unless the package has been degraded by fire, in which case all blast or projection effects are limited to the extent that they do not significantly hinder or prohibit firefighting or other emergency response efforts in the immediate vicinity of the package **(1.4)**

Class 2 Gases

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Class 2.1 Flammable Gases

Class 2.2 Non-Flammable, Non-Toxic Gases

Class 2.3 Toxic Gases

Class 4 Flammable Solids

Class 4.1 Flammable Solids

Class 4.2 Substances Liable to Spontaneous Combustion

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

Class 5 Oxidising Substances and Organic Peroxides

Class 5.1 Oxidising Substances

Class 5.2 Organic Peroxides

Class 6 Toxic and Infectious Substances

Class 6.1 Toxic Substances

Class 6.2 Infectious Substances

There are no Subdivisions for Class 3, Class 7, Class 8 and Class 9

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At the terminal site, from amongst the above hazard classes, handling will be performed for substances in **Class 3**

4.2. Packing and packaging of dangerous goods

Dangerous Cargo that will arrive at the terminal site shall be packed and packaged pursuant to IMDG Code Part 4.

All packages containing hazardous substances inside must be United Nations (UN) type-approved even if they are contained within any Cargo Transport Unit. If the packages inside containers carrying dangerous cargo, and which will be opened and checked for any reason whatsoever, do not have UN type approval, they will not be allowed to be loaded to the ship in export containers.

4.3. Use of placards, plates, markings and labels for dangerous goods

All Cargo Transport Units (CTU) including packages and containers that will enter into the terminal site shall be marked, labelled and placarded as shown below, in accordance with IMDG Code Chapter 5.2 and 5.3. Here below is information on such labels and signs:

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- **CLASS 1 EXPLOSIVES**



- **CLASS 2 GASES**



Class 2.1



Class 2.2



Class 2.3

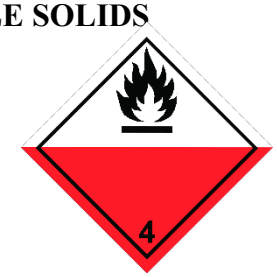
- **CLASS 3 FLAMMABLE LIQUIDS**



- **CLASS 4 FLAMMABLE SOLIDS**



Class 4.1



Class 4.2



Class 4.3

- **CLASS 5 OXIDISING SUBSTANCES AND ORGANIC PEROXIDES**

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Class 5.1



Class 5.2

- **CLASS 6 TOXIC AND INFECTIOUS SUBSTANCES**



Class 6.1



Class 6.2

- **CLASS 7 RADIOACTIVE MATERIALS**









- **CLASS 8 CORROSIVE SUBSTANCES**



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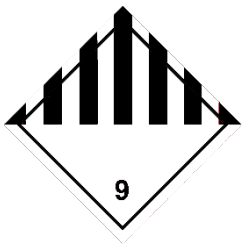
- **CLASS 9 MISCELLANEOUS DANGEROUS SUBSTANCES AND ARTICLES AND ENVİRONMENTALLY HAZARDOUS SUBSTANCES**



4.4. Signs and packing groups for dangerous goods

Other signs that will be used, when required, in addition to hazard classes, are as shown below:

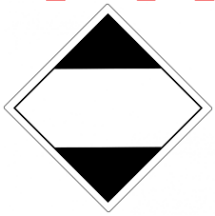
- **Marine Pollutants**



- **Dangerous Substances Transported at Elevated Temperature**



- **Limited and Excepted Quantity**





As shown in Chapter 3.5 within the scope of categories indicated in column 7b of the Dangerous Goods List in IMDG Code Volume II (from category E0 to E5), maximum 1000 packages falling within this scope may be carried.

When this label is applied, the consignor shall be indicated in the part **, and the hazard class of the product shall be indicated in the part *.

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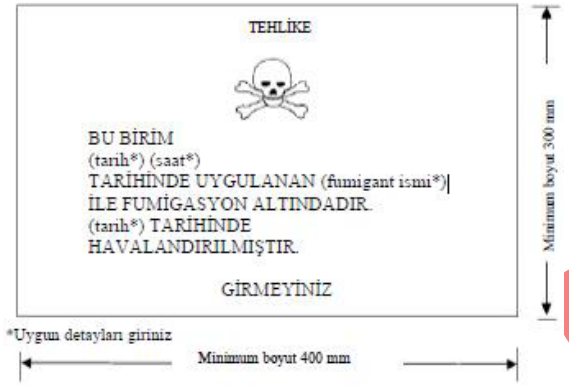
- **Fumigation Warning Sign**

There are Packing Groups (PGs) for different dangerous goods classes. These groups and their meanings are shown below:



PG I - High danger

PG II - Medium danger

PG III - Low danger

Classes 1, 2, 5.2, 6.2 and 7, and self-reactive substances of class 4.1 are not assigned with packing group, and in addition, there is no PG I for Class 9.

The letters X, Y, and Z in UN type-approved packing codes refer to durability of the packaging. Letter X is the most durable packaging and it can be used for all Packing Groups. Letter Y is of medium durability, and can be used for Packing Groups II and III, and letter Z is the least durable package, and must be used solely for Packing Group III.

4.5. Charts for segregation of dangerous goods on board the vessel and at the terminal

For determining the conditions for segregation of two or more dangerous goods, the provisions in the Table of Segregation given in 7.2.4 of IMDG Code, Volume I, and Column 16(b) of Dangerous Goods List (DGL) given in IMDG Code, Volume II shall be applicable.
In case of any conflicts, the provisions given in Column 16(b) of Dangerous Goods List (DGL) shall prevail.
General table of segregation of dangerous goods is given below:

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SINIF		1.1 1.2 1.3	1.3 1.6	1.4	2.1	2.2	2.3	3	4.1	4.2	4.3	5.1	5.2	6.1	6.2	7	8	9
Patlayıcılar	1.1, 1.2, 1.5	*	*	*	4	2	2	4	4	4	4	4	4	2	4	2	4	X
Patlayıcılar	1.3, 1.6	*	*	*	4	2	2	4	3	3	4	4	4	2	4	2	2	X
Patlayıcılar	1.4	*	*	*	2	1	1	2	2	2	2	2	2	X	4	2	2	X
Yanıcı Gazlar	2.1	4	4	2	X	X	X	2	1	2	X	2	2	X	4	2	1	X
Yanıcı ve Zehirli Olmayan Gazlar	2.2	2	2	1	X	X	X	1	X	1	X	X	1	X	2	1	X	X
Zehirli Gazlar	2.3	2	2	1	X	X	X	2	X	2	X	X	2	X	2	1	X	X
Yanıcı Sıvılar	3	4	4	2	2	1	2	X	X	2	1	2	2	X	3	2	X	X
Yanıcı Katı Maddeler	4.1	4	3	2	1	X	X	X	X	1	X	1	2	X	3	2	1	X
Kendi Kendine Yanan Katı Maddeler	4.2	4	3	2	2	1	2	2	1	X	1	2	2	1	3	2	1	X
Suyla Temas Halinde Yanıcı Gazlar Çıkaran Katı Maddeler	4.3	4	4	2	X	X	X	1	X	1	X	2	2	X	2	2	1	X
Oksitleyici Maddeler	5.1	4	4	2	2	X	X	2	1	2	2	X	2	1	3	1	2	X
Organik Peroksitler	5.2	4	4	2	2	1	2	2	2	2	2	2	X	1	3	2	2	X
Zehirli (Toksik) Maddeler	6.1	2	2	X	X	X	X	X	X	1	X	1	1	X	1	X	X	X
Bulaşıcı Maddeler	6.2	4	4	4	4	2	2	3	3	3	2	3	3	1	X	3	3	X
Radyoaktif Maddeler	7	2	2	2	2	1	1	2	2	2	2	1	2	X	3	X	2	X
Aşındırıcı (Korozif) Maddeler	8	4	2	2	1	X	X	X	1	1	1	2	2	X	3	2	X	X
Farklı Tehlikeli Madde ve Nesneler ve Çevreye Zararlı	9	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Segregation terms used in this table provide information on the distances that must be present among dangerous goods of different hazard classes:

"1": "away from …..": may be transported in the same hold or on deck provided a minimum horizontal separation of 3 meters is provided.

"2": "separated from…..": may be transported in different holds under deck, or on hold, provided a minimum horizontal separation of 6 meters is provided.

"3": "separated by a complete compartment or hold from….": may be transported on deck provided a minimum horizontal separation of 12 meters is provided. May not be transported in the same hold or compartment under deck.

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"4": "separated longitudinally by an intervening complete compartment or hold from": may be transported on deck provided a minimum 24 meters horizontal separation is provided. If transported under deck (in fore-aft direction), a further additional hold must enter between the dangerous goods.
For "X" and "*", the stowage conditions within the framework of special provisions given in IMDG Code and in Dangerous Goods list shall be applicable.

The dangerous goods that are inside different cargo transport units or in packaged form, at the terminal site, shall be stacked based on the separation distances given in the following table:

		2.1	2.2	2.3	3	4.1	4.2	4.3	5.1	5.2	6.1	8	9
Flammable Gases	**2.1**	0	0	0	S	A	S	0	S	S	0	A	0
Non-toxic, nonflammable gases	**2.2**	0	0	0	A	0	A	0	0	A	0	0	0
Toxic Gases	**2.3**	0	0	0	S	0	S	0	0	S	0	0	0
Flammable Liquids	**3**	S	A	S	0	0	S	A	S	S	0	0	0
Flammable Solids	**4.1**	A	0	0	0	0	A	0	A	S	0	A	0
Spontaneously Combustible Substances	**4.2**	S	A	S	S	A	A	A	S	S	A	A	0
Substances which, in contact with water, emit flammable gases	**4.3**	0	0	0	A	0	A	0	S	S	0	A	0
Oxidising Substances	**5.1**	S	0	0	S	A	S	S	0	S	A	S	0
Organic Peroxides	**5.2**	S	A	S	S	S	S	S	S	0	A	S	0
Toxic Substances	**6.1**	0	0	0	0	0	A	0	A	A	0	0	0
Corrosives	**8**	A	0	0	0	A	A	A	S	S	0	0	0
Miscellaneous Dangerous Substances and Articles and Environmentally Hazardous Substances	**9**	0	0	0	0	0	0	0	0	0	0	0	0

1. Package / IBCs / trailers / flat or platform containers
0 = no segregation required (unless otherwise specified in special provisions)
A = "away from…" – minimum 3 m distance
S = "separated from…" – minimum 6 m distance in open areas; A distance of 12 meters or separation by fire-proof walls in closed spaces and in depots

2. Closed containers / mobile tanks / closed land vehicles
0 = no segregation required (unless otherwise specified in special provisions)
A = "away from …" – no segregation required (unless otherwise specified in special provisions)
S = "separated from…" – minimum 3 m distance vertically and horizontally in open spaces, minimum 6 m distance or separation by fire-proof walls in closed spaces and depots.

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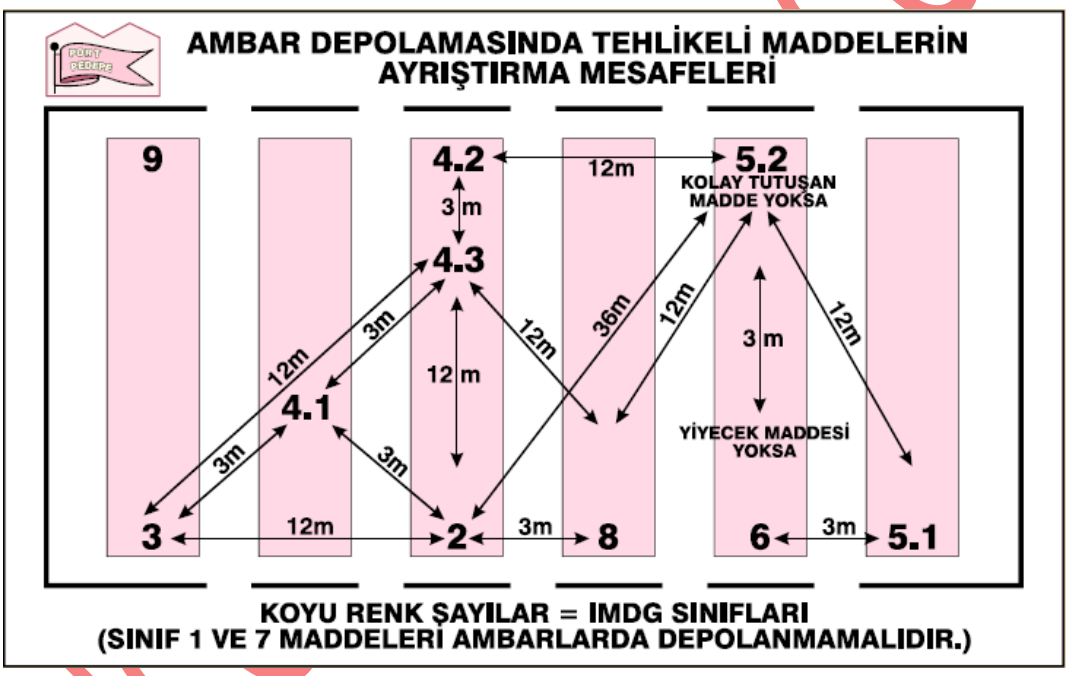
3. Open land vehicles / train wagons / open top containers
0 = no segregation required (unless otherwise specified in special provisions)
A = "away from…" – minimum 3 m distance
S = "separated from…" – minimum 6 m distance vertically and horizontally in open spaces; minimum 12 m distance or separation by fire-proof walls in closed spaces and depots

4.6. Segregation distances for dangerous cargo ın warehouse storage ın holds and segregation terminology

At Yıldız Entegre Port, no dangerous cargo storage will be performed with packages that will come to the terminal other than the cargo transport units. In case dangerous cargo is stored at the port warehouses for short term in a controlled manner due to force majeure circumstances, the below segregation distances shall be applicable.



5. MANUAL FOR DANGEROUS CARGO HANDLED AT THE PORT FACILITY

Yıldız Entegre Port, involved in loading / unloading and handling and temporary storage of dangerous cargo, has prepared a Dangerous Goods Manual in pocket size, covering dangerous goods classes, dangerous goods packs, packages, labels, signs, and packing groups, tables of segregation on board and at port based on dangerous goods' classes, segregation distances for dangerous goods in warehouse storage, terminology of segregation, dangerous goods' documentation, emergency response action flow diagram for dangerous goods, with an aim to contribute to safe performance of such operations and made available such manual for use of the relevant persons. (ADD.10)

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6. OPERATIONAL MATTERS;

6.1. Procedures for berthing, mooring, loading/discharging, harbouring or anchoring of ships transporting dangerous goods at night and day in a safe condition

- The docking ordinance of the ship is obtained from the Regional Port Authority by the Ship Agency.

- The ship docking instructions, are sent to the ANKAŞ Pilot Station via mail / fax by the port official.

- Chemical tankers (Methanol) are only docked during daytime hours. There is no daylight restriction on others.

- With the guidance of the pilot, the ship is brought to the port maneuver area.

- When entering the port maneuver area, the hawsers on the quay (MARINETUG Consortium Personnel), tie the ship ropes to the free hooks.

- Thus the ship/tanker docking is carried out.

- Methanol ships can only dock at 3-4 numbered quays.

- There are 22 free hooks at our 3-4 numbered quays.

- There is no quay / climate / time limitation for other dangerous loads.

6.2. Procedure for climactic restrictions on discharge;

The values given in the table below are values calculated for safe operations to be continued at the Yıldız Entegre Port pier. When the wind speed is 34 kts and higher, if the pilot station can provide service in terms of ship and facility safety, the ship is removed from the pier.

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WEATHER CONDITIONS	OPERATION	THINGS TO DO	VIEWS
Wind ≤ 34 kts (17.47 m/s)	Approach	Ship Docking	As long as the pilot station can give service, docking can be carried out.
Wind ≥ 34 kts (17.47 m/s)	Approach	The Ship is Not Allowed to Dock	
Wind ≥ 28 kts (14.39 m/s)	Discharge / Loading	Unloading / Loading Is Halted	The port reserves the right now to

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			recommence loading/unloading until the wind speed drops below ≤ 28 kts (14.39 m/s).
Wind ≥ 28 kts (14.39 m/s)	Discharge / Loading	The Emergency Release Coupling and Flanges are separated	Wind speed increase rate and sufficient operating personnel considered, the required precautions for the safe separation of the flanges will be taken.
Wind > 34 kts (17.47 m/s)	Discharge / Loading	Ship leaves the pier	Decision is given, with Pilot consultation, by the Ship Captain and Harbour Representative .
Any wind speed	Approach Discharge / Loading	Ship docking / separation is carried out.	In order to ensure its own safety, the port may request the application of this decision prior to any procedure during docking, separation and discharge.
Lightning	Discharge / Loading	Discharge / Loading is stopped, all flanges and vents of the vessel are closed.	If the lightning is in the immediate vicinity of the Port.
Listing >7° Trim>5.0m	Discharge / Loading	Discharge / Loading is stopped, all relief valves is closed.	The ship is requested to make corrective measures .

6.3. Procedures for keeping flammable, combustible and explosive materials away from spark producing operations and procedures for not operating vehicles, equipment and tools capable of spark-production in the area where dangerous goods are handling, stowing and storing

In our facility a hot work without realizing before, hot work will realize the one which responsible company attendant this hot heat to actualize for port administration by organized written to authorize

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owner is happening. This style a Authorization, follow-up will be security of the measures well desk hot work your place details in contains.

Port administration by receiving necessary rendered security of the measures well desk, hot if before starting before hot heat will realize the one which.. responsible company attendant boat and/or interface responsible(s) with together boat and/or interface by necessary rendered additional security measures also is taken.

This additional security measures, the following includes;

- Of your fields flammable and/or explosive from the atmosphere purged and bee to be continue Make sure that it is available and that there is no lack of oxygen. To be approved test organizations by carried out tests including, local of fields and next to of fields examination and again examination frequency,

- Dangerous your loads and other flammable substances study from the fields and adjoining from the fields removal. Promise subject from the fields will be removed to substances; lime, sludge, residue and other possible flammable substances also included,

- Flammable structure of materials (eg; beams, wood partitions, floors, doors, wall and ceiling coatings) by accident to ignition against effective a way protection,

- Flame, spark and hot particles, study from the fields adjoining to the fields or other to the fields the spread of prevent for the purpose of; open pipes, pipe transitions, valves, your joints, of the spaces and open of your parts shut down and of sealing providing,

- Each study of the area your entry well desk, study of the field next to to the field in hot work authorization and security of the measures a copy is hung. Authorization and security to be obtained precautions, warm here is the place all employees who will can see a to the ground hanging and this employees by open a way understandable is happening.

Hot work while performing;

- Your conditions since it hasn't changed sure be for controls being done,

- Hot work in place now to be used as, most little a piece appropriate fire extinguisher either in other appropriate fire extinguisher of your equipment ready are kept,

- Hot work during this study to completion with reference to and upon completion Then sufficient a duration along, heat from the transfer caused a danger may occur is next to of fields well desk hot work in the field in effective a fire control being carried out.

7. DOCUMENTATION, CHECKING AND RECORDING;

7.1. Procedures related to all required documents, ınformation and papers, their provision and checking by the authorities

7.1.1. The following documents related to dangerous goods are kept updated by shore facility.

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- MARPOL
- IMDG CODE VOLUME I & II and ANNEX BOOK
- IMSBC CODE, International Maritime Solid Bulk Cargoes Code
- IBC CODE, BLU CODE

7.1.2. Shore facility needs to send prior documents in order to handle the dangerous goods transported to facility in a safe condition and to take the required measures. The documents are as follows:

- Dangerous Goods Transport Document
- Documents Required aboard ship
- Other required documents and information

7.1.2.1. Dangerous Goods Transport Document

Transport documents that are prepared by shipper, shall include "Signed Certificate or Dangerous Goods Transport Document" indicating that the consignment to be transported is properly packaged, marked and labelled and in proper condition for carriage in accordance with the applicable regulations.

Ships and sea vehicles that are carrying dangerous goods should present the transportation documents that involve the detailed information about the goods to the Regional Port Authority in written and at least twenty four hours before entering the port administrative field; if the ship's and sea vehicle's sailing time in port field is less than 24 hours, they will present them after departing from shore facility. Those responsible for goods are obliged to report at least 3 hours before dangerous goods are entering to the facility by road and railway.

In case of failure to comply with reporting obligations or reports does not involve correct information, administrative procedures can be made against the person who reports and they could lose their berthing, departing, passing order.

When the dangerous goods transport document is given to a carrier by EDP (electronic data processing) or EDI (electronic data interchange), the shipper shall be able to produce a paper document with the information in the sequence required by this chapter and without delay. Dangerous Goods Transport Document can be in any for involving all information stated in Division 5.4 of IMDG Code.

7.1.2.2. Documentation Required Aboard The Ship

Each ship transporting dangerous goods and marine pollutants on board shall have a special list, manifest or stowage plan regarding names and locations of dangerous goods and marine pollutants. This special list and manifest are based on documents and certificates requested in IMDG Code. A detailed stowage plan, which identifies by class and sets out the location of all dangerous goods and

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marine pollutants, may be used in place of such special list or manifest. For consignments of dangerous goods, appropriate information shall be immediately available at all times for use in emergency response to accidents and incidents involving dangerous goods in transport. The information shall be available away from packages containing the dangerous goods and immediately accessible in the occurrence of an incident.

Information used in emergency response will be in the following documents:

- In a special list, manifest or dangerous goods declaration,
- In a separate document such as a safety data sheet
- In separate document such as Medical First Aid Guide for Use in Accidents Involving Dangerous Goods (MFAG) and Emergency Response Procedures for Ships Carrying Dangerous Goods (EmS Guide) for use in conjunction with the transport documents.

7.1.2.3. Other Required Information And Documents

In certain circumstances, special certificates or other documents are required as follows:

- A weathering certificate; as required in some entries of the Dangerous Goods List;
- A certificate exempting a substance, material or article from provisions of the IMDG Code (such as, see individual entries such as charcoal, fishmeal, seedcake);
- For new self-reactive substances and organic peroxides or new formulation of currently assigned self-reactive substances and organic peroxides, a statement by the competent authority of the country of origin of the approved classification and conditions of transport.

7.2. Procedures for proper and full keeping updated list of dangerous goods ın shore facility area and other ınformation

Port facility is obliged to submit the information about class, quantity, emergency response methods and locations of all dangerous goods in port facility, to the authorities upon request at any time.

Operation Department will keep the records involving the following information of the dangerous goods handled in our port:

- PSN name (Proper Shipping Name),
- Class, (Class 3, 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9 with sub-dangers)
- Packing group (I; II; III)
- Marine Pollutant feature,
- Consignee,
- Shipper,
- Additional Information (flash point, viscosity, etc.)

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This information is kept on the computer or in a file format so that only authorized personnel can access it and it is shown on request. The port facility keeps up-to-date information on the class and quantity of dangerous cargoes handled all year round.

7.3. Procedures for checking for proper identification of dangerous goods ın the facility, using proper shipping names, certificating, packaging/packed, labelling and declaring of dangerous goods, loading to approved package, container or good cargo transport unit in accordance with rules and transporting in a safe condition and reporting the results of control:

Planning department checks the accuracy of the following information on dangerous goods documents issued by the shipper in coordination with operation about the dangerous goods to be received to port;

- UN Number,
- PSN name (Proper Shipping name),
- Class, (Class 3, 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9 with sub-dangers)
- Packing Group (I; II; III)
- Marine Pollutant feature,
- Additional information (Ignition temperature, viscosity, etc.)
- Storage Location in Port Field,

These information are delivered to the tally clerk, Yard Supervisors, DGSA, HSE and to the staff who requires knowing the information, by sending upon terminals/documents, so the checking of dangerous goods is provided. If the information from operation conflicts with information of goods, operation shall be informed immediately and the shipper is directed to confirm the information of dangerous goods cargo/vehicle/container and correct the deficient and wrong label marks if any.

7.4. Procedures for obtaining and keeping dangerous goods Safety Data Sheet (SDS)

According to our national law since 1 January 2014, Dangerous Goods Safety Data Sheet (SDS) involving the following information is required for dangerous goods transported by all modes of transportation (Road, rail, air and marine)

- UN number,
- PSN (Proper shipping name,) (required for marine transport.)
- Class, (Class 3, 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9 with sub-dangers)
- Packing group (I; II; III)
- Marine pollutant feature,

It should be checked if this document is together with the dangerous goods to be received.

7.5. Procedures for keeping records and statistics of dangerous goods

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In our port, statistical evaluation from records of dangerous goods handled in our port annually is prepared by trade, operation departments. In case of backward information request, the regional port authority shall be informed immediately.

Monthly inventory and control reports of dangerous goods stored in the port are issued by operation department and submitted to the management.

Records and reports are archived by the departments in 5 year periods.

7.6. Information on the Quality Management System

ISO 9001 standards are applied in our facility. Necessary resources are determined by the senior management of our organization in order to implement and maintain the Management Systems in our facility, to continuously improve their effectiveness, to ensure the continuity of service quality, to protect employees, to prevent environmental pollution, to use energy resources efficiently, to understand and fulfill customer demands and to increase customer satisfaction.is provided.

8. EMERGENCY CIRCUMSTANCES, PREPAREDNESS FOR EMERGENCY CIRCUMSTANCES AND EMERGENCY RESPONSE;

8.1. Intervention procedure against dangerous goods risking life/property and/or environment or dangerous conditions that dangerous goods are involved in;

Ships from the time the ship docked in the mutual declaration between the P.F.S.O. reconciliation is provided in the form of communication for emergencies.

- Fire and explosion instantly vessel or facility agreed the event informs the port and ship control center.

- Rotating mirror warning lights and sirens are working simultaneously on site.

- In case of emergency, siren sounds should be obeyed and necessary coordination should be provided immediately when heard.

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8.2. Possibility, capability and capacity of emergency response in our facility

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5312 EMERGENCY EQUIPMENTS (CONTAINER)		
MATERIAL	**UNIT**	**PIECE**
DRUM BARRIER	PIECE	3
SORBENT BOOM	PACKAGE	25 (100 piece)
SORBENT PED	PACKAGE	50 (5000 piece)

8.3. Regulations of first response for accidents involving dangerous goods

The first aid to the injured is carried out by the occupational physician. For full-fledged care of the patient, referral is made to the nearest hospital with the direction of the doctor.

8.4. The place to be searched and emergency phone numbers are as follows;

KOCAELİ REGIONAL PORT AUTHORITY	0 262 528 37 54
KOCAELI PROVINCIAL DIRECTORATE OF ENVIRONMENT	0 262 325 31 85 (switchboard)
K.M.M. ENVIRONMENT PROTECTION DIRECTORATE	0 262 331 36 96 / 0 262 332 31 34
BAŞİSKELE COUNTY POLICE DEPARTMENT	0 262 343 28 97
KOCAELI GOVERNORSHIP	0 262 300 50 00
CUSTOMS DIRECTORATE	0 262 528 84 71
UZTUG	0 232 445 76 00
MARE SEA CLEANING COMPANY	0 262 528 03 37 / 0 216 452 20 20
EMERGENCY CALL CENTER	112

8.5. Procedures for reporting accidents

In the accident that occurred at the facility, after arriving at the event or accident occurs, the boiler consists of shape, form filling will be written notice of intervention and place.

The form includes all details have been filled.

8.6. Coordination with authorities, support and co-management are as follows:

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8.6.1. All accidents related to dangerous goods will first be coordinated with Kocaeli Regional Port Authority. By informing the Regional Port Authority, support and cooperation will be provided with the Provincial / District Fire Brigade, AFAD, and the aid units of the neighboring facilities.

8.6.2. In case of a possible explosion, fire or emergency in the adjacent facility;

First of all, measures will be increased at the facility,

It will be ensured that the teams are prepared to assist the neighboring facility,

8.6.3. Considering the urgency of the situation and the extent of the danger, when it is evaluated that there is no opportunity or time to seek help, aid and support teams will be assigned to intervene in the event.

8.6.4. By evaluating the dangerous cargo area and the class, quantity and danger risk of the cargo in the field, preparations will be made for measures such as discharging and dilution of the cargo, and lifting the vessel to the anchorage if there is a vessel at the interface.

8.7. Emergency Evacuation Plan For Ship And Sea Vehicles From Shore Facility In Emergencies

See. ANNEX 18

8.8. Procedures for handling damaged dangerous goods and wastes contaminated by dangerous goods and disposal of them

It is not possible to dispose of methanol or mix it with a different product. Handling takes place only through the liquid pipeline.

Since Woodchips is the only class solid load to be handled, it cannot be mixed with any other product.

8.9. Emergency practices and their records

In all kinds of extraordinary situations such as facility, equipment, field and ship fires and explosions that may occur within YILDIZ ENTEGRE PORT, cargo fires belonging to each hazardous cargo class and sub-hazard classes allowed to be handled and / or temporarily stored in the coastal facility, or leakage, flow or spillage of dangerous cargoes, marine pollution caused by dangerous cargoes, gas leakage, power outage, earthquake and flood, The emergency plan is implemented in order to identify emergency situations, to define the necessary preparations for the emergency and its aftermath, to ensure that the management takes the right decision quickly in case of emergency and to prevent loss of life and property or to reduce damage by determining the rules for the management of emergencies in order to prevent injury and damage to personnel and to prevent the environment from being adversely affected. Within the scope of the plan, drills are conducted every year with emergency teams.

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8.10. Information on fire protection system

As fire protection systems in our port;

STRETCHER	PIECE	4
STRETCHER FIXING HEAD	PIECE	4
FIRE JACKET	PIECE	4
GAS MASK	PIECE	4
GAS MASK FILTER	PIECE	4
FIRE HELMET	PIECE	4
FIRE BELT	PIECE	4
FIRE BLANKET	PIECE	4
UNFLAMMABLE GLOVES	PIECE	4
UNFLAMMABLE BERET	PIECE	4
BOOT	PIECE	4
ROPE	PIECE	4
OXYGEN TUBE	PIECE	4

8.11. Procedures for approval, inspection, test, maintenance of fire protection system and keeping ready for use

In line with the Regulation on the Protection of Buildings from Fire, it has a fire plan prepared and approved by a mechanical engineer who works full time in the Free Consulting Engineering Office registered by the Chamber of Mechanical Engineers in the field of fire installation and has the Fire Installation Engineer Authorization Certificate of the Chamber of Mechanical Engineers.

Control and maintenance of port fire systems are carried out periodically by TÜRKAK accredited organizations.

8.12. Measures to be taken when fire protection system is not working

In our port, there is 1 Electric Main Pump, 1 spare Diesel pump and 1 jockey pump, providing 11 bar pressure water on the main pier, which will be activated in case the double water pumps within the enterprise fail.

8.13. Other risk control equipments

1 electric seawater suction pump has been installed.

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9. OCCUPATIONAL HEALTH AND SAFETY

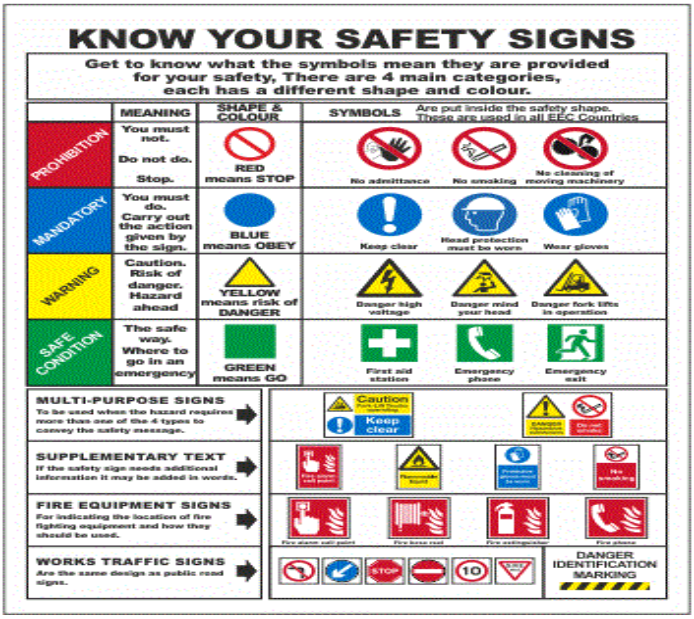
9.1. Occupational Health and Safety measures

The purposes of the occupational health and safety in our facility are as follows;

• To protect employees: It is the main purpose of the occupational health and safety. It aims to protect the employees against working accidents and occupational diseases, provide the mental and physical integrity.

• To provide production safety: It is important for economy as providing production safety in workplace will lead an increase in efficiency.

• To provide facility safety: As the measures taken in workplace remove the dangers in facility due to machinery malfunctions and disabled operations, explosions, fire which may arise from working accidents or unsafe and unhealthy working conditions, the facility safety can be ensured. Measures stated in “Occupational Health and Safety Manual” issued under Occupational Health and Safety are considered in our facility.



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



Personal Protective Equipmentes:

Carbon threads, which are placed at certain intervals at the time of touching the antistatic fabric, transmit the static electricity accumulated in the human body and clothes, and prevent the

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accumulation of static electricity. In this way, sparks caused by anistatic electricity discharge are prevented.

Antistatic clothing should be used in environments with flammable gases and liquids, in environments with explosive dust, in work environments where sensitive electronic circuits are in contact, to protect human health and to prevent financial losses.

The antistatic ESD glove prevents damage from electrostatic discharge (ESD). It also provides protection against grease, dust and particulate contamination in critical production environments. Suitable for use in certified clean rooms and Electrostatic Protected Areas (EPA). Palm and fingertip coatings provide dexterity comfort for the operator.



Antistatic shoes should be worn when it is necessary to minimize electrostatic build-ups by dissipating electrostatic charges, and where the risk of electric shock from electrical equipment from exposed bare parts is not completely eliminated.



Clean air tubes where there is little oxygen, methanol leak that is either dense smoke and fire and rescue crews in each place containers with clean compressed air into the mission field to work comfortably in the removal of illegal persons.

Depending on the type of emerging technology there are made of steel and polyurethane. The cylinders are filled through the compressor under certain pressures.



9.3. Confined space entry permit measures and procedures

Entry to the confined space is not permitted unless the prescribed confined space entry procedures are followed and a work permit has been issued:

Ensuring area security,

Testing the indoor atmosphere,

Having adequate first aid supplies and life-saving equipment at the entrance of the enclosed space,

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Required equipment may be, but not limited to, the following:

 SCBA (Independent Breathing Device) with a fully charged spare cylinder,

 Lifeline and rescue harness. The lifeline must be of sufficient length and strength and be detachable in case of entanglement,

 Torches,

 Fire Extinguisher,

 Means (eg stretcher) to lift a disabled person, and,

 Portable atmosphere testing equipment.

Having experienced personnel at the entrance of the closed space,

Control of personal equipment. The required protective equipment will differ depending on the situation. This is because it depends on the risk assessment, which will be different for each confined space entry.

A "Entry Permit" record must be filled for each indoor entry.

The following precautions should be taken during confined space operation:

 During the work, warning cards/writings indicating that there is work inside should be hung at the entrance of the place,

 Ensure that the area is properly lit,

 The correct personal protective equipment should be worn at all times, any personal protective equipment should never be removed while inside the closed area,

 The atmosphere should be tested periodically while there is work in the enclosed space, and in case of a deterioration in conditions or an alarm in the personal gas detector, the person or persons in the space should be told to leave the area,

 Communicate on a regular basis as agreed in advance and,

 If a hazard arises or if any personnel at the site feel that they have been adversely affected, work on the site should be stopped immediately and a new assessment should be made, including the issuance of a new "Work Permit".

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10. OTHER ISSUES;

10.1. Validity of Dangerous Goods Compliance Certificate

Yıldız Entegre Port has a Dangerous Goods Compliance Certificate. Dangerous Solid Bulk Cargoes and Dangerous Liquid Bulk Cargoes are handled at our port.

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10.2. Duties defined for Dangerous Goods Safety Advisor

(1) In addition to the IMDG Code, DGSA has information about the dangerous cargo activities of the coastal facility, in general, the applications of the IBC Code, IGC Code, IMSBC Code and MARPOL 73/78 within the scope of dangerous goods handled at the coastal facility. The coastal facility operator notifies the coastal facility operator in writing, with the periods agreed between the coastal facility operator and the coastal facility operator, on the condition that it does not exceed 6 (six) months, about its evaluations on whether the dangerous goods handled at the coastal facility are handled in accordance with the rules.

(2) DGSAs prepare quarterly reports in the format determined by the Administration regarding the responsibilities of the coastal facilities they serve or serve in the Regulation and the Directive, and this report is approved by the coastal facility operator and notified to the Administration. In case of deficiencies or inaccuracies in the reports, the Administration, the regional port authority or the port authority are authorized to conduct inspections at the coastal facility.

(3) DGSA is present at the coastal facility and actively participates in the inspections of the TYUB conducted within the scope of Article 8. Coastal facilities whose DGSA does not participate in the inspection will not be audited and the inspection fee will not be refunded.

(4) In cases where the coastal facility receives DGSA service from TMGDK, in case the DGSA providing service cannot participate in the inspection due to a reasonable reason, another DGSA employed within the body of TMGDK is assigned by TMGDK to participate in the inspection of the relevant coastal facility. Otherwise, by the regional port authority within the scope of the Regulation; In places where there is no port authority, administrative sanctions are applied to TMGDK, which is served by the regional port authority.

(5) DGSA, working/providing service at the coastal facility, prepares the parts of the Dangerous Goods Handling Guide of the coastal facility related to dangerous cargo handling and/or temporary storage together with the coastal facility and checks its accuracy. DGSA's signature is also included in the sections of the guide regarding the handling and/or temporary storage of dangerous goods.

10.3. Issues for carrier of dangerous goods to the shore facility /from the shore facility by land (documents to be kept by road vehicles during entrance/exit of port or shore facility field, equipment and tools kept by these vehicles; port field speed limits, etc.)

Methanol load at our port is drawn to our tank stores through pipe lines. No vehicle / tool is used.

Documents required to be carried;

Woodchips – There is no specific equipment that should be kept in vehicles for the transport.

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Speed limits in Port Area

Speed limits determined by Port facility will be applied. The cruising speed of vehicles in the port area is determined as 20 km/hour.



10.4. Arrangements in connection with those that carry dangerous goods that will arrive at/ abandon the port facility by sea (day-time/ night-time signs to be displayed by ships and marine vehicles carrying dangerous cargo, procedures for cold and hot work on ships, etc.)

If a ship will participate or is participating in an operation related with carriage or handling of dangerous cargo at the terminal yard, a special signalling which is visible in day and night time shall be used. Dangerous Cargo includes also the cargo listed below:

• bulk liquid cargo inside a closed receptacle, having a flash point below 60ºC;

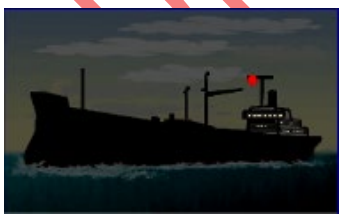
• combustible and/or toxic bulk gases; and

• explosives (outside the scope of part 1.4S), liquid explosives which lost the sensitivity allocated to Class 3, in accordance with the rating designated by the regulatory authority, and solid explosives which lost the sensitivity allocated to Class 4.1.

The reason of using day-time or night-time signalling is to give information to marine traffic and personnel within the port region regarding the increased hazard attributable to presence of dangerous cargo in the environment and their handling. The signals and signs to be used are as follows:



• Day-time: “B” signal flag (I am taking or discharging or carrying dangerous goods) and



• Night-time, non-flashing red light visible from 360°

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The procedures for hot work to be carried out in ships carrying dangerous goods in the shore port are as follows:

- Before starting any hot work in shore facility, the responsible person of the company to carry out the hot work must be in possession of written authorization to carry out such hot work issued by the Regional Port Authority. Such authorization shall include details of specific location of the hot work as well as safety precautions.
- In addition to the safety precautions required by the Regional Port Authority, before starting any hot work, the responsible person of the company to carry out the hot work together with responsible person(s) of the ship and/or berth, shall add any additional safety precautions required by the ship and/or berth. These additional safety precautions shall include:

➢ Examination of local areas and adjacent areas, including tests to ensure the areas are free, continue to be free, of flammable and/or explosive atmosphere and appropriate not deficient in oxygen,

➢ The removal of dangerous cargoes and other flammable substances and articles away from the working and adjacent area.
➢ Efficient protection of flammable structural members such as beams, hatches, walls and ceiling coverings against accidental ignition and
➢ The sealing of open pipes, pipe lead through, valves, joints, gaps and open parts to prevent the transfer of flames, sparks and hot particles from working areas to adjacent or other areas.
➢ A duplicate of the hot work authorization and safety precautions shall be posted adjacent to the work area as well as at each entrance to the work area. The authorization and safety precautions shall be readily visible to, and clearly understood by all persons in charge of hot work.
➢ While carrying out hot work, it is essential that checks are carried out to ensure that conditions have not changed; and at least one suitable fire extinguisher or other suitable fire extinguishing equipment is readily available for immediate use at the location of the hot work.
➢ During hot work and after completion of such work, an effective monitoring shall be maintained for a sufficient time in the area of hot work as well as adjacent area where a danger causing from the transfer of heat may be created.

10.5. Additional issues added by shore facility

ARTICLE 21 –

1) In the approaching channels, breakwater entrances, berthing and mooring spaces, anchorage sites of port facility; any kinds of fisheries hunting, sailing, rowing or other water sports activities are forbidden.

2) Sport, leisure and entertainment boats must navigate inside areas confined by breakwaters, and bays, inside the terminal site, in a manner that will not hinder and at a speed that will not harm the

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activities of other ships and marine vehicles. Regional Port Authority shall designate the speed limits in areas and circumstances as it may deem appropriate.

3) Ships and sea vehicles apart from the ships and sea vehicles coming in or leaving from buoy mooring and ships and sea vehicles used for the services of coastal facilities, are not allowed to proceed and cross in buoy mooring or between buoy mooring lines.

4) Ships and marine vehicles other than those that are used in fishery facilities and fish cages may not approach the fisheries facilities and fish cages more than two hundred meters.

5) Ships or sea vehicles cannot be moored and berthed at places that are not in possession of port facility operating permit or in places which are not under the operation or ownership of any institution / organisation. However, the Administration may make temporary arrangements for facilities as it may deem appropriate in emergency circumstances.

6) Ships and sea vehicles with excessive trims or dangerous leaning, and ships and sea vehicles which pose potential risk of environmental pollution due to any damage, ships and sea vehicles which pull backups and are not in possession of required dangerous cargo documents but which carry dangerous cargo may not berth at or sail away coastal facilities without the permission of the regional port authority.

Other matters subject to the permission of the regional port authority

ARTICLE 22 –

1) Before installation of coastal structures and fishery production areas that will be constructed after obtaining the necessary permits and consents from relevant institutions / organisations, the relevant persons will obtain permission from the regional port authority for starting the activities.

2) It is obligatory to obtain permission from the regional port authority prior to buoying, diving, sea bottom and underwater activities, sea bottom dredging and similar activities. Ships and sea vehicles used for these activities emit day-time signs by a beacon lamp that conforms to the legislation, and give the sound signals.

3) For contest that will start in a port's administrative area and that will end in another port's administrative area, it is obligatory to apply to the regional port authority for permission at least 15 days in advance, and for other contests and activities, it is obligatory to apply to the regional port authority for permission at least 7 days in advance.

4) Unless permission is obtained from the regional port authority, contests and similar activities or events may not be organised in the port administrative areas.

5) Water sports within port administrative area shall be performed within the scope of the provisions of the Regulation on Sportive Activities for Tourism Purposes published in the Official Gazette dated 23/2/2011 and numbered 27855 and other applicable legislation. The powers of the regional port authority for safeguarding safety of life, property, navigation and the environment in connection

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with water sports for touristic purposes are reserved. The regional port authority is entitled to bring all kinds of restrictions and stop such activities taking into consideration the safety and security of life, property, navigation and the environment.

6) Unless permission is obtained from the Regional Port Authority, other ships or sea vehicles are not allowed to go alongside ships and sea vehicles waiting at anchor or at the port facility. Ship agents and boats for supplying provisions, public ships, fuel bunker ships, water tankers and port facility service vessels can go alongside and are excluded from the scope of this paragraph. These types of ships shall perform their services within the knowledge of the regional port authority, in coordination with the port facility operators.

7) The master or agent of the ship that will provide fuel, oil bunkering or water supply shall make a notification to the relevant regional port authority before the supply operation.

8) Fishers' boats and yachts may go alongside the boards of one another at coastal facilities, may not moor in double line.

9) Unless permission is obtained from the regional port authority, ships and sea vehicles at the terminal sites, may not perform repair, rasping (scraping), and painting, welding and other hot works, lifeboat or boat release into the sea or any other maintenance procedures. If the ships and sea vehicles that will have these kinds of procedures performed are at the port facility, they have to ensure coordination with the port facility .

10) Coastal facilities located inside the port's administrative area shall make notification to the Naval Forces Commandership Navigation Hydrography and Oceanography Department in order that their geographical coordinates will be processed into the sea maps.

11) Ships and sea vehicles may not change their anchorage locations unless they obtain permission from the regional port authority. However, those which are not capable of staying in their present location due to adverse weather and sea conditions may abandon their locations and anchor at safer anchorage sites. Their related officers will make notification to the regional port authority within the shortest possible time. The arrangement in connection with implementation of this paragraph shall be made by the relevant regional port authority in places where there is a ship traffic services centre.

12) Ships and marine vehicles that will not perform any operations at coastal facilities, but which anchor at anchorage sites for sheltering due to adverse weather conditions or force majeure circumstances such as those that will endanger the safety of navigation, life, property, and the environment shall make the necessary notification to the relevant regional port authority and/or pilotage organisation without delay. The arrangement in connection with implementation of this paragraph shall be made by the relevant regional port authority in places where there is a Ship Traffic Services Centre.

13) Ships and marine vehicles may not berth at the fore of the ships and marine vehicles that are stern fast.

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14) The floating equipment to be used for designating the limits of swimming areas in beach areas and in front of coastal hotels, motels, holiday villages and building complexes within the port limits, sea areas up to 200 meters from the coast, shall be designated by the relevant bodies and made fully available and safekept between the dates 1st April – 15th November of each year. Ships and sea vehicles are not allowed to enter inside the designated swimming areas. The regional port authority is authorised to make changes to the boundaries of the swimming area considering safety of navigation, life, property and the environment.

15) Transhipment operations inside the port administrative area is subject to the permission of the regional port authority.

16) Backup procedures shall be performed with the permission of the regional port authority within the framework of the principles and procedures designated by the Administration.

17) At every port, kedging and anchorage requirements and the related arrangements shall be made by the regional port authority, and the operating principles and procedures shall be designated by the Administration.

18) Provision of pilotage services for ships and sea vehicles with no permission to berth at coastal facilities and ships and sea vehicles that are not in possession of port exit certificate or anchorage order is subject to the permission of the regional port authority.

19) The matters relating to determining the mooring, berthing and navigation routes of daily excursion boats shall be designated by the regional port authority considering the waste collection and other services and shall be approved by the Administration. The harbour master may bring restrictions for capacity, entry-exit and use, in case of exceeding of the capacity of mooring and berthing spaces.

DEFINITIONS / ABBREVIATIONS

Accident: Transport of dangerous goods by sea or handling at coastal facilitiesand/or temporary storage, such as death, injury, material damage and environmental pollution. Incident or chain of events that have consequences, originate from dangerous goods or involve dangerous goods,

Administration: TR (Republic of Türkiye) UAB (Ministry of Transportation and Infrastructure) General Directorate of Maritime Affairs,

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

Bulk cargo: The substances in solid, liquid and gas form, that are inside a tank or hold that is a structural part of the ship or that has been permanently fixated inside or on the ship, that are planned to be carried without directly being contained,

Cargo related person: Means the shipper, receiver, representative and transportation works commissioner of the dangerous cargo,

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Cargo transport unit: means the land trailer, semi-trailer and tanker, portable tank and multiple element gas container, railway wagon and tank wagon, container and tank container, designed and manufactured for carriage of packaged or bulk dangerous cargo,

Carrier: Actual carrier who receives offer, gives offer, accepts offer for carrying all kinds of dangerous goods in its own name or in the name of third persons, broker, shipowner, transportation organiser, transportation commissioner, ship agent; and real persons and legal entities who perform carriage of dangerous goods, with or without a contract, by land or by railway, within the scope of combined transportation,

Closed Area: A fixed or movable roof not designed for continuous operationor roof (including tent, sunshade, etc.) and entryways (doors, windows, manholes, etc.) All or more than half of its side surfaces are temporarily or permanently closed. The area where the entrances and exits are limited and the dangerous cargo is/will be found,

Container: Certificated cargo transport unit in possession of a certificate conforming to applicable standards within the scope of Container Safety Convention (CSC),

CSS Code: Code of Safe Practice for Cargo Stowage and Securing,

CTU Code: Code of Practice for Packing of Cargo Transport Units,

Dangerous Cargo (dangerous substance): means the oil and oil products that fall within the scope of "International Convention for the Prevention of Pollution from Ships (MARPOL 73/78) - Annex-1", packaged materials listed in the International Maritime Dangerous Goods Code (IMDG Code), the bulk materials with UN Numbers assigned in the "International Maritime Solid Bulk Cargoes Code (IMSBC Code) – Annex-1", the materials given in "International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code) Section 17", the materials given in "The International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code) - Section 19" and goods that have not yet been included into such lists, but that have the potential to cause damage to life, property and the environment or other goods at the time of transportation due to physical, chemical properties or the manner of carriage, and the packages and cargo transport units by which such materials are carried and which have not been properly cleaned,

Dangerous waste: of the cargo or dangerous cargo or of packages and cargo transport units carrying dangerous cargo, which are not envisaged to be directly used, their parts, solutions, mixtures and used packaging and cargo transport units which are carried in order to be reprocessed, in order to be thrown away into garbage, in order to be disposed by way of incineration or in any other way, as classified as per under Basel Convention, and with the carriage class and terms for which designated under SOLAS,

Degassing: Works and procedures performed via active or passive ventilation in case it is found out, as a result of risk assessment for the cargo transport units which contain gases that fall within the scope of fumigation and that do not fall within the scope of fumigation but that can be harmful

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for life, property and the environment, that the gas values are above the values stated in the relevant directive,

DGSA: Dangerous Goods Safety Advisor,

Fumigation: With an aim to eliminate harmful organisms, the process of administering chemical substances, in solid, liquid or gas form, having influence in gas form, to a closed cargo transport unit or a ship hold,

Gas measurement: The process of identification of the gases present in cargo transport units and/or closed areas, and their required quantities, as designated by the Administration within the scope of the relevant regulation, by authorised persons and institutions, through use of special devices and apparatuses,

Handling: For dangerous cargo, procedures of relocating, transferring from large receptacles into small receptacles, ventilating, segregating, screening, mixing, without changing their primary characteristics, renewal, replacement or repair of cargo transport units and packages, and similar procedures related with carriage,

Hot Work: Open flames and flames, power tools or hot rivets grinding, brazing, burning, cutting, welding, or containing, radiating or all processes that spark,

IBC Code: The International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk,

IGC Code: The International Code for Construction and Equipment of Ships Carrying Liquefied Gases in Bulk,

IMDG Code: International Maritime Dangerous Goods Code,

IMO: International Maritime Organization,

IMSBC Code: International Maritime Solid Bulk Cargoes Code,

ISGOTT: International Safety Guide for Oil Tankers and Terminals,

ISPS Code: The International Ship and Port Facility Security Code,

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

MARPOL: International Convention for the Prevention of Pollution from Ships,

MC (Moisture Content): Consisting of water, ice or other liquids expressed as a percentage of the total liquid mass of the sample of the bulk solid cargo amount,

Ministry: Ministry of Transport and Infrastructure,

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Package: The carriage receptacle in which the dangerous cargo is put, as defined in Section 6 of the IMDG Code,

Port Facility: Wharves, quays, buoys, platforms whose boundaries are designated by the administration, where the ships can safely load and unload cargoes or embark or disembark passengers, or where the ships can safely berth, as well as the anchoring sites, approaching areas, closed and open storage areas in relation thereto, as well as buildings and structures used for administration and services,

Ship: Within the scope of legislation or international agreements to which we are a party.refers to ships,

Ship Related: The owner, operator, tenant, captain or agents and natural or legal persons authorized to represent the owner,

Shipper: The real persons or legal entities which, based on the instructions of the consignor, load the dangerous goods and goods which pose hazard in terms of loading safety, to the ship or the sea vehicle or into the cargo transport unit and which label, placard the cargo transport unit, which handle, stack, unload the cargoes, including, dangerous cargo, inside the ship or the cargo transport unit,

SOLAS: International Convention on Safety of Life at Sea dated 1974,

Temproray Storage: It refers to the temporary storage of dangerous goods subject to transportation at the port facility,

Timber Code: Code of Safe Practice for Ships Carrying Timber Deck Cargoes,

TML (Transportable Moisture Limit): A liquefiable solid bulk carried on ships that do not meet the specifications specified in Section 7.3.2 of the IMSBC Code. The maximum amount of moisture that the load can contain in a way that does not prevent it from being transported safely,

TMGDK: Dangerous Goods Safety Consultancy Institution authorized by the Ministry

TYUB: Dangerous Goods Compliance Certificate,

UN number: Means the four-digit number for the dangerous goods, obtained from UN regulations

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ATTACHMENTS:

1. PORT FACILITY GENERAL SITUATION PLAN
2. PORT FACILITY GENERAL VIEW PHOTOS
3. EMERGENCY CONTACT POINTS AND CONTACT INFORMATION
4. GENERAL SITUATION PLAN OF AREAS HANDLING DANGEROUS LOADS
5. FIRE PLAN OF AREAS HANDLING DANGEROUS LOADS
6. FACILITY GENERAL FIRE PLAN
7. EMERGENCY PLAN
8. EMERGENCY MEETING PLACES PLAN
9. EMERGENCY MANAGEMENT CHART
10. DANGEROUS GOODS HANDLING MANUAL
11. LEAKAGE AREAS AND EQUIPMENT FOR CTU AND PACKAGES
12. INVENTORY OF PORT SERVICE VESSELS
13. PORT MANAGEMENT ADMINISTRATIVE BOUNDARIES, ANCHORING PLACES AND MARINE COORDINATES OF THE MANAGEMENT CAPTAIN LANDING/EMBORY POINTS
14. EMERGENCY RESPONSE EQUIPMENT AGAINST MARINE POLLUTION FOUND AT THE PORT FACILITY
15. PERSONAL PROTECTIVE EQUIPMENT (PPE) USAGE MAP
16. DANGEROUS CARGO EVENTS NOTIFICATION FORM
17. CONTROL RESULTS NOTIFICATION FORM FOR DANGEROUS LOAD TRANSPORT UNITS (CTUS)
18. OTHER ADDITIONS REQUIRED
19. DANGEROUS GOODS HANDLING GUIDE ADDITIONAL CARGO NOTIFICATION (IF NECESSARY)

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