LİMAŞ LİMAN İŞLETMECİLİĞİ A.Ş.

DANGEROUS CARGO HANDLING GUIDE

DATE OF PREPARATION: 20.06.2022

(See Revision page for revisions)

KÜRŞAT BAL

FACILITY AUTHORITY

REVISION PAGE:

Sequence No.	Revision Number	Content of the Revision	Revision Date	Revision Maker	
				Name and surname	Signature
1	1	Dangerous cargo compliance certificate and operating permit dates have been updated.	31.10.2022	Gökhan Kaynak	

İçindekiler

ATTACHMENTS

1. INTRODUCTION

FACILITY INFORMATION FORM

1	Facility Operator Name	Limaş Liman İşletmeciliği A.Ş.		
2	Contact information of the facility operator (Address, telephone, fax, e-mail and web page)	Sepetli Pınar Mah. Sanayi Cad. No: 73 Başiskele/Kocaeli Telefon: 0 262 317 58 00 Faks: 0 262 341 30 67 E-Posta: info@limas.com.tr Web: www.limas.com.tr		
3	Facility Name	Limaş		
4	City where the facility is located	Kocaeli		
5	Contact information of the facility (Address, telephone, fax, e-mail and web page)	Sepetli Pınar Mah. Sanayi Cad. No: 73 Başiskele/Kocaeli Telefon: 0 262 317 58 00 Faks: 0 262 341 30 67 E-posta: info@limas.com.tr Web: www.limas.com.tr		
6	Geographical region of the facility	Marmara Bölgesi		
7	Port Authority and contact details of the facility	Kocaeli Bölge Liman Başkanlığı Atalar Mah. SahilYolu Cad. No: 26 Yarımca KÖRFEZ/KOCAELİ Tel: 0 262 528 37 54 / 528 24 34 / 528 46 37 Faks: 0 262 528 47 90 / 528 51 04 E-Posta: kocaeli.liman@udhb.gov.tr		
8	Mayor's Office and contact details of the facility	Başiskele Belediyesi Serdar Mah. Selahattin Eyyubi Cad. No: 1 Başiskele / KOCAELİ Tel: 0 262 310 12 00 Faks: 0 262 343 21 44 E-Posta: cozum@basiskele.bel.tr		
9	The name of the free zone or Organized industrial zone where the facility is located	-		
10	Validity date of coastal facility operation permit / Temporary operation permit	15.10.2023		
11	Operating status of the facility (X)	Own cargoes and third person (……)	Own Cargoes (……)	Third Person (X)
12	Name and surname of the facility manager, contact details (phone, fax, e-mail)	Kürşat BAL / 0 262 317 58 00 / kbal@limas.com.tr		
13	Name, surname, contact details (phone, fax, e-mail) of the Dangerous Goods Operations Manager of the facility	Salih IŞIK / 0 262 317 58 11 / salih.isik@limas.com.tr		
14	Dangerous Goods Safety Advisor of the facility name and surname, contact details (phone, fax, e-mail)	Duygu VELİOĞLU / 0 537 415 50 52 / duyguvelioglu@dgrlogistic.com Nihat AKCAKAYA / 0 555 844 18 98 nihat.akcakaya@dgrlogstic.com		
15	Marine Coordinates of the Facility	40°43’04” N 029°53’13” E		

16	Types of dangerous goods handled at the facility (Cargoes within the scope of MARPOL Annex-1, IMDG Code, IBC Code, IGC Code, IMSBC Code, Grain Code, TDC Code and asphalt/bitumen and scrap loads)	Loads scoped by MARPOL Annex-1, IMDG Code, IBC Code, IMSBC Code.
17	Dangerous loads 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 submitted to the port authority with Annex-1 form. It will be added to DCHG when appropriate.)	1090 – Acetone 1123 – Butyl Acrylate 1170 – Ethyl Alcohol 1173 – Ethyl Acetate 1202 – Gasoil 1208 – Hexane 1212 – Isobutanol 1219 – Isopropyl Alcohol 1230 – Methanol 1231 – Methyl Acetate 1247 – Methyl Methacrylate 1268 – Solvent Naphtha 1294 – Toluene 1300 – White Sprit 1301 – Vinyl Acetate Monomer 1307 – Xylene 1593 – Methylene Chloride 1805 – Phosphoric acid 1814 – Potassium Hydroxide 1824 – Sodium hydroxide 1830 – Sulfuric acid 1897 – Tetrachloroethylene 2055 – Styrene Monomer 2348 – Butyl Acetate 2789 – Acetic acid 2821 – Phenol 3082 – Fuel Oil
18	Classes for cargo handled, subject to IMDG Code	Class 2, Class 3, Class 4, Class 5.1, Class 5.2, Class 6.1, Class 8, Class 9
19	Classes for handled cargo subject to IMSBC Code	A , B
20	Types of ships that can approach the facility	Chemical Tanker Container Ship General Cargo Ship Bulk Carrier Oil Tanker
21	Distance of the facility to the main road (kilometers)	Highway: 15 km / Main road: 1 km
22	Distance of the facility to the railway (kilometers) or railway connection (Yes/No)	Railway: 16 km There is no rail connection.
23	Name of the nearest airport and its distance from the facility (kilometers)	Cengiz Topel Airport: 30 km
24	Load handling capacity of the facility (Ton/Year; TEU/Year; Vehicle/Year)	General Cargo : 1.500.000 Ton/Year Container : 100.000 TEU/ Year

		Bulk Liquid Cargo : 1.500.000 Ton/ Year Bulk Solid Cargo : 500.000 Ton/ Year
25	Whether scrap handling is done at the facility	There is no scrap handling at the facility.
26	Is there a border gate? (Yes/No)	No
27	Is there a customs area? (Yes/No)	Yes
28	Cargo handling equipment and capacities	2 Mobil Crane (150 Tons), 1 Excavator Crane (7 Tons), 2 Container Reach Stacker (40 Tons), 4 Terminal Tractor (50 Tons), 3 Spraeder (40 Tons), 25m^3 Big Grabber,
29	Storage tank capacity (m^3)	212.985 m^3
30	Outdoor Storage Area (m^2)	38.516 m^2
31	Semi-closed storage area (m^2)	-
32	Closed Storage Area (m^2)	-
33	Identified fumigation and/or fumigation removal area (m^2)	-
34	Pilotage and towage services provider name / title contact details	Marin Römorkör ve Kılavuzluk A.Ş. / Mumhane Street Nuribey Han No:17 Floor:3 Karaköy/İSTANBUL Ankaş Pilot Mimar Sinan Mah. Denizciler Street No: 69 Körfez/KOCAELİ
35	Do you have a Security Plan? (Yes/No)	There is an approved Port Facility Security Plan within the scope of ISPS Code.

36	Waste reception facility capacity (This section will be arranged separately according to the wastes accepted by the facility.)	Waste Types	Capacity (m^3)
		Marpol Annex-2	50 m^3
		Marpol Annex-2	50 m^3

37	Quay / Pier etc. properties of areas				
Quay/Pier Number	Lenght (meters)	Widht (meters)	Max. water depth (meters)	Min. water depth (meters)	The largest ship tonnage and length to berth (DWT or GRT – meters)
1	165 m	21 m	19 m	11,5 m	30.000 DWT / 165 m
2	240 m	22 m	20 m	11,5 m	50.000 DWT / 230 m

Pipeline name	Number (piece)	Lenght (meters)	Diameter (inch)
Line 1-2-3-4-9-11-12-13-14-15-16-17	12	830 m	8”
Line 5-6-7-8-18-19	6	830 m	6”
Line 10	1	830 m	10”
Fuel Oil (Jetty 1)	1	450 m	8”
Disel Oil (Jetty 1)	1	450 m	6”
Line 20 (Jetty 2)	1	250 m	8”
Line 21 (Jetty 2)	1	250 m	6”
Fuel Oil (Jetty 2)	1	250 m	8”
Disel Oil (Jetty 2)	1	250 m	6”

1.1. Limas Port Management Facility Information

Limas Port Management Inc. was established to provide chemical storage and port services in the Başiskele district of Kocaeli, where the group facilities are located. Limas Inc. It provides Bulk liquid cargo storage, Dry cargo/General cargo/Container loading/unloading services to its customers.

Liquid Tank Terminal:

It covers liquid chemical storage, ship unloading and loading, filling and unloading services to land tankers.

Limas Liman İşletmeciliği A.Ş. is a type A general warehouse affiliated to the Körfez Petrokimya Customs Directorate and has been certified by Bureau Veritas according to API 650 (American Petroleum Industry-American Petroleum Institute 650) standards. There are 63 tanks with a capacity of 380 m^3, 650 m^3, 1 500 m^3, 1 900 m^3, 2 105 m^3, 3 150 m^3, 3 850 m^3, 4 180 m^3, 1 895 m^3 and 9 971 m^3 Total capacity is 212 984,72 m^3.

Container and General Cargo Terminal:

General Cargo Handling

General cargo operations; dry cargo, project cargo, crawler, jumbo (bigbag), bulk, package etc. It covers loading, unloading and stacking operations of all kinds of dry cargo by using suitable tools, equipment and equipment. Depending on the weather conditions, 24-hour service is offered.

Container Handling

The container terminal in the port serves customers with an instant 1500 TEU and an annual 60,000 TEU handling capacity, all on the concrete field.

Waste Reception Facility Activity

In the waste reception facility established in the port: Ships berthing to the port and requesting waste disposal; Services are provided for the purchase of toxic liquid wastes within the scope of MARPOL Annex-II X, Y, Z and OS (other substances).

1.2. Dangerous Cargo Handling Procedures

Loading/Unloading, handling and storage procedures for dangerous goods handled and temporarily stored at Limas Port Management Inc. Facility are established and implemented separately. Packaged and/or bulk cargoes, project cargoes are handled in our facility within the scope of Marpol Annex-1, IMDG Code, IMSBC Code, IBC Code. Bulk cargo handled in our facility varies according to customer demands. Class 1, Class 6.2, Class 7 IMDG Code hazard classes are not handled in our facility. Fumigated cargoes are not handled. Within the scope of the IBC code, liquid cargoes are stored in the facility's tank areas. Handling procedures and instructions for dangerous goods handled in our facility are given in Annex-1.

Before the dangerous goods that are planned to be handled at the facility arrive, a coordination meeting is held with the participation of the operation, HSE, TMGD and other relevant units. At the meeting, risks arising from dangerous goods, interaction with existing dangerous goods, stowage separation conditions, emergency equipment, plans, effects on neighboring facilities, necessary

trainings etc. were discussed. Issues such as Marpol Annex-1, IMDG code, IBC Code IMSBC Code documents are discussed and the operation is decided. If, as a result of the meeting, it is decided to accept the dangerous goods, the relevant departments are informed and the preparation and acceptance process is started.

2. RESPONSIBILITIES

2.1. General Responsibilities

(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 precautions to make the transportation safe, secure and harmless to the environment, to prevent accidents and to minimize the damage in case of an accident.
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 IMDG Code annex in order to provide the necessary medical first aid for the people affected by the damages of the dangerous goods and the health problems that occur as a result of the accidents involving these loads.

2.2. Responsibilities of Cargo Owner

(1) The responsibilities of the cargo owner 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.
b) It 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 safely.

2.3. Responsibilities of the Carrier

a) It requests 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) It controls the compliance of the dangerous goods classified, packaged, marked, labeled and plated by the cargo person with the legislation.
c) It checks that the dangerous goods are packed in accordance with the rules by using approved packaging and load transport units, they are safely loaded and securely fastened to the cargo transport unit.

2.4. Responsibilities of the Port Operator

Limas Port Management Inc. Tank Terminal Manager is responsible for the management of operations related to dangerous cargoes.

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

a) It does not dock the ships carrying dangerous goods to its facility without the permission of the port authority.
b) It gives written information to the ship that will dock at its facility within the scope of facility rules, cargo handling rules and relevant legislation.

c) It does not handle dangerous goods for which it has not received a handling permit from the administration, and it does not aggrieve the ships that will berth by planning in this context.
ç) It requests mandatory documents, information and documents related to dangerous goods from the cargo person and ensures that they are found with the cargo. In case 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 to ensure that the ship is safely moored at the pier and handling.
f) It controls the transport documents containing information that the dangerous goods coming to the facility are classified, packaged, marked, labeled, plated and loaded safely to the cargo transport unit.
g) It ensures that the personnel involved in the handling of dangerous goods and the planning of this handling are certified by receiving the necessary training, and does not assign the personnel 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 on 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) It carries out activities related to dangerous cargoes at docks, piers and warehouses established in accordance with these works.
i) Equips the piers and piers reserved for ships that will load or unload dangerous liquid bulk cargoes with appropriate installations and equipment for this work.
j) It keeps an up-to-date list of all dangerous cargoes on the ships berthed at its facility and in the closed and open areas of its facility and gives this information to the relevant parties upon request.
k) It notifies the port authority of the instant risk posed by the dangerous goods it handles or temporarily stores in its facility and the measures it takes for it.
l) It notifies the port authority of the accidents related to dangerous goods, including the accidents at the entrance to the closed areas.
m) It provides the necessary support and cooperation in the controls and inspections carried out by the administration and the port authority.
n) It ensures that Class 1 (except Class 1 Compatibility Group 1.4 S), Class 6.2 and Class 7 dangerous goods that are not allowed to be stored temporarily, are transported out of the coastal facility as soon as possible, and applies to the Administration for permission in cases where it is necessary to wait.
o) It 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 cargoes are handled and makes the necessary controls periodically.
ö) It takes permission from the port authority before the hot work and operations to be carried out in the areas where dangerous cargoes are handled and temporarily stored.
p) Prepares an emergency evacuation plan for the evacuation of ships from coastal facilities in case of emergency and submits it to the port authority and informs the relevant people about the plan approved by the port authority.

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

2.5. Responsibilities of the Ship Owner

(1) Responsibilities of the ship owners are as follows:

a) It ensures that the cargo to be carried by the ship is certified as suitable for transportation and that the cargo holds, cargo tanks and cargo handling equipment are suitable for cargo transportation.
b) It 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) It checks the transport documents containing information that the cargo transport units loaded on the ship are properly marked, plated and loaded safely.
d) It informs the relevant ship personnel about the risks of dangerous cargoes, safety procedures, safety and emergency measures, intervention methods and similar issues.
e) It keeps up-to-date lists of all dangerous goods on board and declares them to the relevant parties upon request.
f) It ensures that the loading program, if any, is approved and documented and kept in working condition.
g) It notifies the port authority and the coastal facility about the instant risk posed by the dangerous cargoes on the ship berthing to the coastal facility and the measures taken for it.
ğ) In case of leakage in the dangerous cargo or if there is such a possibility, it does not accept to carry the dangerous cargo.
h) The owner notifies the port authority of the dangerous cargo accidents that occur on her ship while the owner is cruising or at the coastal facility.
ı) It provides the necessary support and cooperation in the controls and inspections carried out by the administration and the port authority.
i) It does not accept to carry dangerous goods that are not included in the ship certificates issued by the relevant institutions and organizations.
j) It ensures that the people of the ship involved in the handling of dangerous goods use personal protective equipment suitable for the physical and chemical characteristics of the cargo.
k) It provides the requirements for the loading safety of the loads loaded on the ships.

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

How the precautions regarding the issues specified in the third part of the "Regulation on the Transport of Dangerous Goods by Sea and Loading Safety" are fulfilled and how the requirements of the provisions in the fourth chapter are met are given below.

- It is not allowed to berth the ships carrying dangerous goods without the permission of the port authority.
- Port Information and Rules Book (Annex-2), which is prepared within the scope of facility rules, cargo handling rules and relevant legislation, is given to ships berthing at our facility.

- Limas Port Management Inc. It does not handle dangerous goods for which it has not received a handling permit from the administration, and operation planning is carried out within this scope.
- Mandatory documents, information and documents related to dangerous goods are requested from the cargo person and they are provided with the cargo. If the relevant documents, information and documents cannot be provided by the cargo person, dangerous goods are not accepted to our facility. Our facility cannot be held responsible for the damages caused by this situation.
- In our facility, all data that may be required according to the characteristics of the cargo are shared with the ship's person and an agreement is reached for the loading or unloading operation. No changes are made in the operation without the knowledge of the ship owner.
- Our facility determines the operating limits by taking into account the safe working capacity of the facility and weather forecasts, and takes the necessary measures to ensure that the ship is safely moored at the pier and handling.
- 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 are checked.
- Our coastal facility ensures that the personnel involved in the handling of dangerous goods and the planning of this handling are completed and certified by completing the training specified in the IMDG code training directive. Emergency teams have been formed in our facility. Training of emergency teams has been completed. Our firefighting team has firefighter equipment at the hazardous material handling area. Fire extinguishers, first aid kits and fire equipment are kept ready for use at all times throughout the facility.
- The maintenance of the handling equipment in our facility is carried out by the machine maintenance department. All of our personnel and maintenance personnel using the handling equipment have professional qualification certificates.
- Our personnel in charge of handling dangerous goods and other authorized persons regarding the cargo wear personal protective equipment and personal protective clothing that are suitable for the physical and chemical properties of the cargo, as specified in the safety data sheet, during the handling operations.
- Activities related to dangerous goods are carried out in docks, piers and warehouses established in accordance with these works. Explosion protection document has been prepared in our facility and zone zones have been determined. The equipment used has been selected in accordance with the danger zones.
- The up-to-date list of dangerous goods in our facility and on the berthing ships can be accessed instantly from the Solonport system. This information is given to the relevant parties upon request.
- In case of a momentary risk in the dangerous goods handled in our facility, and the precautions taken for this, accidents related to dangerous goods, including the accidents at the entrance to closed areas, are reported to the port authority.
- Our facility provides the necessary support and cooperation in the controls and inspections carried out by the Administration and the port authority.
- Limas Inc. It does not handle dangerous goods that are not authorized in the dangerous goods conformity certificate and dangerous goods belonging to IMDG Code Class 1, Class 6.2 and Class 7 classes.
- Cargo transport units, where dangerous goods are transported, are stored in areas where fire, environment and other safety measures are taken in accordance with the class of dangerous

cargo in accordance with the separation and stacking rules. In the areas where dangerous goods are handled, fire extinguishing systems and first aid units are kept ready for use at all times, and the necessary controls are made periodically by the technical safety unit.

- Our facility prepares an emergency evacuation plan for the evacuation of ships from coastal facilities in case of emergency and submits it to the port authority and informs the relevant people about the plan approved by the port authority.
- It is forbidden to smoke, use open fire, tools, equipment, etc., on the cargo deck and points of the berthed ships carrying dangerous goods, and in the coastal storage areas of dangerous goods.
- Our facility is monitored by security personnel 24 hours a day without interruption. Camera recordings are kept for 30 days.
- In our facility, transportation routes are kept open at all times so that the necessary intervention can be made in possible emergencies. Throughout the facility, there are warning signs and alarm buttons whose locations are indicated.
- Permission is obtained from the port authority before the hot work and operations to be carried out in the areas where dangerous cargoes are handled and temporarily stored.
- Internal loading of cargo transport units is ensured in accordance with the loading safety rules at the facility.
- In case of risk related to the operation by the Port Authority, the operation is stopped and not started until the risks are eliminated.
- BLU Code, BLU Manual, CSS code, CTU Code provisions are complied with in order to ensure safe loading of the cargo on the ship.
- The stacking of the cargo is carried out in accordance with the relevant legislation and international agreements to which we are a party.
- Considering the ship loading limit brand, no more loading is made than the loading limit. In case such a situation is detected, the relevant Customs Directorate and Port Authority are informed.
- Measures are taken to prevent the stability of the ship from being adversely affected by ensuring that the cargo in bulk carriers, especially bulk carriers, is loaded in a way that it will spread to the floor of the hold (by trapping).
- It is the responsibility of the ship owner to monitor the load and ballast water pattern throughout the loading or unloading 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 it is as short as possible. In order to avoid structural damage to the ship, balanced loading and unloading is ensured in accordance with the approved stability boucle.
- In adverse meteorological and oceanographic conditions that may affect the cargo handling operation, the handling operation is stopped until the conditions improve.
- Separation rules are followed during the loading, temporary storage and stacking of the product.
- All cargoes, cargo units and cargo transport units, except 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 of cargoes on the ship are fully implemented and maintained. It is loaded, stacked and secured in accordance with the Cargo Securing Manual approved by the classification societies on behalf of the Administration.

- Pre-operational SDS information of the dangerous goods transported in packages within the scope of the IMDG Code in our facility is examined, and operations are planned by considering the nature and size of the foreseeable risks in order to prevent possible damages and injuries and to minimize their effects. Measures are taken in accordance with the IMDG Code and local regulations in operation planning.
- It is obligatory to use the packages defined in IMDG Code Chapter 6 and tested by the institutions authorized by the Ministry or authorized administration of a country party to SOLAS and granted UN certificate for the transport of dangerous goods by sea. The suitability of the packaging is checked at the facility.
- The Container/Vehicle Packing Certificate in IMDG Code Rule 5.4.2 is filled and signed by the persons who load the dangerous goods to the cargo transport unit (excluding the tank container). These persons receive the relevant training in IMDG Code Rule 1.3. The Container/Vehicle Packing Certificate is presented to the port before the cargo arrives at the port or at the entrance with the cargo. A copy of this certificate is placed on the inside wall of the right door of the container.
- In accordance with SOLAS Chapter II-2 Part G Rule 19.4, a Certificate of Compliance issued by the authorized administration is kept on the ships in order to prove that the ships are in a suitable structure and equipment to carry dangerous goods. Except for dangerous solid bulk cargoes, no certificate is required for IMDG Code Class 6.2, Class 7 and dangerous cargoes that can be transported in limited quantities.

3.1. Cargoes in IMDG Code

(1) Substances and objects that are prohibited in the IMDG Code cannot be transported by sea.
(2) The parties involved in the transportation of dangerous goods transported in packages take the necessary measures in accordance with this Regulation and the IMDG Code provisions, taking into account the nature and extent of the foreseeable risks, in order to prevent damage and injury and to minimize their effects.
(3) In the transport of dangerous goods by sea, it is obligatory to use the packages defined in IMDG Code Chapter 6 and tested by the institutions authorized by the Ministry or by the authorized administration of a country that is a party to SOLAS and given UN certificate.
(4) The Container/Vehicle Packing Certificate in IMDG Code Rule 5.4.2 is filled and signed by the persons who load the dangerous goods to the cargo transport unit (excluding the tank container). These persons receive the relevant training in IMDG Code Rule 1.3. The Container/Vehicle Packing Certificate is presented to the port before the cargo arrives at the port or at the entrance with the cargo. A copy of this certificate is placed on the inside wall of the right door of the container.
(5) Documents specified in IMDG Code Rules 5.4.3, 5.4.4 and 5.4.5 are kept on every ship carrying dangerous goods in packages.
(6) In accordance with SOLAS Chapter II-2 Part G Rule 19.4, a Certificate of Compliance issued by the authorized administration is kept on the ships in order to prove that the ships are in a suitable structure and equipment to carry dangerous goods. Except for dangerous solid bulk cargoes, there is no need for certification for IMDG Code Class 6.2, Class 7 and dangerous cargoes that can be transported in limited quantities.

3.2. Cargoes in IMSBC Code

(1) 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 transport of dangerous solid bulk cargoes. The trade name of the cargo alone is not enough.
(2) 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.

(3) 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 onto the ship. For ships within the scope of SOLAS Chapter XII Regulation 6, all solid bulk cargoes with densities between 1,250 kg/m^3 and 1,780 kg/m^3 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/m^3 and above. This load 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 Turkey.
(4) 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, which are issued by the authorized institutions by the authorized administration of the port of loading, are delivered by the cargo person to the ship concerned. If the loading port is in Turkey, 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 port authority and the coastal facility operator and is submitted upon request during the inspections made by the Administration.
b) To ensure that the MC value is less than TML while the cargo is on board, the procedures for sampling, testing and checking the moisture content are prepared by the ship's person taking into account the provisions of the IMSBC Code. The approval of these procedures and their implementation are controlled by the port authority. The document stating that the procedure has been approved is given to the ship owner.
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) The TML test is carried out within six months before the Group A cargo is loaded onto the ship. If there is a change in the load composition or characteristics for any reason, a new test is performed.
d) Sampling and testing for MC testing of Group A cargo should be as close as possible to the date the cargo is loaded on board, never more than seven days. If heavy rain or snow falls between the test and loading, the moisture content test is repeated to confirm that the MC value of the load does not exceed the TML value.
(5) Information on solid bulk cargoes within the scope of the IMSBC Code must be provided to the ship owners in accordance with SOLAS Chapter VI Part A Rule 2 by the cargo authorities. IMSBC Code Appendix-5 forwards the cargo information form for solid bulk cargoes to the shore facility.

(6) Appropriate emergency response instructions are kept on board to respond to accidents caused by dangerous solid bulk cargoes.
(7) The procedures regarding the transportation and notification of a solid bulk cargo not included in the IMSBC Code are determined by the Administration.

3.3. Cargoes in IBC Code

(1) 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 named in Chapters 17 and 18 are followed by the MEPC.2 circulars published by IMO in December each year.
(2) Ships carrying cargo within the scope of the IBC Code shall have the documents specified in the IBC Code Section 16.2.
(3) In accordance with the provision of IBC Code Section 14.1.1, protective equipment that meets 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.

(4) 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.
(5) With the exception of asphalt products, 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.

3.4. Transport of Dangerous Goods in the Port Area and Between Adjacent Ports

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

Other Rules for Ships

(1) Pursuant to the Decision No. MEPC.148(54), which published the guide created to ensure that the general dry cargo ships already certified to carry vegetable oils in bulk continue to carry vegetable oils for certain voyages, the cargoes defined in article 1.1 of the guideline, the general dry cargoes meeting the conditions given in the said article can be transported on board ships.
(2) On ships, the provisions of MARPOL73/78 Annex II Chapter 5 Regulation 13 are complied with, 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.
(3) Ships carrying Category X loads within the scope of MARPOL Annex II, or Category Y cargoes with high viscosity or which can solidify, have to pre-wash the cargo tanks they discharged from the discharge port in order to get rid of the cargo wastes and deliver the wastes to the waste reception facility.
(4) In case the vessels carrying Category Y or Z cargoes do not discharge cargo in accordance with the evacuation guide (Procedures and Arrengement Manual) model of which is explained in MARPOL Annex II Appendix 4, or if the alternative measures to be taken are not approved by the port authority, the cargo tanks they discharged before departing from the discharge port are purified from cargo wastes and they have to pre-wash and give their waste to the waste reception facility.
(5) 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, TRANSPORTATİON, LOADİNG/UNLOADİNG, HANDLİNG, SORTİNG, STACKİNG AND STORAGE OF DANGEROUS GOODS

4.1. Classes of Dangerous Goods:

Classification of dangerous goods handled in our facility must be made in accordance with the provisions of the IMDG Code. Dangerous Goods classes and their subsections are explained in detail in IMDG Code Volume 1 Chapter 2.
Dangerous goods are divided into 9 categories according to their hazards.

Dangerous Goods Classes

CLASS 1

	**1.1**	**Substances and articles which have a mass explosion hazard**
	**1.2**	**Substances and articles which have a projection hazard but not a mass**
	**1.3**	**Substances and articles which have a fire hazard and either a minor blast hazard or a minor projection hazard or both, but not a mass explosion hazard**
	**1.4**	**Substances and articles which present no significant hazard**
	**1.5**	**Very insensitive substances which have a mass explosion hazard**
	**1.6**	**Extremely insensitive articles which do not have a mass explosion**
CLASS 2		
	**2.1**	**flammable gases**

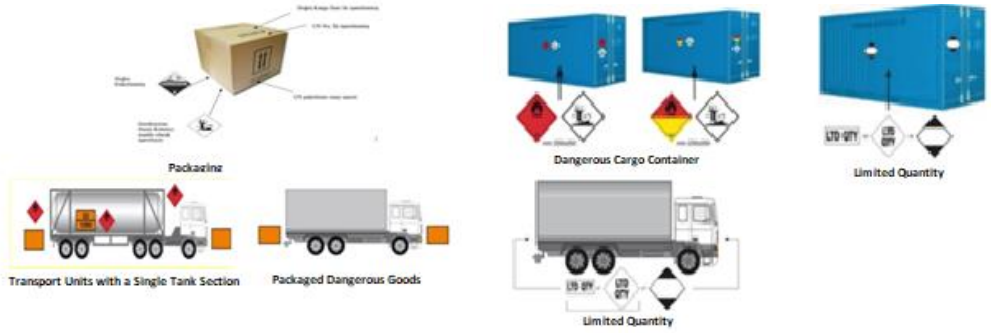
	**2.2**	**Non-Flammable gases**
	**2.3**	**toxic gases**
CLASS 3		
	**3**	**Flammable Luquids**
CLASS 4		
	**4.1**	**Flammable solids**
	**4.2**	**Substances liable to spontaneous combustion**
	**4.3**	**Substances which, in contact with water, emit flammable gases**
CLASS 5		

	**5.1**	**Oxidizing substances (agents) by yielding oxygen increase the risk and intensity of fire**
	**5.2**	**Organic peroxides - most will burn rapidly and are sensitive to impact or friction**
CLASS 6		
	**6.1**	**toxic substances**
	**6.2**	**Infectious substances**
CLASS 7		
	**7**	**Radioactive Substances**
CLASS 8		
	**8**	**Corrosives**
CLASS 9		

	**9**	**Miscellaneous dangerous substances and articles**

4.2. Packages and Packaging of Dangerous Goods:

Packages and packages of dangerous goods handled in our facility must comply with the provisions of the IMDG Code and relevant legislation.
Requirements for packages and packaging of dangerous goods are explained in detail in Chapters 4 and 6 of the IMDG Code.
Hazardous materials that are not properly packaged are not processed.



Package Marks

- It will be visible and readable at first glance.
- The information on the package will be readable even if the package has been under the sea for at least three months.
- It will be placed on a contrasting color in the background on the outer surface of the package.
- It will not coexist with other package markings, reducing its effectiveness.

Each Package Should Be Equipped With Warnings Regarding Dangerous Substances:

- Substance name
- UN number
- Danger label
- Marine pollutant mark (if applicable)

Minimum character height on packages (UN numbers)

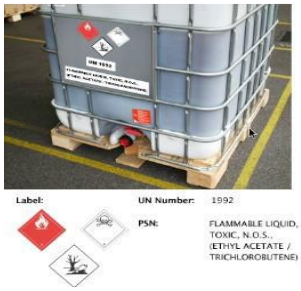
- 12 mm basically
- < 6 mm at 30 L/30 kg package size
- "Adequately" in <5 L/5 kg packaes

Label:

UN Number: UN 3077

PSN: ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S. (AZO COMPOUND)

Packages and IBCs



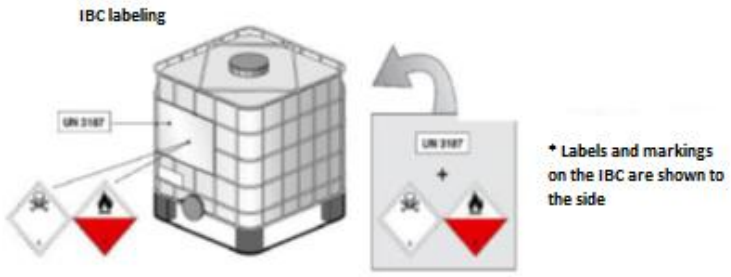
It must be marked with the correct substance designation (= PSN: proper shipping name) and the relevant number and, if relevant, bear the seaworthy substance mark.

IBCs > 450 L capacity and universal packages must be marked on both sides.

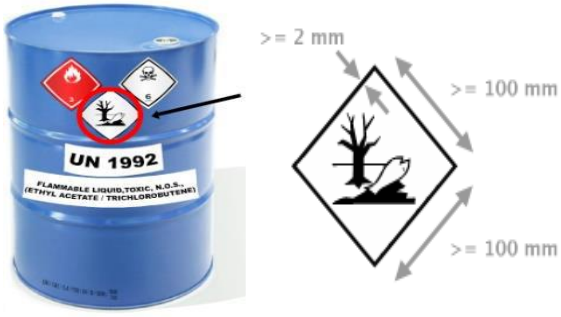
Empty, uncleaned packages should be marked as when full.
Scrap packages must additionally be marked with "SALVAGE".

Rescue Packages and Rescue Pressure Vessels

It will be marked with the Word “RECOVERY”. The letters of the “RECOVERY” marking shall be at least 12 mm long.



Marine Pollutant Sign Specifications



Marine Pollutant Sign

- Gluing or stapling right next to the marks,
- Choosing a color that will contrast with the color of the packaging or black and White if it is to be used as a sticker,
- Due to their size, they must have a minimum side length of 100 mm, except for packages that only have room for small labels.

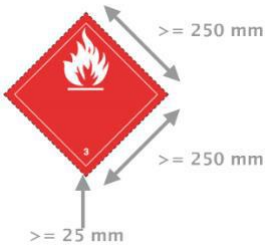
4.3. Placards, Plates, Brands and Labels for Dangerous Goods:

The compliance of the plates, brands and labels of the dangerous goods handled at the facility site with the provisions described in the 5th section of the IMDG code is checked at our facility. Transport units that do not have plates, brands and labels as specified in the IMDG code are not processed at our port.

Shapes and Colors of Labels and Placards:

Placarding and Marking of Cargo Transport Units

- While the Dangerous Goods are being transported inside the Cargo Transport Unit (CTU), if the labels affixed on the packages cannot be clearly seen from outside the CTU, large-size hazard labels must be placed on the transport units.
- Plates should contain appropriate information on the primary and additional risks of the substances contained in the CTU.
- The plates must be able to withstand sea conditions for a minimum of three months before they become illegible.
- All plates, orange panels, sign and warnings, Hazardous Substances and residues must be removed after removal.
- Plates should not be less than 250 mm x 250 mm in size, have the same color as the symbol and be equipped with a line passing 12.5 mm from the edge and danger class numbers not less than 25 mm.



Plating Requirements

A corgo transport unit containing dangerous goods or their residues shall carry clearly visible plaques such as:

- In a freight container, semi-trailer or portable tank: one on each side edge and one on each end edge. Portable tanks with a capacity of less than 3000 liters shall be plated or alternatively labeled on two opposite sides only.
- In a multi-compartment tank carrying more than one dangerous substance or its residues: on both sides of the location of the respective compartments
- In any other load-bearing unit: plating shall be made on at least two sides and on the back of the unit.

Marking of Freight Transort Units

Displaying the Proper Shipping Name

The proper shipping name of the contents shall be durably marked on at least two edges of:

- Tank transport units containing dangerous goods,
- Bul containers containing dangerous good,
- Placard, another cargo transport unit containing a single type of packaged dangerous substance that does not require a UN number or marine pollutant mark. UN number is displayed without alternative.

The proper shipping name shall be indicated in characters not less than 65 mm high. The appropriate shipping name will be in a contrasting color with the background. This height may be reduced to 12 mm for portable tank containers with a capacity of less than 3000 liters.

Display of UN Numbers

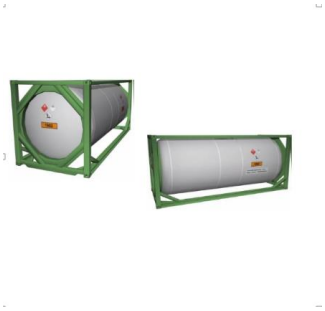
- Bulk cargo: X4
- Tank transport: X4
- Container (Packaged): With a groos mass of more than 4000 kg X4
- Bulk container: X4

UN numbers of articles shall be indicated by black numbers not shorter than 65 mm and shall comply with one of the following situations:
A 10 mm black border on a white background, in the area below the pictorial symbol and on the class number and letter of compatibility group, in such a way that it does not obscure or distract other necessary label elements (see 5.3.2.1.3) or not less than 120 mm high and 300 mm wide shall be placed on a striped orange rectangular panel, next to each plaque or marine pollutant sign (see 5.3.2.1.3). If the Placard or marine pollutant mark is not required, the UN number shall be placed next to the Proper shipping name.

5.3.2.1.3 *UN Numaralarının gösterilmesi ile ilgili örnekler*
Kısım 5 - *Gönderi Yöntemleri*

Marking & Labeling of Portable Tanks

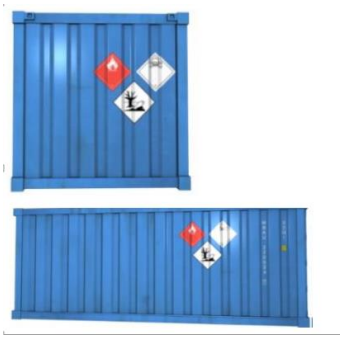
If there is one dangerous good and heavier than 4 tons;



Labels(4x): One on both side and one on both corner.
UN Number(4x): one on both side and one on both corner.
Full Name(2x): At least on two surface and one on both corner.

Marking & Labeling of Cargo Containers

If there is more than one dangerous goods;



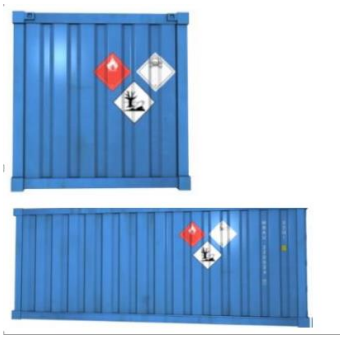
Labels(4x): one on both side an one on both corner.

UN Number(4x): one on both side and one on both corner.

Full Name: Not necessary.

Marking & Labeling of Cargo Containers II

If there is more than one dangerous goods;



Labels(4x): one on both side an one on both corner.

UN Number(4x): one on both side and one on both corner.

Full Name: Not necessary.

Hazard Sign/Labels:

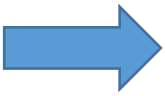
1- If used in CTU (container etc.) and vehicles, its size is 25 cm x 25 cm.

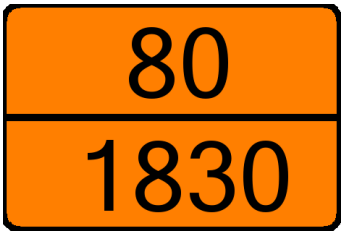
2- If used in packages (packaging), its size is 10 cm x 10 cm

Written Orange Plate

1- If it is placed on a transport vehicle, for example, on a tanker, its dimensions are: It will be 40 cm x 30 cm in size

2- In Cargo transport units (CTU), its size in containers is 40 cm x 30 cm.





4.4. Signs of Dangerous Goods and Packing Groups:

The marking and packaging groups of dangerous goods handled in our facility must comply with the provisions of the IMDG Code and other relevant legislation. Signs and packaging groups for dangerous goods are explained in detail in IMDG Code 2, 5 and dangerous goods list.

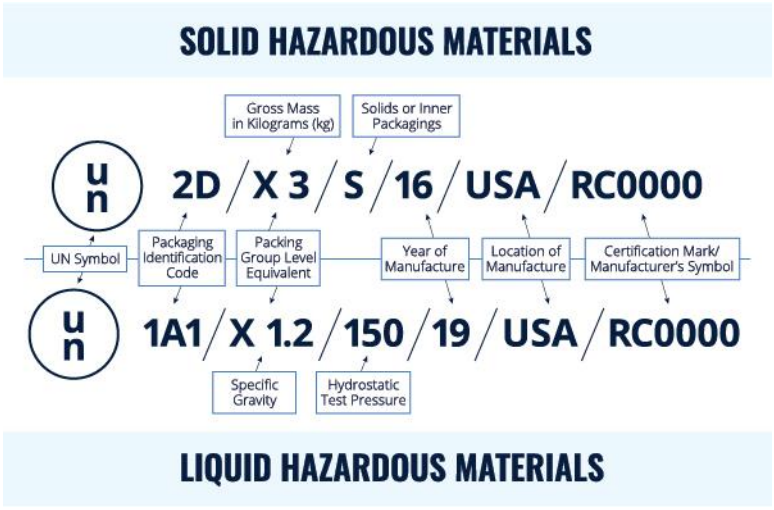
Dangerous goods are divided into three “packaging groups” according to the degree of danger they represent.

PG I - High Danger

PG II - Moderate

PG III - Low danger

Packages must bear the UN packaging approval mark, indicating that the packaging has been tested and approved in accordance with United Nations performance standards. Örnek aşağıda belirtilmiştir.



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

Separation table of dangerous goods in the port is given below. General provisions are given in the table, and special provisions, if any, are applied before the operation. Separation table on board is given by the shipping agency.

CLASS		1.1 1.2 1.5	1.3 1.6	1.4	2.1	2.2	2.3	3	4.1	4.2	4.3	5.1	5.2	6.1	6.2	7	8	9
Explosives	1.1, 1.2, 1.5	*	*	*	4	2	2	4	4	4	4	4	4	2	4	2	4	X
Explosives	1.3, 1.6	*	*	*	4	2	2	4	3	3	4	4	4	2	4	2	2	X
Explosives	1.4	*	*	*	2	1	1	2	2	2	2	2	2	X	4	2	2	X
Flammable gases	2.1	4	4	2	X	X	X	2	1	2	2	2	2	X	4	2	1	X
Non-toxic, non-flammable gases	2.2	2	2	1	X	X	X	1	X	1	X	X	1	X	2	1	X	X
Toxic gases	2.3	2	2	1	X	X	X	2	X	2	X	X	2	X	2	1	X	X
Flammable liquids	3	4	4	2	2	1	2	X	X	2	2	2	2	X	3	2	X	X
Flammable solids (including self-reactive substances and solid desensitized explosives)	4.1	4	3	2	1	X	X	X	X	1	X	1	2	X	3	2	1	X
Substances liable to spontaneous combustion	4.2	4	3	2	2	1	2	2	1	X	1	2	2	1	3	2	1	X
Substances which. in contact with water, emit flammable gases	4.3	4	4	2	2	X	X	2	X	1	X	2	2	X	2	2	1	X
Oxidizing substances (agents)	5.1	4	4	2	2	X	X	2	1	2	2	X	2	1	3	1	2	X
Organic peroxides	5.2	4	4	2	2	1	2	2	2	2	2	2	X	1	3	2	2	X
Toxic substances	6.1	2	2	X	X	X	X	X	X	1	X	1	1	X	1	X	X	X
Infectious substances	6.2	4	4	4	4	2	2	3	3	3	2	3	3	1	X	3	3	X
Radioactive material	7	2	2	2	2	1	1	2	2	2	2	1	2	X	3	X	2	X
Corrosive substances	8	4	2	2	1	X	X	X	1	1	1	2	2	X	3	2	X	X
Miscellaneous dangerous substances and articles	9	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Ship Dangerous Cargo Separation Table

The distance between the containers for IMDG codes in the matched structure seen in this table is given in numbers from 1 to 4. Accordingly, the distance between the loads:

Figure	Meaning
1	Should be kept away
2	Must be separated
3	Must e kept separate by means of an entire compartment or partition
4	It must be separated longitudinally by a whole compartment or partition passing through it
X	Exceptions should be checked in the IMDG code list.

Dangerous goods in different cargo transport units or in packages in the port area will be stacked based on the distances in the segregation table below:

TABLE 1 – *SEGREGATION TABLE FOR DANGEROUS CARGOES IN PORT AREAS*

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

- Packages/IBCs/trailers/flat racks or platform containers
  0 = no segregation necessary unless required by the individual schedules
  a = away from – minimum 3 m separation required
  s = separated from – in open areas, minimum 6 m separation required in sheds or warehouses, minimum 12 m separation required unless separated by an approved fire Wall
- Closed containers/portable tanks/closed road vehicles
  0 = no segregation necessary
  a = away from – no segregation necessary
  s = separated from – in open areas, longitudinally and laterally, minimum 3 m separation required, in sheds or warehouses longitudinally and laterally, minimum 6 m separation required unless separated by an approved fire Wall
- Open road vehicles/railway freight wagons/open-top containers
  0 = no segregation necessary
  a = away from – minimum 3 m separation required
  s = separated from – in open areas, longitudinally and laterally, minimum 6 m separation required, in sheds or warehouses longitudinally and laterally, minimum 12 m separation required unless separated by an approved fire wall

Port areas segregation table

Numbers and symbols as defined in this section relate to the following conditions;

Rakam	Anlamı	Mesafe
1	Keep away	3m
2	Keep apart	6m
3	Keep them separate or in separate places with a full compartment	12m
4	Keep it separated longitudinally or in separate places with complate partition	24m
X	Shown in the Dangerous Goods List if segregated storage is available	-

Segregated Storage and Stacking Policies

The IMDG Code requires dangerous goods to be stored and sorted according to their hazard, class and compatibility status. In addition, detailed information on the important factors of where dangerous goods should be stacked and how they should be stored separately from other cargoes is available in the IMDG CODE book.

Although the IMDG Code provides detailed information on ship stowing, the requirements may also apply to onshore storage and even container packaging. The Terms provide a framework for port authorities to use when drafting their regulations for the safe transport and stowage of dangerous goods in ports. Goods that need to be stored separately from each other shall not be transported in the same cargo transport unit. In the following paragraph, the five stacking categories stipulated by the IMDG Code are given.

Stacking Categories

Categories	A	B	C	D	E
Cargo ship carrying up to 25 passenger	Above or below deck	Above or below deck	Above deck only	Above deck only	Above or below deck
Cruise ships carrying more than 25 passengers	Above or below deck	Above deck only	Above deck only	Forbidden	Forbidden

There are the Following 5 Categories for Ship Stowing

Stowing Category 01	Cargo Ships(Max. 12 traveller) or Cruise Ships	On Deck or Under Deck in a Covered Transport Unit.
Stowing Category 02	Cargo Ships(Max. 12 traveller) or Cruise Ships	On Deck or Under Deck in a Covered Transport Unit. (In Accordance with 7.1.4.4.5)
Stowing Category 03	Cargo Ships(Max12 traveller) or Cruise Ships	On Deck or Under Deck in a Covered Transport Unit. (It is prohibited except in compliance with 7.1.4.4.5)
Stowing Category 04	Cargo Ships(Max. 12 traveller) or Cruise Ships	On Deck or Under Deck in a Covered Transport Unit. (It is prohibited except in compliance with 7.1.4.4.5)
Stowing Category 05	Cargo Ships(Max. 12 traveller) or Cruise Ships	Only on Deck in a Covered Transport Unit. (It is prohibited except in compliance with 7.1.4.4.5)

How the dangerous goods are safely stowed on the ship is the sole responsibility of the Ship Planner. Port Terminals are not responsible for the plan to stow dangerous goods on board.
It is only responsible for stowing the cargo in the position specified in the ship plan provided by the Cargo Line through the relevant authorities.

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

There isn't closed warehouse in our facility.

5. HANDBOOK ON DANGEROUS LOADS HANDLED ON THE COASTAL FACİLİTY

In order to contribute to the safe performance of the said activities, the coastal facilities that carry out dangerous cargo loading/discharge, handling and temporary storage activities; A Dangerous Goods Handbook (Annex-3), which contains dangerous goods classes, dangerous goods packages, packages, labels, signs and packaging groups, separation tables of dangerous goods on the ship and in the port, dangerous goods emergency response action flow diagram (Annex-3). was prepared and given to all personnel working at the relevant coastal facility. In addition, an information brochure on dangerous goods and an emergency brochure showing the assembly points in possible emergency situations are given to our visitors at the facility entrance (Annex-4).

6. OPERATIONAL MATTERS

6.1. Procedures for Safely, Docking, Mooring, Loading/Unloading, Shelter or Anchorage of Ships Carrying Dangerous Goods Day and Night

Ships carrying dangerous goods dock at our port under the supervision of the shift supervisor in the Tank Terminal / Container Terminal departments. The information forms of the ships expected to come to our port by the customers are sent to the operations and planning manager, and their suitability for the facility is evaluated according to the port information and ship acceptance criteria. The berthing position is determined by taking into account the technical characteristics of the ship, the arrival drafts, etc. Pilotage service in our port is provided by Ankaj company, tugboat and mooring service is provided by Marin Tugboat company. Attention is paid to do the berthing operations of the ships carrying dangerous goods with Pilots and Tugboats during the daytime. Ships carrying dangerous goods may be allowed to berth at night in some cases, such as weather conditions, ship maneuverability, ship's arrival conditions, etc. Ships carrying dangerous goods light the red lighthouse (a red light with 360° visibility on the stern mast of the ship) at night and the bravo flag ( ) is hoisted during the day. Separate anchorage areas have been determined for ships carrying dangerous goods by Kocaeli Port Authority, and the ships will wait in these anchorages allocated to them. In the event that the Ship's Master's practice regarding the mooring of the ships is not deemed safe for the port, the Ship's Master will be requested to tie the ship with additional ropes. In our facility, procedures for ship berthing, loading and unloading etc. have been prepared and implemented.

6.2. Procedures Regarding Additional Measures to be Taken According to Seasonal Conditions nearby Seaport when Loading and Unloading of Dangerous Goods

In case of snow and icing, port machinery and transfer vehicles are not allowed to operate until the slippery environment is eliminated. When environment security is ensured, vehicles perform operations at the safest speed. In rainy weather, the operation of class 4.3 dangerous goods that are packed and not in the cargo transport unit (CTU) is not allowed under any circumstances, and they are never loaded or unloaded on the ships. In stormy weather, loading / unloading process is stopped in 6 bofors, hoses are removed from the ship in 7 bofors, the ship should be separated from the pier in 8 bofors.

6.3. Procedure on Keeping Flammable, Flammable and Explosive Substances Away from the Operations That Create/Create Sparks and Not to Operate Vehicles, Equipment or Tools that Create/Create Sparks in Hazardous Cargo Handling, Stacking and Storage Areas

The explosion protection document of our facility has been prepared. The zone map of the facility was created according to the explosion protection document. In areas where hazardous materials are present, appropriate equipment is used in line with Atex instructions. The classes of the equipment to be used in the zone areas are selected according to the zone zones. Work permit system is applied in our facility. It is ensured that the necessary precautions are taken by performing the risk assessment and gas measurement of the area where the hot work will be carried out. How long the gas measurement will be repeated is determined according to the class of the dangerous substance and the packaging group, and the working area. Before the work, all personnel are informed by radio. During hot work, it is allowed under the supervision of technical safety personnel and with sufficient fire fighting equipment.

7. DOCUMENTATİON, CONTROL AND RECORDİNG

7.1. Procedures Regarding All Mandatory Documents, Information and Documents Related to Dangerous Goods, Procurement and Control of these by Relevant Persons

IMDG Code, IMSBC Code, MARPOL, IBC Code, Blu code books are kept up-to-date in our facility. Records of all dangerous goods arriving, sent and stored at our facility are kept by the operation departments and are kept in a way that can be shown when requested. The safety data forms of all products to be handled at the facility are obtained from the cargo person and their operational planning is made according to the product safety data form. Information and documents related to dangerous goods coming to our facility are provided by the Trade Directorate from the companies at the contract stage. In case of missing documents, the operation is not started until the documents are completed.

7.2. Procedures for Keeping Up to Date List of All Dangerous Goods in the Coastal Facility Site and Other Related Information Regularly and Completely

The class, quantity, emergency response methods and locations of all dangerous goods available in our facility are kept in the Solonport program. The type, class, amount and location of dangerous goods in our port area can be accessed instantly from this program.

7.3. Procedures for Controlling the Dangerous Goods Arriving at the Facility Properly Defined, using the correct Shipping Names of the Dangerous Goods, Certification, Packing/Packaging, Labeling and Declaring and Safely Loading and Transporting to the Package, Container or Cargo Transport Unit in accordance with the Rules and Reporting the Control Results

It is checked that the dangerous goods coming to our facility are properly defined. In cases where there are no labels on the container with dangerous goods, the agency is requested to provide a label or plate. The dangerous goods that will be accepted to the port by the container terminal department are checked from the dangerous goods documents prepared by the sender, such as the UN Number, PSN name, Class, packing group, whether there is a marine pollutant, the container/packaging number and the seal number. After stuffing the dangerous goods, the loading document is signed by the loader. The person who signed the loading document; Acknowledges that the items are loaded correctly, that you are marked and labeled, that there is no damage or leakage, that they are properly supported and secured for sea travel, that they are loaded in accordance with the IMDG Code, that they correctly identify the items in the Container. Within the scope of IMDG Code and ADR, all classification, stacking,

sorting, plating, labeling, packaging and preparation of the relevant shipping documents of the dangerous goods arriving at the port area are the responsibility of the sender and the carrier.

7.4. Procedures for Obtaining and Keeping a Safety Data Sheet (SDS)

Safety data sheets of dangerous goods coming to our facility are requested from customers at the planning stage. Safety data sheets must be in Turkish as per the regulation on classification, labeling and packaging of substances and mixtures. In case a new product arrives, a risk assessment is made in terms of environment and OHS, and information training is given to the personnel about the product. Operational planning is carried out at our facility, taking into account the handling issues specified in the Safety Data Sheet and the issues specified in the IMDG Code. Safety data sheets are stored in ship files.

7.5. Procedures for Keeping Records and Statistics of Dangerous Goods

Hazardous materials and their information coming to our facility are recorded in the solonport system and their backups are taken periodically. Statistics on dangerous cargoes will be reported to the Port Authority in quarterly periods. Statistical evaluations from the records of the dangerous cargo handled annually in our port are made by the Trade and Operations departments. The quantities of dangerous goods stored in our facility are shared with the management in daily reports.

7.6. Information on Quality Management System

ISO 9001, ISO 14001 and ISO 45001 standards are applied in our facility. Necessary resources are determined by the top management of our organization in order to implement and maintain the Management Systems, 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.

8. EMERGENCİES, EMERGENCY PREPAREDNESS AND RESPONSE

8.1. Intervention Procedures for Dangerous Cargoes and Dangerous Situations Composed by Dangerous Cargoes that Create/Can Create Risk to Life, Property and/or Environment

In our facility, emergency plans are prepared and implemented for possible emergencies. In the handling operations of dangerous goods, safety and security measures in accordance with the product characteristics are planned and implemented before the operation. Before the operation, all personnel who will take part in dangerous cargo operations are informed about the safety data forms during the toolbox meetings. Emergency teams have been formed in our facility and emergency response training has been given. In addition, the trainings are periodically repeated and exercises are carried out periodically. Emergency equipment such as fire equipment, first aid cabinets, eye and body showers, emergency communication systems, warning signs in our facility are maintained and checked at regular intervals. Responding to dangerous substances that pose/may pose a risk to life, property and/or the environment in our facility and to dangerous situations involving dangerous substances will be carried out according to the Emergency Plan prepared by our facility. (Annex-5 Emergency Plan)

8.2. Information on the Possibility and Capacity of the Coastal Facility to Respond to Emergency Situations

Our coastal facility marine pollution emergency response plan has been prepared and approved by the ministry. A contract has been signed with Mare sea cleaning and Marin tugboat company to respond to possible emergencies. The emergency response team was determined and their training was

completed by the Mare sea cleaning company. The trainings are repeated periodically and the exercises are held twice a year.
Our facility has an approved fire plan. Firefighting teams are formed for each shift. Emergency drills are held under various scenarios. Maintenance and controls of fire fighting equipment are carried out. The fire equipment list, in which the possibility and capacity of responding to the fire is indicated, is given in Annex-6.

8.3. Regulations Regarding First Responding to Accidents İnvolding Dangerous Goods (First Aid Procedures, First Aid Possibilities and Capabilities, etc.)

There is an emergency response container in our facility for accidents involving dangerous substances. In case of any leakage, the first response of the dangerous substance is carried out by the trained personnel using the necessary personal protective equipment according to the safety data sheet and its isolation from the source is provided. Hayat Kimya infirmary has 24/7 medical personnel and first aid for injuries can be done in Hayat Kimya infirmary. We have 60 employees with first aid certificates in our facility. Emergency response plans, procedures and instructions have been prepared and implemented. There are 27 eye and body showers and 25 first aid cabinets throughout the facility.

First aid measures specified in Chapter 4 of the safety data sheet are applied to injuries caused by dangerous cargo. At the same time, the toxicological effects in Section 11 of the safety data sheet are taken into account. In addition, the procedure for using and applying MFAG EMS is utilized. The person who will intervene in the injured person must use personal protective equipment in order not to be affected by the environmental conditions. (Annex-7 MFAG EMS Usage and Application Procedure)

8.4. Notifications to be Made Inside and Outside the Facility in emergency Situations

Incidents that may arise from dangerous cargoes at the site of our facility are notified to the Port Authority as soon as possible with the Hazardous Goods Accident Notification Form. There are notifications to be made in the emergency plan. The list of emergency contact numbers is specified in Annex-5 Emergency Plan.

8.5. Accident Reporting Procedures

As a result of accidents caused by dangerous goods, the root cause is investigated and evaluated by the accident investigation team and a report is prepared. The accident investigation team evaluates the way the accident occurred, its root causes, and the speed of intervention, determines the measures to be taken to prevent the same incident from happening again, and ensures that it is completed. Accidents caused by dangerous goods;

- When the accident occurred,
- How it occurs and why,
- The place and impact area of the accident,
- Information if there is a ship involved in the accident,
- Meteorological information,
- UN number of the dangerous substance,
- Proper shipping name and amount,
- İf dangerous Cargo has a hazard class, a lower hazard class
- Packaging group,
- Additional risk, such as marine pollutants, if any,
- Sign and label details of dangerous cargo,
- The packaging in which the dangerous substance is transported, if any,

- Cargo transport unit and container characteristics and number,
- Manufacturer, sender, carrier and receiver of dangerous goods,
- Extent of damage/polution caused,
- Number of dead and missing, if any,
- The emergency response practices made by the coastal facility for the accident are reported to the Port Authority. (Annex-8 Procedure for notifying the port authority of accidents involving dangerous goods)

8.6. Coordination, Support and Cooperation Method with Official Authorities

Support and cooperation will be provided by informing the Port Authority, Provincial Fire Department, AFAD, Customs and Neighboring Facilities in cases where emergency response is required due to hazardous materials. In possible emergencies in neighboring facilities, measures will be increased at the facility and teams will be assigned to assist the neighboring facility.

8.7. Emergency Evacuation Plan for Removal of ships and Marine Vehicles from the Coastal Facility in Emergency Situations

The emergency plan for the removal of ships and marine vehicles from the coastal facility in emergency situations is given in Annex-5.

8.8. Procedures for Handling and Disposal of Damaged Dangerous Goods and Wastes Contaminated by Dangerous Good

Damaged dangerous cargoes and areas contaminated by dangerous cargoes are surrounded and prevented from spreading. Packaged dangerous goods are taken into the leakage pool and their spread is prevented. Spills are collected by cleaning with absorbent materials. The wastes that may arise from the activities carried out in our facility are collected separately according to the waste codes and stored at the waste site. The wastes found in the landfill are sent to companies licensed by the Ministry of Environment and Urbanization for disposal. A procedure has been established and implemented for the studies to be carried out on waste management. (Annex-9 waste management procedure)

8.9. Emergency Drills and their Records

Emergency teams have been determined in our facility. Emergency teams were given training on their duties. Trainings are carried out with the support of specialist organizations when necessary. All our personnel working in dangerous cargo operations at our facility were given training within the scope of the IMDG Code training directive. In order to test the adequacy of the emergency plans, twice a year sea pollution drill, 1 time ISPS drill, 1 emergency drill are held and recorded. (Annex-10 Training Procedure)

8.10. Information on Fire Protection Systems

Our facility has SIL 3 redundant fire system automation. Flame and gas detection sensors give warning to the system. In addition ,in our facility, there are 4 electric foam pumps, 8 diesel fire pumps, 2 fire water reserve tanks of 850m^3 each, 58 fire hydrants, 4 foam trailers, 25000 lt foam stock (concentrate), 10 fire blankets, 41 pieces of 2” fire cabinet, 11 pieces of 1” fire cabinet, 189 pieces of 6-12 kg KKT, 3 pieces of 25-50 kg KKT, 35 pieces of 5 kg gas fire extinguishers, 1 piece of 30 kg gas fire extinguishers, 7 foam cars, 3 pieces sea water pump, 5 foam balls, 1 foam tower.

8.11. Procedures for Approval, Inspection, Testing, Maintenance and Availability of Fire Protection Systems

In our facility, equipment selection was made according to national and international standards, considering the characteristics and quantities of dangerous goods to be handled and stored, facility capacity, number of berthing ships, and approved by the engineer registered in the TMMOB chamber. Methods and responsibilities for periodic controls and maintenance of fire protection systems in our facility are specified in Annex-11 Fire systems control and maintenance procedure.

8.12. Precautions to be Taken in Cases of Fire Protection Systems not Working

In our facility, fire fighting equipment is designed with systems that back up each other. In cases where our facility's own fire fighting equipment does not work or is insufficient, the support of neighboring facilities, contracted tugboat company, fire department and AFAD units will be requested. Hazardous materials that may be affected by fire are removed from the area if possible. We have cooperation and support protocols for emergencies with our neighboring facilities.

8.13. Other Risk Control Equipment

There is an automation system in our facility. Tank levels are always controlled thanks to the tank automation system. In cases where the safe filling level in the tanks is exceeded, High Level and High high level alarm systems activate and give a warning to the control room SCADA screen. It also gives audible and visual warnings in the field. There are red warning lamps for high high level and yellow warning lamps for high level.

In addition, closed system filling automation is used. It communicates with the overflow sensors on the vehicle and automatically stops the filling when the vehicle compartments are full. At the same time, it ensures that the gases formed during the filling are directed to the scrubber system. Vehicle grounding is constantly monitored by grounding automation in order to prevent any fire that may occur due to static electricity. In case of any problems with grounding, the filling is automatically stopped. At the same time, laser barriers are used to check that the filled vehicles are positioned correctly on the scale.

9. OCCUPATİONAL HEALTH AND SAFETY

9.1. Occupational Health and Safety Measures

Limas Port Management Inc. It has ISO 45001 Occupational Health and Safety Management System certificate, regularly evaluates its occupational health and safety activities and carries out its work with the goal of continuous improvement. The legal regulations on occupational health and safety concerning our facility are followed by the occupational safety specialist.

On-the-job orientation trainings are given to all our personnel working in our facility. Our personnel, whose orientation trainings are completed, are certified by taking the vocational qualification certificate exam. Occupational safety trainings, IMDG code trainings, Emergency trainings and job-specific trainings are provided to all our personnel.

The zone areas of the facility, for which the explosion protection document has been prepared, have been determined in our facility. The equipment used in these areas is selected in accordance with the zone areas. Risk assessment studies at our facility are determined by the risk assessment team, and the risks are minimized by planning the measures taken and, if any, to be taken. Activities to be carried out in our facility to eliminate hazards and reduce occupational health and safety risks are planned according to the control hierarchy (elimination, replacement, engineering measures, administrative

controls, Personal protective equipment). Necessary arrangements have been made with safety signs throughout the facility.

Work permit system is applied in our facility. All works to be done within the facility, including contractor works, are subject to work permits, and work cannot be started without necessary controls and approval. All possible near-misses in our facility are reported by the personnel and actions are taken after discussing them with the OHS board.

All our personnel working in our facility are subjected to periodic health checks every year and the results are approved by our workplace doctor. Our new employees begin work with the approval of the doctor after they have their health examinations done. If deemed necessary for our working personnel, the workplace physician requests further examinations.

Daily field tours are made by the technical safety department in our facility. Inappropriate situations detected in the field are intervened and the work is continued after the necessary protective measures are taken. It informs the maintenance personnel about the malfunctions detected in the field tour controls and ensures that they are eliminated.

9.2. Information on Personal Protective Clothing and Procedures for Their Use

The Personal Protective Equipment table that should be used according to the activities carried out in our facility has been created. Personal protective equipment table is given in Annex-12.

9.3. Closed Space Entry Permit Measures and Procedures

A work permit system procedure has been established and implemented in our facility, including the work to be carried out in closed areas. The work permit system procedure is given in Annex-13.

10. OTHER PARTICULAR

10.1. Validity of Dangerous Goods Conformity Certificate

Our facility received the Hazardous Substance Conformity Certificate on 10.10.2022. The validity date of the certificate of conformity is 15.10.2025.

10.2. Duties Defined for Dangerous Goods Safety Advisor

- Monitoring compliance with the requirements for the handling of dangerous cargoes and making recommendations to the coastal facility.
- TMGDs, which are authorized under the IMDG Code, prepare a quarterly report regarding the responsibilities of the coastal facilities they serve or serve as determined in this Regulation and notify this report to the Administration.
- To prepare an annual report to the coastal facility on the activities of the coastal facility operator in the transport of dangerous goods (Annual reports are kept for 5 years and submitted to the administration upon request).
- To ensure that the dangerous goods arriving at the facility are properly identified, that the correct shipping names are used, that they are certified, packaged/packaged, labeled and declared, that they are safely loaded and transported into the approved and legal packaging, container or cargo transport unit.
- To control whether the shore facility employees have received appropriate training, including the changes made in the legislation, and whether these training records are kept.

- To check the appropriateness of the emergency methods to be applied in case of an accident or an event that will affect the safety during the transportation, loading or unloading of dangerous goods.
- Examines the compliance of reports prepared on serious accidents, incidents, or serious violations that occur during the transportation, loading or unloading of dangerous goods, and ensuring that the necessary report is forwarded to the relevant authorities.
- It enables the determination of the necessary measures against the reoccurrence of accidents, incidents or serious violations. Analyzing the extent to which the rules regarding the transportation of dangerous goods are taken into account in the selection of subcontractors or 3rd parties.
- To determine whether the employees in the transportation, handling, storage and loading/unloading of dangerous goods have detailed information about the operational procedures and instructions.

10.3. Considerations Regarding Carriers of Dangerous Goods Carrying Dangerous Goods Coming to/Leaving the Coastal Facility by Road (Documents Required to be Carried at the Entry/Exit of the Highway Vehicles Carrying Dangerous Goods to/from the Port or Coastal Facility Area, Equipment and Equipment Required by These Vehicles; Speed Limits in the Port Area, etc.)

The speed limit determined by our facility is 20 km and is indicated by warning signs throughout the facility. Documents, equipment and equipment required for vehicles carrying dangerous goods are listed below.

- Transport document
- Dangerous goods transport driver training certificate (SRC-5)
- Identity document for the personnel on duty in the vehicle
- Written instruction given by the carrier to the driver
- Multi-modal dangerous goods transport form for dangerous goods transported by more than one mode
- ADR certificate of conformity for vehicles
- Hazardous materials and hazardous waste compulsory liability insurance policy
- Orange plate on the front and back of the vehicle
- Vehicle/Container packaging certificate
- Safety data sheet

Vehicles carrying dangerous goods coming to our facility must have the following equipment.

- For each vehicle, at least one chock suitable for the radius of the wheel and the maximum mass of the vehicle
- 1 fire extinguisher (at least 2 kg for the driver's cab)
- In addition, fire extinguisher (Vehicle>7.5 t = >12 kg 2 pcs/ 3,5t<Vehicle≤7.5t=>8 kg 2 pcs/Vehicle≤5.3t=>4 kg 2 pcs)
- 2 self-standing warning signs
- Warning vest (EN 471)
- 1 flashlight (must be non-sparking)
- A pair of protective gloves
- Eye protection equipment

Additional protective equipment:

- Gas mask for hazard label 2.3 or 6.1 (EN 141)
  For hazard label numbers 3, 4.1, 4.3, 8 and 9:
- Shovel
- Drain cover
- Collection container

10.4. Issues Regarding Carriers of Dangerous Goods Coming to/Leaving the Coastal Facility by Seaway (Day/Night Signs to be Displayed by Ships and Marine Vehicles Carrying Dangerous Goods at the Port or Coastal Facility, Cold and Hot Working Procedures on Ships, etc.)

Ships carrying dangerous goods hoist the B (Bravo) flag during the day and have a red light that can be seen from all directions at night. Hot work permits are not granted in our facility for ships carrying dangerous cargo that will arrive at our port area. However, in an emergency, protective measures to be determined by our facility may be taken and allowed in line with the permission of the Port Authority. In cases other than hot work, necessary precautions are taken for cold work in line with the permission of the port authority, and it is allowed in a way that does not disrupt the operation.

10.5. Additional Considerations to be Added by the Shore Facility

Hazardous material handling operations are carried out in our facility by our expert staff. High-level measures are taken in terms of safety and security with pre-operation planning, risk analyzes and work permit system. Our facility works with a 24/7 working order within the scope of ISPS code. Patrols are carried out regularly by security personnel. The records of people and vehicles entering and leaving the facility are kept by the security personnel. Facility security is ensured with wire at a height and quality suitable for ISPS surrounding the facility borders and a CCTV room where the entire field is monitored.

Annex:

1- General site plan of the coastal facility
2- General view photos of the coastal facility
3- Emergency Contact Points and Contact Information
4- General Fire Plan of the Facility
5- Emergency Plan
6- Emergency Assembly Places Plan
7- Emergency Management Chart
8- Dangerous Goods Handbook
9- Maritime coordinates of the administrative borders of the Port Authority, anchorage areas and the pilot's disembarkation/embarkation points
10- Emergency response equipment against marine pollution in the coastal facility
11- Personal protective equipment (PPE) usage map
12- Dangerous cargo events notification form
13- Control results notification form for dangerous cargo transport units (CTUs)