CEYPORT TEKİRDAĞ ULUSLARARASI LİMAN İŞLETMECİLİĞİ A.Ş.

- DANGEROUS GOODS GUIDE -

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Oğuz TÜMİŞ

REVISION PAGE

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1. INTRODUCTION

When dangerous goods are handled or stored at the entrance of port and in port areas, general safety and security must be provided, the goods must be surrounded, all safety measures must be taken and controlled for all people in or near port area and the environment must be protected.

1.1. General information of the facility

FACILITY INFORMATION FORM

1	Name/title of facility operator	CEYPORT TEKİRDAĞ ULUSLARARASI LİMAN İŞLETMECİLİĞİ A.Ş.
2	Contact Information of facility operator (address, phone, fax, e-mail and web page)	100. YIL MAH. BARBAROS CAD. LİMAN APT. NO: 9/1 SÜLEYMANPAŞA /TEKİRDAĞ PHONE : 0282 2610800 FAX : 0282 2612346 Web : www.ceyporttekirdag.com.tr e-mail : info@ceyporttekirdag.com.tr
3	Name of facility	CEYPORT TEKİRDAĞ LİMANI
4	Province of the facility	TEKİRDAĞ
5	Contact information of the facility (address, phone, fax, e-mail and web page)	100. YIL MAH. BARBAROS CAD. LİMAN APT. NO: 9/1 SÜLEYMANPAŞA /TEKİRDAĞ PHONE : 0282 2610800 FAX : 0282 2612346 Web : www.ceyporttekirdag.com.tr e-mail : info@ceyporttekirdag.com.tr
6	Geographical area of facility	MARMARA REGION
7	Port Authority of facility and contact details	TEKİRDAĞ PORT AUTHORITY HÜRRİYET MAHALLESİ, 59030 TEKİRDAĞ MERKEZ/TEKİRDAĞ PHONE : 0282 2634400 FAX : 0282 2629162
8	Mayor ship of facility and contact details	TEKİRDAĞ METROPOLITAN MUNICIPALITY PHONE : 0850 4595959 FAX : 0282 2637471
9	Free Zone or Organized Industrial Zone of facility	---
10	Validity date of shore facility Operating Permit/Provisional Operating Permit	VALIDITY DATE FOR TEMPORARY OPERATING PERMIT OF THE SHORE FACILITY: 7/5/2019

11	Operating status of the facility (X)	Own load and add third party (…)	Own load (…)	Third party (X)
12	Name and surname of facility responsible person, contact information (phone, fax, e-mail)	Mahmut SAYGI Phone : 0282 2610800 Fax : 0282 2612346 e-mail :mahmutsaygi@ceyporttekirdag.com.tr		
13	Name, surname and contact information of the person responsible for dangerous goods operation of the facility (phone, fax, e-mail)	Muhammet Ali ORUÇ Phone : 0282 2610800 Fax : 0282 2612346 e-mail : operasyon@ceyporttekirdag.com.tr		
14	Name, surname and contact information of Dangerous Goods Safety Advisor of the facility (phone, fax, e-mail)	Tankut YILDIZ Phone : 0538 4550045 e-mail : tankut@tmgddanismanlik.com		
15	Marine coordinates of facility	Latitude : 40°57’45” North Longitude : 27°30’24” East		
16	Type of dangerous goods handled in facility (goods under MARPOL Annex-1, IMDG Code, IBC Code, IGC Code, IMSBC Code, Grain Code, TDC Code and asphalt/bitumen and scrap goods)	MARPOL ANNEX-I, IMDG Code, IMSBC Code, IBC Code, Grain Code, TDC Code, Asphalt/bitumen		
17	Types of Ships berthing to facility	Ferry, Passenger ship, Ro-Pax ship, General Cargo Ship, Bulk Carrier ship, Crude Oil/Product Tank ship, Ro-Ro, Chemical Tank (Under tackle until the tank farm is completed), Container Ship, Barges, Wagon Ferry Ships that carry livestock’s, Yacht		
18	Facilities distance to main road (kilometer)	1.3 Km.		
19	Facility’s distance to railway (km) or railway connection (Yes/No)	Yes		

20	Facility's distance to closest airport (km) and its name	Çorlu Airport - 44 Km.	
21	Goods handling capacity of facility (Ton/Year; TEU/Year; Vehicle/Year)	Bulk Cargo : 4.000.000 tone/year Bulk Liquid : 1.000.000 tone/yaer General Cargo : 3.000.000 tone/year Project Cargo : 200.000 tone/year Container : 250.000 TEU/year Wagon : 25.000 pieces/year	
22	Scrap handling made/not made in facility	No	
23	Is there border crossing? (Yes/No)	Yes	
24	Is there a bonded area?(Yes/No)	Yes	
25	Goods Handling equipment and capacity	MOBILE CRANES	8
		STACKER	1
		FORKLIFTS	5
		LOADER	1
		HANDLING MACHINES	3
		TOWING TRAILERS	7
		GRAB	VARIOUS
26	Storage tank capacity (m^3)	------	
27	Open storage area (m^2)	114.650 m^2	
28	Semi-closed storage area (m^2)	-------	
29	Closed storage area (m^2)	-------	
30	Determined fumigation and/or decontamination from fumigation area (m^2)	1.000 m^2	
31	Name/title and contact information of pilotage and towage service provider	Available on-site Phone : 0 282 261 08 00 Fax : 0 282 261 23 46	
32	Is a security plan established? (Yes/No)	Yes	
33	Capacity of Waste Acceptance Facility (This part will be issued separately according to the waste accepted by facility)	Type of Waste	Capacity (m^3)
		SLOP SLUDGE WASTE OIL BILGE WATER BILGE OIL GARBAGE	

34 Characteristics of berth/jetty etc. areas					
Berth/Jetty No	Height (meter)	Width (meter)	Min, mum water depth (meter)	Maximum water depth (meter)	Tonnage and height of The largest ship berthed (DWT or GRT - meter)
1 No. Jetty RO-RO	255		7,50	8,00	7.000
1 No. Seabus Berth	67		5,50	8,00	1.000
2 No. Berth	185		10,50	11,00	40.000
3 No. Berth(Liquid Handling) RO –RO	430		7,50	10,00	30.000
4 No. Berth(Closed)	321	60	11,00	12,00	42.000
5 No. Berth(Closed)	349	60	7,50	10,00	42.000
6 No. Berth	345	20,30	4,00	9,50	20.000
7 No. Berth (Train/Ferry)	145		7,00	9,30	8.000
8 No. Berth	189	30	9,30	10,00	15.000
Name of pipe line (if available in facility)			Number (pieces)	Height (meter)	Diameter (inch)
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1.2. Loading/discharge, handling and storage procedures of dangerous goods handled and temporarily stored in shore facilities

1.2.1. Dangerous goods handled and stored temporarily in our facility are as follows

UN	PROPER SHIPPING NAME AND DESCRIPTION	CLASS	PACKING	TK
UN1824	SODIUM HYDROXIDE SOLUTION	8	III	80
UN 2789	ACETIC ACID SOLUTION	8	II	83
UN 1830	SULPHURIC ACID	8	II	80
UN 2067	AMMONIUM NITRATE BASED FERTILIZERS	5.1	III	50
	DANGEROUS GOODS THAT CAN BE TRANSPORTED IN A CONTAINER AND ARE WITHIN THE SCOPE OF IMDG CODE, CTU CODE (CLASS 1 (EXCLUDED 1.4S), CLASS 6.2 AND CLASS 7 ARE EXCLUDED)	ALL CLASSES		
	DANGEROUS BULK CARGOES WITHIN THE SCOPE OF IMSBC CODE (CLASS 7 IS EXCLUDED)	ALL CLASSES AND MHB		
	MELAS AND POUR-ON LIQUID VEGETABLE AND ANIMAL OIL WITHIN THE SCOPE OF MARPOL			

Corrosives that are at the first 3 line of the table above are handled with necessary measures taken, as direct delivery.
In similar way, the liquid cargoes which come within the scope of MARPOL are handled as direct delivery.

1.2.2. Loading/Discharging Procedure for Dangerous Goods handled and Temporarily Stored

- Do not start loading before the customs procedures are completed and loading permit is available, if the goods to be loaded is transported from abroad.
- Do not start /make start working before using personal protective equipment according to Personal Protective Equipment Use Instruction
- Check the tanks of tankers to be loaded, do not load if they are improper. Check whether rear warning and lightening lamps are working, do not allow loading if any of these are not working. Vehicle to be used on public roads are checked at the door entrance in accordance with ADR rules.
- The speed limit of the vehicles within the port is 20 km/h.
- Learn about the ship crane condition, inform your supervisor if there is problem. Prevent defective crane working.
- Tired and / or sleepless personnel are not allowed to work during night work.
- Check the lighting at night work. If it's insufficient use additional projector to get enough lighting.
- Ensure that the vehicles can properly get under the Bunkers.
- Occupational Health and Security rules are applied at all areas of work.
- In accordance with the characteristics of the dangerous good, it must be ensured that the additional protective materials are properly worn.

1.2.3. Handling Procedures for Dangerous Goods That are Handled and Temporarily Stored

The procedure for the dangerous goods that are handled in our Port Facility under IMDG Code is as follows:

Regarding to the dangerous goods under IMDG Code which are transported to the port;

- Handling duration of the dangerous goods in the facility,
- Obligation for wearing protective clothing and the properties of these clothing,
- Response possibilities and risks that may occur during Emergency Response situation (Fire and Spilling)
- Issues such as special measures should be taken or not about the cargo mentioned, shall be decided and emergency response procedures will be taken into account according to the facility potential by using equipment and clothing's stated during handling in order to respond immediately.

1.2.3.1. Points to be considered while handling UN 1824

- Since it is a very strong alkaline, should act according to the specific instructions also must be very careful while loading, discharging and using.
- Check whether the covers are closed or not before moving the filled containers.
- Package must be opened very carefully
- Protective measures such as goggles, gloves must be taken during use.

1.2.3.2. Points to be considered while handling UN 2789

- Avoid contact with eye and skin.
- Work areas must be well ventilated.
- Keep away from igniter sources.

1.2.3.3. Points to be considered while handling UN 1830

- Avoid inhaling vapors/sprays and contacting with skin and eyes.
- Do not eat, drink or smoke during use.
- Required chemical hygiene measures must be taken into consideration.
- There should be eye wash facilities and shower facilities for dangerous situations while working with this product.
- Keep container tightly closed.
- Protect from direct sunlight.

1.2.3.4. Points to be considered while handling UN 2067

- Be careful for dust generation.
- Protect from moisture.
- Use personal protective equipment.
- Keep away from flammable materials, open flame, hot surfaces and sources of ignition.

1.2.4. Procedures of Liquid Dangerous Goods that are handled in our Facility

The liquid dangerous goods that are transported to our shore facility by Chemical Tankers are not stored and are handled as direct delivery. As soon as the tank farm manufacturing is completed, these goods will be handled in our port which is within the scope of investment.

1.2.5. Procedures for Estimating / Discharging, Handling and Storage of Packaged Dangerous Goods (Including Container)

1.2.5.1. Acceptance Procedures

The container carrying the dangerous goods that are subject to the customer regime will be declared to Custom Administration. According to the customs administration declaration; RED for physical inspection and document control; YELLOW for the control of the declaration and the accuracy of its annexes without the need for physical examination; BLUE to which the declarations and documents will be checked later, GREEN where the document check and physical examination of the match are not carried out; Even referring to the FULL INSPECTION, PARTIAL INSPECTION, EXTERNAL INSPECTION determines.

The customer or its representative agencies will create a service order by requesting from the port. Opening Closing report will be signed by the Customs Inspection Officer and a request will be made to the port with this report and declaration. Safety Data Sheet (SDS) for the Dangerous Goods will be requested from the Customer or its representative.

No action will be taken against dangerous loads for which no SDS form is available. The SDS Form is reviewed by the Operation, HSE and necessary preventive measures will be taken and assignments of the teams will be made.

The container is loaded onto the terminal tractor on the yard and will be transported to the inspection area (CFS) and will be stacked to the planned area. In this field the inspection of the container is completed under the supervision of the inspection officer, customer / representative, under the supervision of the port operation authority, and the closing report is prepared.

During inspection and sampling operations (packaging paper, plastics, fixing materials, etc.) of the containers containing dangerous goods, leakages will be cleaned by teams that are wearing intervening protective clothing. The remains will be transferred to the waste collection center for disposal.

1.2.5.2. Points to be considered while handling

Port Facility has fire hydrants, power generation devices with sufficient power reserves (generators) connected to fire pipes of sufficient number / diameter where necessary, sufficient number of sparkling (water) pumps connected to water tanks of adequate volume, electric and diesel motor water pump for cooling at sufficient power and capacity. Fire extinguishing that work outside buildings and liquefied gas fires) and dry chemical / dusty fixed / mobile fire extinguishers and details of which are provided in item 8.10. Personnel involved in the loading and unloading of packaged dangerous goods at the coastal facility have been trained in accordance with the IMDG Code rules in emergency situations (fire, explosion, leakage, etc.) and interventions, occupational health and safety issues in accordance with their job descriptions and work areas.

Works and transactions for damaged cargo carrying units or packages containing dangerous goods shall be carried out by taking necessary precautions in the case of stacking. If there is a leak in the designated freight transport unit or packages, these operations will be carried out in 2 40 ft. container-safe portable leak ponds.

For containers carrying hazardous cargo and dangerous goods packaged, the IMO area is determined according to the rules of separation and stacking, and the temporary storage of such packed cargoes and containers shall be carried out in accordance with the rules of separation and stacking specified in Section 4. The necessary fire, environment and other safety precautions will be taken in these areas. If stacking or storage of hazardous materials is carried out in all areas, means of access to freight transport units containing hazardous materials shall be available and equipment shall be available to provide emergency facilities and capabilities that may be intervened in the short term.

The communication equipment's used for shipment / unloading and handling of dangerous goods should be in good condition, safe to use and in sufficient number and capacity to provide uninterrupted communication.

In hazardous locations and situations, the personnel will be equipped with personal protective clothing and equipment in accordance with occupational safety and health standards. Personnel without job descriptions and personal protective clothing and equipment appropriate to their work area will not be employed.

1.2.5.3. Emergency Information

Operational officers shall have the following information on all dangerous cargoes transported or carried within their area of responsibility.

1.2.5.3.1. Definition of dangerous cargoes in accordance with IMDG Code;

1. Details of a special equipment required for safe transport of a particular hazardous load;
2. Emergency procedures including steps to be taken in the event of a spill or leak, countermeasures to be taken against touch, firefighting procedures and appropriate firefighting equipment.
3. When special equipment is required for the transport of dangerous cargo, information about this equipment and related test and inspection certificates shall be immediately submitted to captain, Port operation and responsible persons.
4. Information on emergency procedures will be given to the person responsible for the ship and cargo handling. This information will be placed on the ship at the point where the freight office and the interim point can reach them immediately.
   These information will include the telephone numbers of the competent authorities that need to be notified in case of emergency procedures at the pier, fire and emergency arrangements at the pier, and an accident involving fire brigade, ambulance, police and dangerous cargo.

1.2.5.3.2. It shall be the responsibility of the tallyman to keep records of the dangerous items being discharged and / or evacuated on board or in the port facility, and their duties shall be notified in writing.
It is the tallyman's responsibility to make sure that these records which are related to the positions of the dangerous substances are able to be offered to the related parties and are able to support the immediate intervention and kept in a place where the persons related can easily reach in a case of emergency.

1.2.5.4. Precautions for General Transport

- Port authority shall take the necessary precautions to prevent damage to the containers, packages, cargoes and freight transport of persons involved in the carriage of Dangerous goods within their area of responsibility
- While dangerous cargo is being transported, measures will be taken to prevent the access of people that are not authorized at transportation areas.
- If there is a problem with taking dangerous cargoes into conservation, the applicable steps should be taken to minimize the existing risks and the adverse effects on the environment.
- The packages to be used in the activities of replacing and repairing load handling unit or installing damaged packages in rescue packages should be produced and certified in accordance with the provisions of Chapter 6 of the IMDG Code appropriate for the construction of the dangerous goods.
- In the port facility, Internal loading procedures and / or loading on other transport mode vehicles shall be taken into account in the provisions of the "Packing Application Code (CTU Code)".
- Yard supervisor will prepare a ''Container/Vehicle Packing Certificate'' if container/vehicle loading is carried out in areas where cargo transportation units are discharged and/or in closed warehouses (CFS areas).
- Each cargo transport unit that comes to the shore facility will be checked at the port entrance points if it has a "Container / Vehicle Packing Certificate" or not. Shipping will be rejected for those cargo transport units that don't have such certificate.
- Handling and temporary storage operations will be carried out in accordance with rules of decomposition that are defined at Table 1 (Decomposition Table for Dangerous Goods in Port Areas) of International Maritime Organization's (IMO) MSC/Circ.1216 ''Safe Transport of Dangerous Goods and Recommendations on Related Activities in Harbor Areas'' circular.
- Freight transport units containing fumigated and / or poisonous gas will be stacked in such a way that their lids can't open in an uncontrolled way.
- The freight transport units carried by temperature controlled hazardous materials shall be temporarily stored in the field of IMO by taking the necessary precautions. The temperature values of the identified load carrying units will be monitored continuously by the camera system.
- There are no closed area for packages containing dangerous goods that are Class 4.3 and contain flammable gas in contact with water and cargo handling units containing such packages. Containers with Class 4.3 load can be stacked in the IMO area in accordance with the rules of separation if they are not affected by simple rain, sea water or similar factors. Letting their access to the port and handling them under other conditions is not permitted.

2. RESPONSIBILITIES

All measures for safe and secure transport without any harm to environment, preventing accidents and reduce the damage all the way when the accident happens will be taken in our facility, the responsible authorities for these and their responsibilities are as follows.

2.1. Responsibilities of those responsible for goods

2.1.1. Preparing all the required documents, information and papers related to dangerous goods and keeping these documents together with the goods during the carrying procedure.
2.1.2. Providing classification, identification, packaging, signing, labelling and placarding of the dangerous goods in accordance with the legislation.
2.1.3. Providing loading, stowing, securing, transporting and discharging the dangerous goods in approved package, container and cargo transport units in accordance with the rules.
2.1.4. Giving trainings to related personnel about risks, security measures, safe operation, emergency measures, safety and similar issues of dangerous goods transported by sea and recording these trainings.
2.1.5. Taking required safety measures for dangerous goods that are against rules, insecure or having risk against people or environment.
2.1.6. Providing required information and support to the relevant people in case of emergency or accident
2.1.7 Informing the administration about accidents of dangerous goods that happened in responsible area.
2.1.8. Providing the information and documents requested in the controls by public authorities and providing necessary cooperation

2.2. Responsibilities of shore facility operator

2.2.1. Providing the ships to berth and moor in appropriate and safe condition.
2.2.2. Providing appropriate and secure entrance-exit system between ship and shore
2.2.3. Providing training to the people in charge of loading, discharging and handling of dangerous goods.
2.2.4. Providing the dangerous goods to be transported, handled, segregated, stowed, waited temporarily and inspected by personnel who is qualified, trained and can take the occupational safety measures, in safe condition in accordance with the rules.
2.2.5. To request all required document, information and papers related to dangerous goods from those whose responsible for goods and providing them accompanying with the goods.
2.2.6. Keeping the updated list of dangerous goods in operation field.
2.2.7. To providing and recording trainings to the operating personnel about risks, security measures, safe operation, emergency measures, safety and similar issues of dangerous goods that are handled.
2.2.8. Checking the documents in order to confirm that dangerous goods are identified, classified, certificated, packed, labelled, declared, loaded to the packages that are approved and container and cargo transport unit is in safe condition, and transported according to the procedures.
2.2.9. Taking required safety measures and informing the port authority for dangerous goods that are against rules, insecure or having risk against people or environment.
2.2.10. Making arrangement for emergencies and informing related people.
2.2.11. Informing the port authority about accidents related to dangerous goods and that happened in responsible area
2.2.12. Providing the information, documents requested and providing required cooperation for the checks that are made by public authorities.
2.2.13. Doing the activities that are related to dangerous goods in berths, jetty, storages, warehouses which are designated for these activities.
2.2.14. Equipping the berths and jetty with appropriate qualified equipment and installation, which are designated for the ship and sea vehicles that loads and discharges bulk petroleum and petroleum product.
2.2.15. Providing the transportation of the dangerous goods out of the shore as soon as possible, which are not suitable or not allowed for temporarily waiting in operating field
2.2.16. Disallowing the berthing of the ships or marine vessels to the jetty or berth that don't have the port authority's permission and are transporting dangerous goods.
2.2.17. Providing an appropriate storage field for containers of dangerous goods in accordance with segregation and stowing rules, taking required measures for fire, environment and other safety issues in the field. Taking required measures for other risks especially temperature in hot weather during loading, discharging, transhipping dangerous goods to ship or sea vehicle and people who carried out loading, discharging and transhipping together with people in charge of ship. Keeping the flammable goods away from spark-producing operations, not activating tools or vehicles which produce spark in dangerous goods handling field.
2.2.18. Preparing an emergency evacuation plan for evacuation of ship and sea vehicles from shore facilities in emergencies

2.3. Responsibilities of the Ship Master

2.3.1. Providing equipment and devices of the ship to be in compliance with dangerous goods transport.
2.3.2. Requesting all required document, information and paper of the dangerous goods from shore facility and those responsible for goods, providing to accompany the dangerous goods
2.3.3. Providing full implementation and proceeding of safety measures for loading, stowing, segregation, transporting and discharging of dangerous goods aboard ship and making required inspection and controls.
2.3.4. Checking if the dangerous goods that entered to the ship have an identification, classification, certification, packaging, marking, labelling, declaring and to check if packages, containers and cargo transport units are in safe condition and transporting in accordance with the procedure.
2.3.5. Providing all ship personnel to be informed and trained for risks, safety measures, safe operating, emergency measures and similar issues related to dangerous goods transported, loaded or discharged.
2.3.6. Making sure that the people are getting qualified and required trainings about loading, transporting, discharging, handling of dangerous goods and that they are operating by taking the occupational safety measures.
2.3.7. Not to leave the site that is allocated to him/her, not to berth to jetty or not to drop anchor without the permission of the port master.
2.3.8. Applying all rules and measures during sailing, manoeuvring, anchoring, berthing and departing for transportation of the dangerous goods in safe condition
2.3.9. Providing safe entry and exit between ship and berth
2.3.10. Informing the personnel about application, safety measures, emergency measures and response methods about dangerous goods
2.3.11. Keeping an updated list of all dangerous goods on the ship and informing the relevant authorities about them.
2.3.12. Taking the required safety measures and informing the port authority for dangerous goods that are against rules, insecure or having risk against ship, people or environment.
2.3.13. Informing the port authority about the accidents related with dangerous goods on the ship.
2.3.14. Providing required support and cooperation during the checks that are done by the public authorities.

2.4. Responsibilities of the Dangerous Goods Safety Advisor

2.4.1. Monitoring the compliance of the requirements about transportation of the dangerous goods.
2.4.2. Offering suggestions to shore facility about carriage of dangerous goods.
2.4.3. Preparing an annual report for the shore facility about the activities of shore facility operator for carriage of dangerous goods. (Annual reports are kept for 5 years and are submitted to the authorities when requested.)
2.4.4. Checking for the following applications and methods;

- Checking of an appropriate identification, using the proper shipping name of dangerous goods, certificating, packing/packaging, labelling and declaring of dangerous goods, loading and transporting to approved and appropriate packs, container and cargo transport units in a safe condition , and procedures for reporting check results.
- Procedures for loading/discharging of dangerous goods handled and stored temporarily,
- Checking whether the coastal facility is taking into account of the specific requirements for the transport of the dangerous goods while purchasing transport vehicles for dangerous goods.
- Checking methods of equipment's used for transporting, loading and discharging the dangerous goods,
- Checking if the shore facility personnel is taking appropriate training including the amendments in legislation and if the records are kept or not
- Compliance of emergency methods applied in case of an accident or incident that affects safety during transporting, loading or discharging dangerous goods,
- Compliance of reports prepared for serious accidents, incidents or serious violations occurred during transporting, loading or discharging dangerous goods,
- Determination of required measures against repetition of accidents, incident or serious violation and evaluation of the implementation,
- To what extent does the subcontractors or third parties consider the rules about selection and transportation of dangerous goods
- To determine if the employee has detailed information about operational procedures and instruction to work in transporting, handling, storing and loading/discharging of dangerous goods,
- Compliance of measures taken to be prepared for risks during transporting, handling, storing and loading/discharging of dangerous goods.
- Procedures for what the required documents, information and papers related to dangerous goods are.
- Procedures about the berthing, mooring, loading/discharging, harbouring or anchoring for ships transporting dangerous goods to shore facility at night and day .
- Procedures about additional measures for loading, discharging and transhipment according to seasonal conditions
- Procedures about fumigation, gas measuring and degassing and procedures about keeping records and statistics of dangerous goods
- Accuracy of information about ability, capacity and capability of shore facility for emergency response
- Compliance of regulations for first response to the accidents involving dangerous goods,
- Procedures for handling and disposing of the damaged dangerous goods and wastes contaminated with dangerous goods,
- Information about personal protective clothing and procedures for using them.

2.5. Responsibilities of third party, cargo/ship agency, etc. engaged in shore facility

2.5.1 Providing the training that is stated in 27.03.2013 dated and 79462207/315 numbered notice of administration, to the personnel in shore facility,

2.5.2. Complying with the requirements of IMDG code in shore facility,

2.5.3. Complying with Dangerous Goods Guide and the procedures related to Dangerous Goods issued by shore facility

2.5.4. Reporting to facility authorities when determining any nonconformity about handling, transporting and storing dangerous goods in shore facility,

2.5.5. Sending the shore facility operator and Administration, the form (SDS) which is important for eliminating the risks against Worker's Health and Occupational Safety and prepared to inform the user accurately and sufficiently and involves danger and risks about dangerous goods during using and storing dangerous goods.

3. RULES TO BE FOLLOWED/APPLIED AND MEASURES TO BE TAKEN BY SHORE FACILITY

3.1. Rules to be followed by Terminal Operators

Terminal operators that have Dangerous Goods Compliance Certificate shall follow the following rules:

- If the dangerous goods cannot be stored in the field or shore facility where they are discharged at the dock or jetty, operators should provide the transportation of the dangerous goods out of the facility as soon as possible.
- Dangerous goods should be packed properly and should have the information regarding definition of dangerous goods, risk and safety measures on the packages.
- Shore facility personnel, seamen and other responsible people for goods should wear protective clothing suitable for physical and chemical features of goods during loading, discharging and storing
- People who fight against fire in handling field of dangerous goods should be equipped with fireman's outfit, should have fire extinguishers, first aid units and tools ready to be used at any moment.
- Shore facility operators should prepare an emergency evacuation plan for evacuation of ships and sea vehicles from shore facility in emergencies and submit this plan to port authority for approval.
- Shore facility operators are responsible to take fire, safety and security measures
- After getting the approval from the port authority, the shore facility operators are the ones to announce the issues that are stated in this article to the people engaged in.
- The inspection of the article provisions will be made by the port authority and if any noncompliance is found, handling will be stop and the noncompliance will be eliminated.
- Personnel who do not have required training and certificates are not allowed to work in handling of dangerous goods and will not be allowed to enter the fields of these operations.

3.2. Measures to be taken by Shore facility Operators

The measures taken in our facility according to rules stated in Article 12 of "Regulations on Maritime Dangerous Goods Transportation" and Article 19 of "Port Regulations" mentioned by Administration are as follows:

3.2.1. Berths, jetty, storages and warehouses designated for explosive, combustible, flammable and other dangerous goods. Berths and jetty designated for loading and discharging the ships which carry dangerous goods:

Berth/Jetty No	Length (m)	Width (m)	Maximum Depth of Water (Meter)	Minimum Depth of Water (Meter)	Biggest Berthing Ship Tonnage and Length (DWT or GRT)
1 No. Jetty RO-RO	255		7,50	8,00	7.000
2 No. Berth	185		10,50	11,00	40.000
3 No. Berth (Liquid Handling) RO –RO	430		7,50	10,00	30.000
6 No. Berth	345	60	4,00	9,50	20.000
7 No. Berth (Train/Ferry)	145	20,30	7,00	9,30	8.000
8 No. Berth	189	30	9,30	10,00	15.000

3.2.2 Storages and Warehouses designated for Dangerous Goods

At the moment, warehouses and silos are not available for dangerous goods in our shore facility. Within the investment plan, soon silos and warehouses will be constructed and storing of dangerous goods will be possible.

3.2.3 Equipment's and Installations for Handling Dangerous Goods

Loading/Discharging of dangerous goods that are transported to our shore facility are provided by the following vehicles.

- 5 Mobile Cranes
- 3 Forklifts
- 2 Stackers
- 6 Towing Trailers
- 4 Bucket Handling Machines (Loader)
- 3 Handling Machines (Bobcat)

Also, dangerous goods which are transported by chemical tankers are loaded from chemical tanker to loading platform on the edge of jetty by flexible hose and they are loaded to road tankers under the platform.

3.2.4. What must be done if the dangerous goods that is discharged at jetty and dock cannot be stored?

Dangerous goods which are handled free alongside ship in our shore facility, are directly loaded on road vehicles from ship without waiting and taken out of the shore facility as soon as possible

3.2.5 Information regarding the packs and packages of dangerous goods, risks and safety measures

Packaging is not done in our facility.

3.2.6 Standard protective clothing of shore facility personnel that are in charge of handling dangerous goods, seamen and other authorized people during loading, discharging and storing as below:

- Working Clothes - twice a year
- Steel Toe Footwear (Summer) – once in a year
- Steel Toe Footwear (Winter) – once in a year
- Helmet – once a year
- Protective Gloves – whenever it is needed
- Single use filter mask- in case of necessity
- Reflective vest- twice a year

However, if there are special equipment written in the Safety Data Sheet of the dangerous good except for the Personal Protective Equipment written above, they shall also be used.

3.2.7 Teams in charge of fighting against fire during handling dangerous goods; equipment, fire extinguishing system and first aid units of the teams.

List of tasks and duties of persons who will fight with fire at our shore facility, fire extinguishing systems, first aid teams and their duties are as described in the Emergency Action Plan.

Our firefighting team is equipped with firefighting equipment and fire extinguishers and our first aid units and equipment's are kept ready to be used at any time.

Information about fire protection system in our shore facility is the same as in Article 8.10, 8.11, 8.12 of Dangerous Goods Guide.

3.2.8. Preparation of emergency evacuation plan for evacuation of ship and sea vehicles from shore facility in emergency:
This kind of a plan is not found in our facility. However, in case of any emergency the ship's machinery is provided to operate by a direct warning through VHF 16 Channel and / or Shift Supervisors.
When ships are ready, they are sent out of the port area by their own means or by taking off from the pier accompanied by a tugboat. Depending on the emergency situation, ships may not be provided with mooring services, and the docked ropes may be cut off from the deck.

3.2.9. Safety and security measures to be taken by the shore facility operators, issues related to fire:
Measures taken in our facility against fire are the same as in “Emergency Action Plan”.
Measures taken in ours facility for safety are the same as in “Port Facility Safety Plan” prepared under ISPS Code.
Issues regarding to security measures taken in our facility is the same as in Article 9 of “Dangerous Goods Guide”.

3.2.10. Required training and certificates according to Training and Authorization Regulation under International Maritime Dangerous Goods published in 11/2/2012 dated and 28201 numbered Official Gazette:
According to the stated regulation, within 3 months after starting to work; personnel in charge of handling dangerous goods will attend to “IMDG Code General Awareness Training, Function Specific Training, Safety Training’’ which will be valid for 2 years and after 2 years they will receive a Renewal Training.
People who do not have these training and certificates are not allowed to take part in dangerous goods handling operations.
In addition to the employees of the port, people who will work in the port, who will be responsible for the temporary work or transactions, and the employees of the agencies will have to complete these trainings too.
People who has not attended these trainings will not be allowed to work at the areas where operations on dangerous goods are carried.

4. CLASSES, TRANSPORTATION, LOADING/DISCHARGING, HANDLING, SEGREGATION, STOWING AND STORAGE OF DANGEROUS GOODS

4.1. Classes of Dangerous Goods

Classifications of dangerous goods handled in our port must comply with IMDG Code provisions. The principles and criteria for classification of dangerous substances are explained in detail in the Guidance on Dangerous Goods in Part 2 of the IMDG Code and in Chapter 5 of this document. Dangerous Goods that are not classified as required are not processed. All costs incurred for dangerous goods which are reported inaccurately or incompletely notified in accordance with the port operation are subject to freight charges.

Dangerous goods are classified according to their origin and specifications as follows;

Petroleum and by-products - Fire and explosion are the main risks (benzene, liquefied petroleum gas and other fuels)

Chemical Products - manufactured and loaded as by-products for either final consumer or industrial use (industrial, pharmaceutical and agricultural). The latter constitutes the bulk of the dangerous goods being transported and, if not properly transported, can cause great harm to people, transport units and the environment.

Minerals - minerals such as coal, sulphur, mineral concentrates and other metals or asbestos which can cause different diseases, injuries, poisoning or fires.

Products of animal or vegetable origin - Products such as fish feeds, oil seeds and cotton balls made of cotton that can cause spontaneous combustion, fire or explosion,

Radioactive materials - Materials used in a variety of industrial and medical procedures, as well as in military applications, which can cause cancer and other illnesses in humans, even in small doses when exposed to high doses or prolonged exposure.

According to the IMDG Code, Dangerous Goods are classified in Class 1 to Class 9, and most of these substances are considered to be sea pollutants.

A marine polluter is defined as a substance that disrupts aquatic organisms in the water.

4.2. Packs and packaging of dangerous goods:

Packing and packaging of dangerous goods handled in our port must comply with IMDG Code and related legislative provisions. The requirements for packaging's and packaging of dangerous goods are detailed in sections 4 and 6 of the IMDG Code and in the Dangerous Goods Guide, which is located at the end of Chapter 5 of this document. Hazardous materials that are not packed as required are not processed. All costs associated with the appropriate and unapproved packages shall be paid to the cargo concerned.

4.3. Placards, plates, brands and labels related to the dangerous goods

The plates, marks and labels of dangerous goods handled at our port must comply with the provisions of the IMDG Code and other relevant legislation. Plates, plates, labels and labels for dangerous goods are detailed in the IMDG Code 5 and in the Dangerous Goods Guide, which is located at the end of Chapter 5 of this document. Untreated, unlabelled, unpatented hazardous materials and freight transport units are not traded as required. All costs incurred for such dangerous goods are subject to freight charges.

The label examples for each class are as follows:

Class 1: Explosive Substances

Class 1.1: Explosives with a mass explosion hazard
Class 1.2: Explosives with a severe projection hazard
Class 1.3: Explosives with a fire
Class 1.4: Minor fire or projection hazard
Class 1.5: An insensitive substance with a mass explosion hazard
Class 1.6: Extremely insensitive articles

Class 2.1: Flammable Gas

Class 2.2: Non-Flammable and Non-Toxic Gases

Class 2.3: Toxic Gases

Class 3: Flammable Liquids

Class 4.1: Flammable solids

Class 4.2: Spontaneously combustible solids

Class 4.3: Dangerous when wet

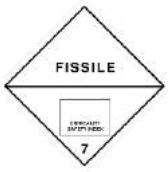
Class 5.1: Oxidizing Agent

Class 5.2: Organic Peroxides

Class 6.1: Toxic Substances

Class 6.2: Infectious Substances

Class 7: Radioactive Substances



Class 7: Radioactive Substances (Fissile Materials)

Class 8: Corrosive Substances

Class 9: Miscellaneous dangerous substances and articles

4.4. Signs and Packing Groups of Dangerous Goods

Marking and packing groups of dangerous goods handled in our port must comply with IMDG Code and other relevant legislative provisions. Marking and packaging groups for dangerous goods are described in detail in the IMDG Code 2nd and 5th section and in the "Dangerous Goods List". Dangerous Goods not marked as required and not assigned to the packaging group are not processed. All costs incurred for such dangerous goods are subject to freight charges.

4.5. Ship and Port Breakdown Tables by Classes of Hazardous Materials

Depending on the class of dangerous goods handled in our port, stacking and sorting procedures on board must comply with IMDG Code and other relevant legislative provisions. Stowage and sorting procedures on board for dangerous goods are described in detail in IMDG Code 7 and MSC 1216 Document. It is the responsibility of the ship's captain and the plant manager to comply with the provisions for such stacking and segregation.

Segregation Table in The Port is As Follows:

		2.1	2.2	2.3	3	4.1	4.2	4.3	5.1	5.2	6.1	8	9
Flammable Gas	2.1	0	0	0	S	A	S	0	S	S	0	A	0
Non-flammable, Non-toxic Gas	2.2	0	0	0	A	0	A	0	0	A	0	0	0
Toxic Gas	2.3	0	0	0	S	0	S	0	0	S	0	0	0
Flammable Liquid	3	S	A	S	0	0	S	A	S	S	0	0	0
Flammable Solids or Substances	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
Dangerous when wet	4.3	0	0	0	A	0	A	0	S	S	0	A	0
Oxidizing agent	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
Corrosive Substances	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

0: no segregation A: “Away from…” S: “Separate from”

4.6. Documentation for Dangerous Cargo

Documents relating to dangerous goods handled in our port must comply with IMDG Code and other relevant legislative provisions. Documentation and documentation requirements for dangerous substances The IMDG Code is explained in detail in section 5. Hazardous materials not having the necessary documentation and not being provided in a suitable manner are not processed. All costs incurred for such dangerous goods are subject to freight charges.

Documentation, checking and recording tasks and procedures for dangerous Goods are detailed in Part 7 of these Guidelines.

5. MANUAL FOR DANGEROUS CARGOES HANDLED ON SHORE FACILITY

Port facility which carries out loading/discharge, handling and temporarily storing of dangerous goods, contributes to make the activities in a safe condition;

- Dangerous goods classes,
- Dangerous goods packages,
- Packaging,
- Labels,
- Marking and packaging groups,
- Segregation tables for dangerous goods on board and port according to classes,
- Segregation distance of dangerous goods in sheds storages,
- Segregation terms,
- Dangerous goods documents,
- Dangerous goods emergency response action flowchart,

are the same as in Dangerous Goods Manual Annex-10.

6. OPERATIONAL ISSUES

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

- Ships transporting dangerous goods will be gone alongside to port berths by pilotage and tugboats preferably during day, during night if allowed by Port authority, in accordance with Port Regulations.
- Harbour Pilot will be informed about the dangerous goods aboard ship before manoeuvre.
- Positions of ship transporting dangerous goods must be considered, berthing must be planned after removal of ship in case of risk.
- In the event that practice of Master for mooring is deemed unsafe for port, it should be requested from Master to connect the ship by extra ropes.
- In case of unfavourable weather conditions, flows and winds create unsafe condition for loading/discharging, the activity must be stopped and the ships must be removed and taken to the anchorage.
- Anchorage sites are different for the ships transporting dangerous goods; ship can wait in the anchorage sites designated for them.

6.2. Procedures for additional measures taken for loading, discharging and transhipment of dangerous goods according to seasonal conditions

- Seasonal conditions must be considered for loading and discharging of the dangerous goods. Handling flammable, combustible, explosive goods should be postponed or stopped at extreme heat, extreme cold, extreme rainy and weather with unfavourable sight conditions, lighting and weather with electric power load.
- If loading/discharging in unfavourable conditions have to be continued or in mandatory conditions; fire, fire department, emergency response teams must be kept in order to response to unwanted conditions as soon as possible.
- In case of continuity of similar conditions, measures, such as the workers must be elected from the experienced ones, resting periods must be planned frequently in extremely hard working situation, increase the lighting, etc. must be provided.

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.

Handling dangerous goods at fields of dangerous cargoes, while working with especially flammable, combustible and explosive substance;

- Not doing hot work (welding, cutting, etc.), technical safety measures must be taken in case of mandatory cases
- Ex proof hand tools (must be used
- Working with experienced people
- Relevant units must be informed before work
- Briefing will be given to the personnel working in the field
- Especially in closed area of working, measurement of toxic, choking gases and sufficient oxygen must be done, the measurement device must be ready to use

- Protective measures and equipment such as water curtain, protective separation, mechanical ventilation must be ready to use
- The personnel working in these kinds of HOT WORK must wear necessary protective clothing and equipment, closed circuit breathing apparatus when required
- Emergency team must be assigned to response as soon as possible in potentially undesirable situation in this kind of working

6.4. Procedures for fumigation, gas measuring and degassing:

Fumigation, gas measurement, degassing of closed transport container will be made as follows:

- Covers of closed transport containers must be opened and ventilated well. Briefing must be given to the personnel who open the covers and they must be told clearly that there might be flammables, poisonous gases etc.
- If working will be done inside the closed container, gas measurement checking must be done
- Measurement devices must be pre-tested, calibration must be done.
- Measurement in closed container, suspected as having toxic gas in, must be done with protective clothing and closed circuit breathing apparatus.
- Measurement results must be recorded, available to show upon request
- It should be considered that there can be very small amount of gas, dust, granules, liquids, etc. left in closed transport container, and if different dangerous good is put into that container without the removal of the residues, these products can cause undesirable reactions.

7. DOCUMENTATION, CHECKING AND RECORDING

7.1. Procedures related to all required documents, information 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.

- SOLAS 1974,
- IMDG CODE Volume 1,2 and ANNEX Book
- IMSBC CODE, International Maritime Solid Bulk Cargoes Code
- International Agreement for Safety Container dated 1972 amended by CSC

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
- Container/Vehicle Packing Certificate
- Documents Required aboard ship
- Other required documents and information
- Multi-model Dangerous Goods Form

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 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. Container/Vehicle Packing Certificate

When dangerous goods are packed or loaded into any container or vehicle, responsible for packing the container or vehicle must provide a ”container/vehicle packing certificate” specifying the container/vehicle identification number(s) and certifying that the operation has been carried out in accordance with the following conditions:

- The container is clean, dry and apparently fit to receive the goods,
- Packages which need to be segregated in accordance with segregation requirements are not packed together and/or put into container/vehicles,
- All packages are externally inspected for damage, and only sound packages have been loaded,
- Drums are stowed in an upright position, unless otherwise indicated, and all goods are properly loaded and where necessary adequately braced with securing materials to comply with mode(modes) of transport of the intended journey,
- Goods loaded in bulk is evenly distributed within container/vehicle,
- The container/vehicle and packages are properly marked, labelled and placarded as appropriate,
- When solid carbon dioxide (CO_2-dry ice) is used for cooling purposes, the container/ vehicle is externally marked regularly,
- Dangerous goods transport document, is received for each dangerous goods consignment loaded in the container/vehicle,

“*Note: The container/vehicle packing certificate is not required for portable tanks*”

The information required in the dangerous goods transport document and the container/vehicle packing certificate may be incorporated into a single document; if not, these documents shall be attached one to the other. If the information is incorporated into a single document, the document shall include a signed declaration such as *"It is declared that the packing of the goods into the container/vehicle has been carried out in accordance with the applicable provisions*". This declaration shall be dated and the person signing this declaration shall be identified on the document.

If the dangerous goods documentation is presented to the carrier by means of EDP or EDI transmission techniques, the signature(s) may be electronic signature(s) or may be replaced by the name(s) (in capitals) of the person authorized to sign.

When the dangerous goods transport information is given to a carrier by EDP or EDI techniques and subsequently the dangerous goods are transferred to a carrier that requires a paper dangerous goods transport document, the carrier shall ensure that the paper document indicates "Original received electronically" and the name of the signatory shall be shown in capital letters.

7.1.2.3. 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 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.

7.1.2.4. 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.

7.1.2.5. Multimodal Dangerous Goods Form

Multimodal Dangerous Goods Form is a form which is used as a combined dangerous goods declaration regarding transportation of dangerous goods in multiple modes and container packing certificate.

Example of Multimodal Dangerous Goods is in Annex-18.

7.1.2.6. Procedures for proper and full keeping updated list of dangerous goods in shore facility area and other information

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,
- Container / Packing number,
- Seal number,
- Additional Information (flash point, viscosity, etc.)
- Storage Location in Port Field
- Duration of stay in Port

This information is kept under computer or file as only reached by authorized personnel, shown upon request

Port facility keeps the updated records of dangerous goods about class, quantity, which have been handled throughout the year by the port and notifies them to Port authority in 3 months period.

7.2. Procedures for checking for proper identification of dangerous goods in 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,
- Container / packing number,
- Seal number,
- Additional information (Ignition temperature, viscosity, etc.)
- Storage Location in Port Field,

These information are delivered to the tally clerk, Yard Supervisors, Warehouse officers, 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.

7.3. 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.

7.4. Procedures for keeping records and statistics of dangerous goods
ADMINISTRATION requests to give a report involving the information of dangerous goods, handled in our Port facility, to Port Authority in 3 month-periods.
Statistical evaluation from records of dangerous goods handled in our port annually is prepared by trade, operation departments.
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.

8. EMERGENCIES, PREPAREDNESS FOR EMERGENCIES AND RESPONSE

8.1. Response procedure for dangerous goods that endangers/able to endanger life, property and/or environment and dangerous incidents involving dangerous goods
Dangerous goods received, handled, stored, loaded and discharged in our shore facility, can create unique hazards such as explosion, fire, corrosion, poisoning, infectious diseases, radiation. Therefore there are emergency varieties of shore facility could face. In order to cope with these dangers, it's extremely important to develop, announce and apply the Emergency Plan that's formed in cooperation with local emergency teams.

8.1.1. The following issues required to be considered to form emergency strategy in shore facility
- Preventing accidents,
- Preparing Emergency Plan,
- Implementation and Exercise of Emergency Procedures,
- Checking emergency equipment regularly,
- Implementation of plan in occurrence of emergency,
- Analysing and reporting the incident to prevent the repetition

8.1.2. Response procedure for dangerous goods that endangers/able to endanger life, property and/or environment and dangerous incidents involving dangerous goods in our facility:
Response to dangerous incidents will be carried out according to Emergency Action Plan.

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

8.2.1. Possibility, capability and capacity of fire response:
- 50 Kg Foam8" Fire Pipeline on-jetty
- 4-8" Fire Pipeline in-site
- 1 Portable Foam Making Machine
- 20 Hydrants and 20 Affiliated Fire Cabinets
- 10 pieces of 30 meter hoses of 110 mm
- 10 pieces of 30 meter hoses of 85mm
- 24 pieces of 6 Kg. Dry Chemical Powder
- 12 pieces of 50 Kg Dry Chemical Powder
- 2 pieces of CO2 Tubes of 10 kg
- 50 Kg Foam

8.2.2. Possibility, capability and capacity against leakage and spillage:
Are same as in Annex 14

8.3. Regulations of first response for accidents involving dangerous goods

8.3.1. Accidents, which are occurred by dangerous goods in our shore facility are, in form of Fire and Flow/Leakage/Spillage.

8.3.2. The measures against fire which is occurred by dangerous goods are as follows:

- In case of fire which has occurred as a result of accident involving dangerous goods that are handled in port facility, Emergency Plan (EMS) annexed to IMDG Code shall be considered.

- Measures in emergency plan, which are taken for fire, are generally as follows.
  - F-A (General Fire Plan)
  - F-B (Explosive Substances and Articles)
  - F-C (Non-Flammable Gases)
  - F-D (Flammable Gases)
  - F-E (Non-Water-Reactive Flammable Liquids)
  - F-F(Temperature-Controlled Self-Reactive and Organic Peroxides)
  - F-G (Water-Reactive Substances)
  - F-H (Oxidizing Substances with Explosive Potential)
  - F-I (Radioactive Material)
  - F-J (Non-Temperature-Controlled Self-Reactive and Organic Peroxides)

- In case of accident involving goods handled in our shore facility and causing fire, the following should be considered from Annex Tables of IMDG Code

UN	NAME AND DEFINITION	EMS FIRE
UN1824	SODIUM HYDROXIDE SOLUTION	F-A
UN 2789	ACETIC ACID SOLUTION	F-E
UN 1830	SULPHUROC ACID	F-A
UN 2067	AMMONIUM NITRATE BASED FERTILIZERS	F-H

In case of receiving a freight of dangerous class other than the loads specified in the above table, EMS Fire plan based on UN number must be followed and authorities must be warned if an external support is received.

8.3.3. The measures taken against flow/leakage/spillage which are occurred by dangerous goods are as follows

- In case of flow/leakage/spillage which are occurred as a result of accident involving dangerous goods that are handled in port facility, Emergency Plan (EMS) annexed to IMDG Code shall be considered

- Measures in emergency plan, which are taken for flow/leakage/spillage, are generally as follows:
  - S-A (Toxic Substances)
  - S-B (Corrosive Substances)
  - S-C (Flammable, Corrosive Liquids)
  - S-D (Flammable Liquids)
  - S-E (Flammable Liquids, Floating On Water)
  - S-F (Water-Soluble Marine Pollutants)
  - S-G (Flammable Solids and Self-Reactive Substances)
  - S-H (Flammable Solids “Molten Material”)
  - S-I (Flammable Solids “Repacking Possible”)

- S-J (Wetted Explosives and Certain Self-Heating Substances)
- S-K (Temperature-Controlled Self-Reactive Substances)
- S-L (Spontaneously Combustible, Water-Reactive Substances)
- S-M (Hazard of Spontaneous Ignition)
- S-N (Substances Reacting Vigorously with Water)
- S-O (Substances Dangerous When Wet "Non-Collectable Articles")
- S-P (Substances Dangerous When Wet "Collectable Articles")
- S-Q (Oxidizing substances)
- S-R (Organic Peroxides)
- S-S (Radioactive Material)
- S-T (Dangerous Goods with Biohazard)
- S-U (Flammable, Toxic or Corrosive Gases)
- S-V (Non-Flammable, Non-Toxic Gases)
- S-W (Oxidizing Gases)
- S-Y (Explosive Chemicals)
- S-Z (Toxic Explosives)

- In case of accident involving goods handled in our shore facility causing flow/leakage/spillage, the following should be considered from Annex Tables of IMDG Code.

UN	NAME AND DEFINITION	EMS FLOW/LEAKAGE/SPILLAGE
UN1824	SODIUM HYDROXIDE SOLUTION	S-B
UN 2789	ACETIC ACID SOLUTION	S-C
UN 1830	SULPHUROC ACID	S-B
UN 2067	AMMONIUM NITRATE BASED FERTILIZERS	S-Q

8.3.4. Medical first aid guide (MFAG) will be used for the accidents involving dangerous goods. Issues taken into consideration for use of this guide are stated below.

- In any case of exposure to dangerous goods, firstly emergency response will be applied.
- Medical first aid guide will be applied in 3 steps

1st Step : Emergency Action and diagnosis
-Start here!

2nd Step : Consider tables.
-The tables give brief instructions for special circumstances.

3rd Step : Consider appendices
-The Appendices provide comprehensive information, medicines and chemicals that might be exposed.

8.3.5. Use the table in IMDG Code Supplement while emergency action.

8.3.6. Use the table in IMDG Code Supplement for diagnosis.

8.3.7. MFAG Tables involve additional information for special conditions. The information for tables are as follows:

Table 1 : Rescue
Table 2 : Cardio-Pulmonary Resuscitation (CPR)
Table 3 : Oxygen Administration and Controlled Ventilation
Table 4 : Chemical-Induced Disturbances of Consciousness
Table 5 : Chemical-Induced Convulsions
Table 6 : Toxic Mental Confusion
Table 7 : Eye Exposure to Chemicals
Table 8 : Skin Exposure to Chemicals
Table 9 : Inhalation of Chemicals
Table 10 : Ingestion of Chemicals
Table 11 : Shock
Table 12 : Acute Kidney Failure
Table 13 : Pain Relief
Table 14 : Chemical-Induced Bleeding
Table 15 : Chemical-Induced Jaundice
Table 16 : Hydrofluoric Acid and Hydrogen Fluoride
Table 17 : Organophosphate and Carbamate Insecticides
Table 18 : Cyanides
Table 19 : Methanol and Ethylene Glycol
Table 20 : Radioactive Material

8.3.8. Annexes provide detailed information, about medicines and chemicals that might be exposed. Information on annexes are as follows:

Annex 2 : Cardio-Pulmonary Resuscitation (CPR)
Annex 3 : Oxygen Administration and Controlled Ventilation
Annex 4 : Chemical-Induced Disturbances of Consciousness
Annex 5 : Chemical-Induced Convulsions
Annex 6 : Toxic Mental Confusion
Annex 7 : Eye Exposure to Chemicals
Annex 8 : Skin Exposure to Chemicals
Annex 9 : Inhalation of Chemicals
Annex 10 : Ingestion of Chemicals
Annex 11 : Shock
Annex 12 : Acute Kidney Failure
Annex 13 : Pain Relief
Annex 14 : List of Medicine and Equipment
Annex 15 : List of Materials

8.4. Notification to be made inside and outside of facility in emergencies

Flowchart for notifications should be made for cases of emergencies.
What to be done in facility at cases of emergency is the same as in Emergency Plan.

8.5. Procedures for reporting accidents

Accidents/incident involving dangerous goods, which occurred in our facility, shall be reported to Port authority no later than 3 hours after incident by VHF radio or other communication tools primarily. After this notification, a written report involving statements about accident/incident shall be sent to port authority within 24 hours.

8.6. Coordination, support and cooperation method with public authorities

Coordination, support and cooperation method with public authorities is the same as in Emergency Action Plan.

8.7. Emergency evacuation plan for ship and sea vehicles from shore facility in emergencies

This type of a plan is not available in our facility. However in case of an emergency, machines of the ship will be started by a direct warning from VHF 16 channel and/or Shift Supervisors. When ships are ready, they will be sent out of the port area by their own means or by taking off from the pier accompanied by a tugboat. Depending on the emergency situation, ships may not be provided with mooring services, and the docked ropes may be cut off from the deck.

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

For every dangerous good that is handled in our facility, instructions in the “Safety Data Sheet (SDS)” shall be followed for the handling and disposal of damaged dangerous goods and wastes contaminated with dangerous goods.

8.9. Emergency practices and their records

8.9.1. Training required to be taken by people in charge of dangerous goods operations will be implemented as indicated below:

- Each person engaged in transport or handling of dangerous goods should take training for transport or handling of dangerous cargo in a safe condition commensurate with their responsibilities.
- Shore-based personnel, should take general awareness/familiarization training, function-specific training and safety training. These people could be stated as follows:
  - Proper Shipping Names of Dangerous goods;
  - Packing, marking or labelling the dangerous goods;
  - Opening/closing the packages of cargo transport units;
  - Preparing transport documents for the dangerous goods;
  - Offering the dangerous goods for transport;
  - Receiving or taking the dangerous goods for transport;
  - Handling the dangerous goods on transport;
  - Preparing the plans for loading/stowage the dangerous goods;
  - Loading/discharging the dangerous goods into/from ships;
  - Carrying the dangerous goods in transport;
  - Inactivating the cargo storages;
  - Measuring the cargo storage and taking samples;
  - Washing the cargo storages in accordance with approved procedures and regulations;
  - Enforcing, surveying or inspecting legal requirements, rules and the compliance with regulations
  - Involving in any other way into the transport of dangerous goods as determined by Competent Authority

8.9.2. The content of training required for people engaged in dangerous goods is as follows:

IMGD Code General Awareness / Familiarization Training:
Each person should take training for safe shipment or handling of dangerous cargo commensurate with responsibilities. Training must be designed to ensure the familiarization of general dangers and legal requirements of dangerous cargoes. This training must involve identification of types and classes of dangerous cargoes, labelling, marking, packaging, segregation and compliance with requirements; a description of purpose and content of dangerous goods transport documents and a description of available emergency response documents.

IMGD Code Training for Task and Training for Safety
Each person shall be trained in specific dangerous goods transport provisions about the safe shipment or handling of dangerous cargo which is applicable to the function that person performs.

IMDG Code Renewal Training
Each person who has received the IMDG Code General Awareness and Training for Task must receive a Renewal Training in every 2 years period.

Safety Training
Each person should receive training about the following issues regarding risks in the occurrence of a release of dangerous cargoes and the function performed:

- *Packaging – methods and procedures about proper use of package handling equipment and appropriate methods of stowage and segregation of dangerous goods for accident avoidance;*
- *Necessary emergency response information and how to use it*
- *General dangers presented by the various types and classes of dangerous goods and how to prevent exposure to those hazards, including, if appropriate, the use of personal protective clothing and equipment; and*
- *Emergency procedures to be followed in the event of an unintentional release of dangerous goods, including any emergency response procedures for which the person is responsible and personal protection procedures to be followed.*

8.9.3. Records regarding the training of people in charge of dangerous goods
Records of all safety training received must be kept by Port Facility, and made available to the employee upon request. However, there are still no trained personnel on the Dangerous Goods in our facility.

8.9.4. Practices and records regarding to dangerous goods

- **Practice Implementation;** In order to be ready for emergencies in facility, personnel in emergency organization are prepared for their duties by various training. Trainings must be done by support of specialized organization when necessary. In this context, relevant personnel get IMDG code training regarding to dangerous goods and certificated in the port. It should be planned to carry out and implement the drills according to the worst-case scenario in order to test the adequacy of emergency plans and be ready for real incidents.
- **Practice Scenarios;** the worst scenario must be foreseen as one incident or a combination of incidents faced by port in exercise planning. Exercises are provided to implement in line with prepared scenarios in fastest and most efficient way.

- **Emergency Practices to be held within port facility**
  - *It should be stated in Port annual training plans.*
  - *IT can be planned as local or general response.*
  - *It can be combined with Safety, Spilling, etc. exercise scenarios.*
  - *Exercises can be made by/without informing.*
  - *Exercises are based on various emergency scenarios.*
  - *Exercises can be made actually, or desk bound, seminar type.*
  - *Scenarios with different time, day, season and incident are prepared for each exercise.*

8.10. Information on fire protection system

There are fire cabinet, hydrants, fire monitor, fire station, foam room, portable fire extinguishers and fire alarm buttons under fire protection systems in our facility. Information on fire protection systems is the same as in Article 8.2.1.

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

For the approval and inspection of fire protection system in our facility an approval has been taken from Tekirdag Metropolitan Municipality Fire Department Directorate.

Task of testing and maintenance of fire protection system and keeping them ready to use are carried out by our facility weekly and monthly, and the information is written in check forms.

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

When the fire protection system does not work in our facility, primarily the resources of adjacent facilities shall be tried to be used, then local fire department will be informed. Response to the incident will be made by using all capacity of the region.

8.13. Other Risk Controlling Equipment's

There is no other risk controlling equipment.

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.

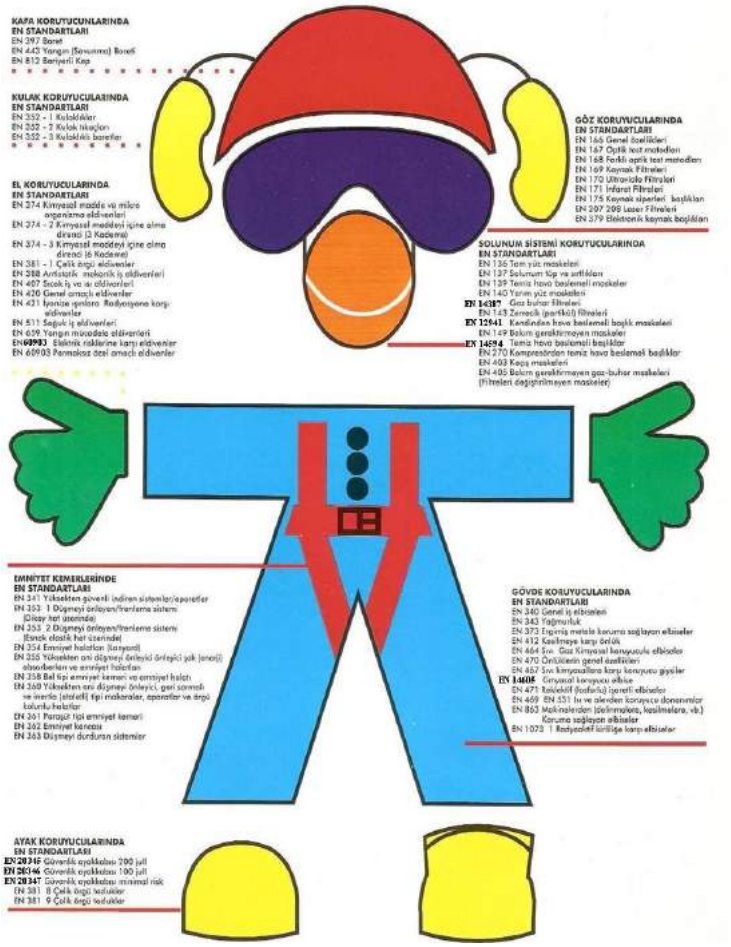
- **To provide facility safety:**

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 clothing are in the standards that are specified in the table and details about which of these clothes will be used by who are as in Annex-15.



10. OTHER ISSUES

10.1. Validity of Dangerous Goods Compliance Certificate
It will be put when it is ready.

10.2. Duties defined for Dangerous Goods Safety Advisor

- Monitoring compliance with requirements about carriage of dangerous goods.
- Offering suggestions to shore facility about carriage of dangerous goods.
- Preparing an annual report to shore facility about the activities of shore facility operator for carriage of dangerous goods. (Annual reports are kept for 5 years, submitted to the authorities on request.)
- Checking the following application and methods;
  - Controlling of identifying, using the proper shipping name, certificating, packing/packaging, labelling and declaring of dangerous goods, loading and transporting to the approved packing, cargo transport units in a safe condition, and procedures for reporting the check results.
  - Procedure for loading/discharge of dangerous goods handled and stored temporarily.
  - Checking if the shore facility is considering the specific requirements for the dangerous goods when buying vehicles for the transportation of dangerous goods that are handled.
  - Checking methods of equipment's that are used for transporting, loading and discharging the dangerous goods.
  - Checking if the shore facility personnel has taken an appropriate training including the amendments in legislation, and whether the records are kept or not.
  - Compliance of emergency methods applied in case an accident or incident that affects safety during transporting, loading or discharging dangerous goods.
  - Compliance of reports prepared for serious accidents, incidents or serious violations occurred during transporting, loading or discharging dangerous goods.
  - Determination of required measures against repetition of accidents, incident or serious violation and evaluation of the implementation.
  - To what extent the rules are taken into account on the transport of dangerous substances and in the selection of subcontractors or 3rd parties.
  - Checking if the employee working in transporting, handling, storing and loading/discharging of dangerous goods, have detailed information about operational procedures and instruction.
  - Compliance of measures taken to be prepared for risks during transporting, handling, storing and loading/discharging of dangerous goods.
  - Procedures for the required document, information and papers are related to dangerous goods.
  - Procedures about berthing, mooring to shore facility, loading/discharging, harbouring or anchoring for ships transporting dangerous goods by day and at night.
  - Procedures about additional measures for loading, discharging and transhipment according to seasonal conditions.
  - Procedures about fumigation, gas measuring and degassing.
  - Procedures for keeping records and statistics of dangerous goods.
  - Accuracy of information about ability and capacity of shore facility for emergency response.
  - Compliance of regulations for first response to the accidents involving dangerous goods.
  - Procedures for handling and disposal of the damaged dangerous goods, wastes contaminated with dangerous goods,
  - Information about personal protective clothing and procedures for using them.

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.)

10.3.1. Documents required to be carried

- Transport document,
- Dangerous goods Transportation Driver Training Certificate (SRC-5),
- Identification card with photo for every person in the vehicle (identity card, driving license or passport),
- Written instruction prepared by carrier to give to driver ,
- Multimodal Dangerous Goods Transportation Form for dangerous goods transported in multimodal,
- ADR conformity certificate for vehicles,
- Copy of transport permission document taken from related competent authority for dangerous goods transportation,
- Dangerous Goods and Dangerous Waste Compulsory Financial Liability Insurance for vehicles carried out dangerous goods transportation,

10.3.2. Equipment and apparatus required to have in vehicles

- Portable fire extinguishers,
- At least one chock of appropriate size to the wheel diameter and maximum mass for each vehicle,
- Two self-standing warning signs,
- Eye rinsing liquid,
- Warning vest,
- Portable lightening apparatus,
- A pair of protective gloves, Eye protection goggles,
- Emergency mask,
- Shovel,
- Drain seal,
- Collecting container

10.3.3. 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 20km/hour.

10.4. Issues regarding to the carriers of dangerous goods to coming the shore facility/leaving from shore facility by sea (exhibition of signals by ships and sea vehicles to the port or shore facility by day/at night, cold and hot working procedures aboard ship)

10.4.1. Exhibition of signals by ships and sea vehicles to the port or shore facility by day/at night

The ship which arrives to port and carries dangerous goods will have “B” (Bravo) international code of signals by day, 2 all-round fixed red lights by night.

10.4.2. Cold and Hot Work procedures aboard ships in the shore facility and carrying dangerous goods:

10.4.2.1. The ships carrying dangerous goods and staying in shore facility shall take the required permission for hot and cold work from Port authority and inform the shore facility responsible

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

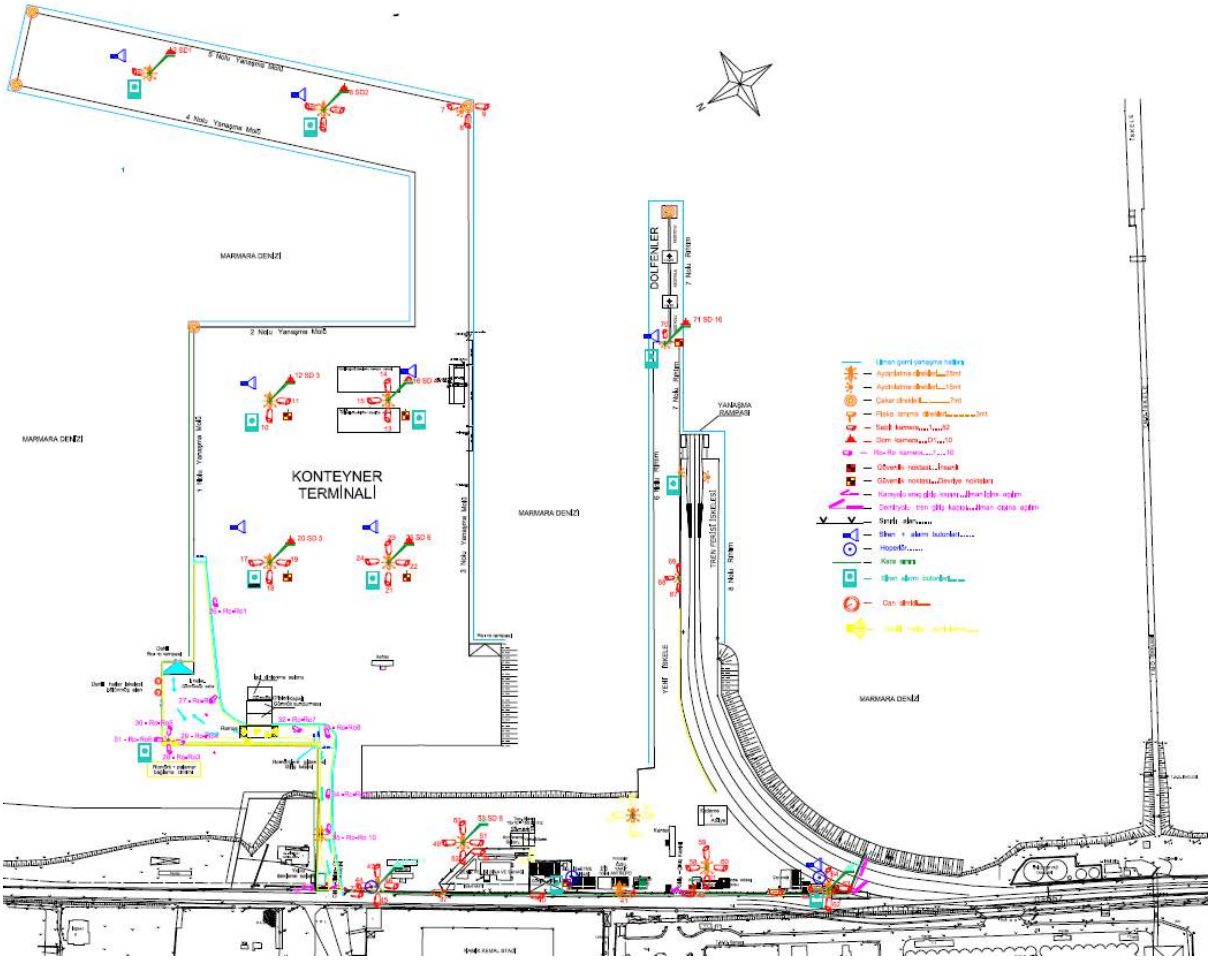
- Before starting any hot work in shore facility, the responsible person of the company to carry out the hot work must be in possession of written authorization to carry out such hot work issued by the Port Authority. Such authorization shall include details of specific location of the hot work as well as safety precautions.
- In addition to the safety precautions required by the 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

(NONE)

11. ANNEXES

ANNEX-1 GENERAL LAYOUT OF SHORE FACILITY (FACILITY)

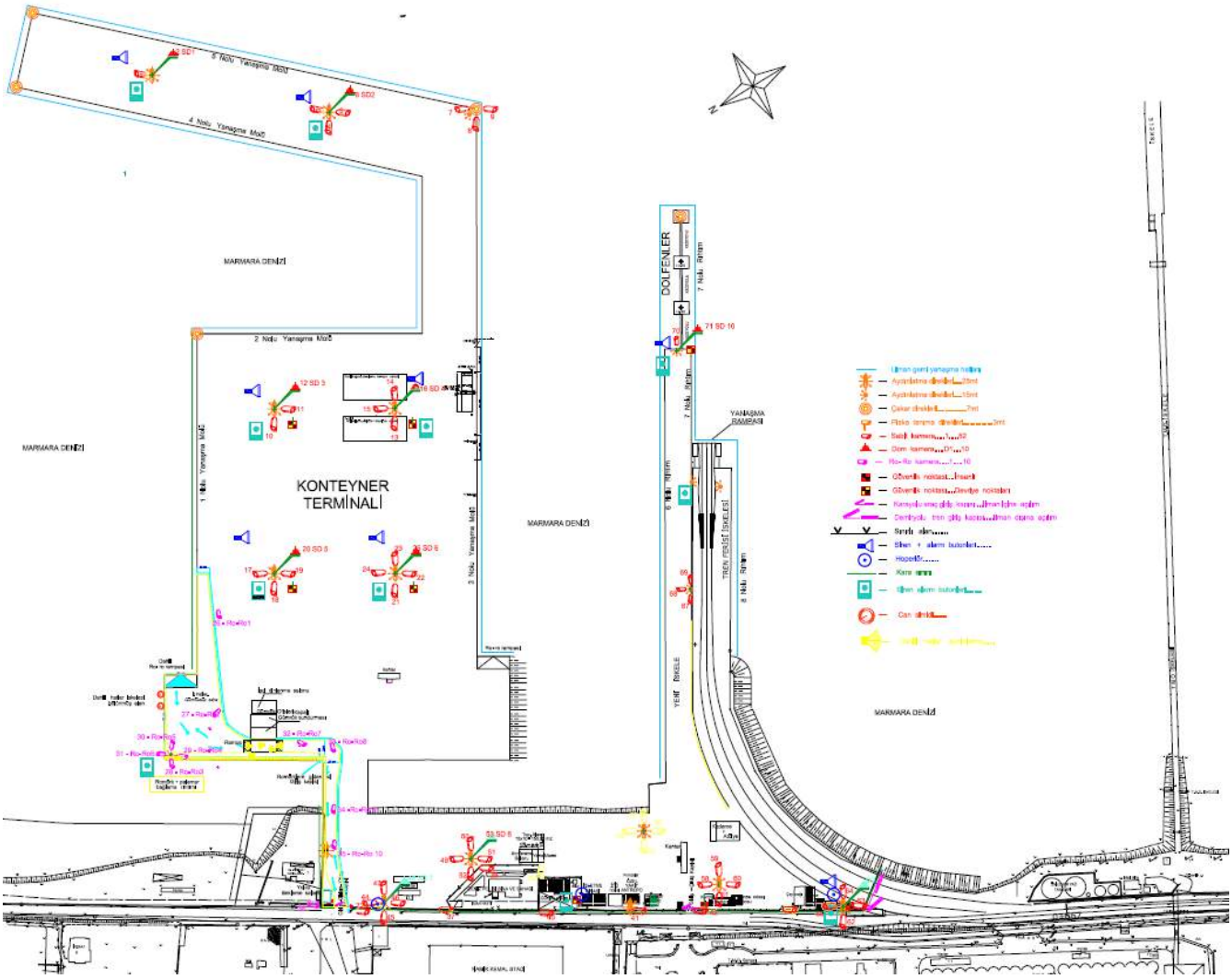


ANNEX-2 PHOTOES OF GENERAL APPEARANCE OF SHORE FACILITY

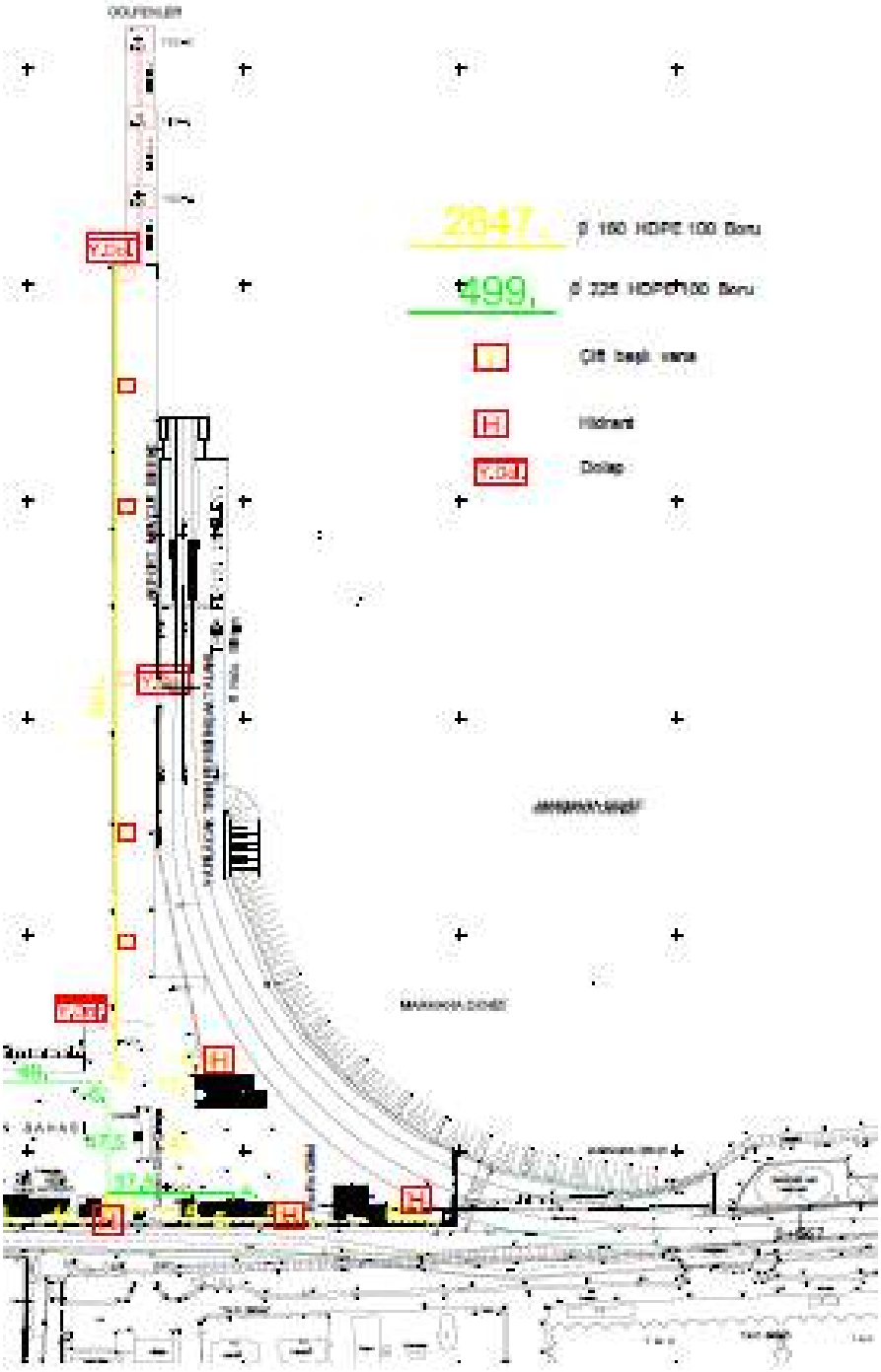
ANNEX-3 EMERGENCY CONTACT POINT AND CONTACT INFORMATION

INSTITUTION	TELEPHONE
FIRE DEPARTMENT	110/444 18 15
EMERGENCY SERVICE	112
GENDARMERIE	156
PROVINCIAL GENDARMERIE COMMAND	0 282 261 20 10
COAST GUARD	158 / 0 286 212 75 00
PROVINCIAL POLICE DEPARTMENT	0 282 261 20 94
AFAD	0 282 261 20 37
CITY STATE HOSPITAL	0 282 262 53 55
HARBOUR MASTER	0 282 261 20 25
LTGS	0 282 261 08 00
FACILITY DIRECTOR	0 282 261 08 00

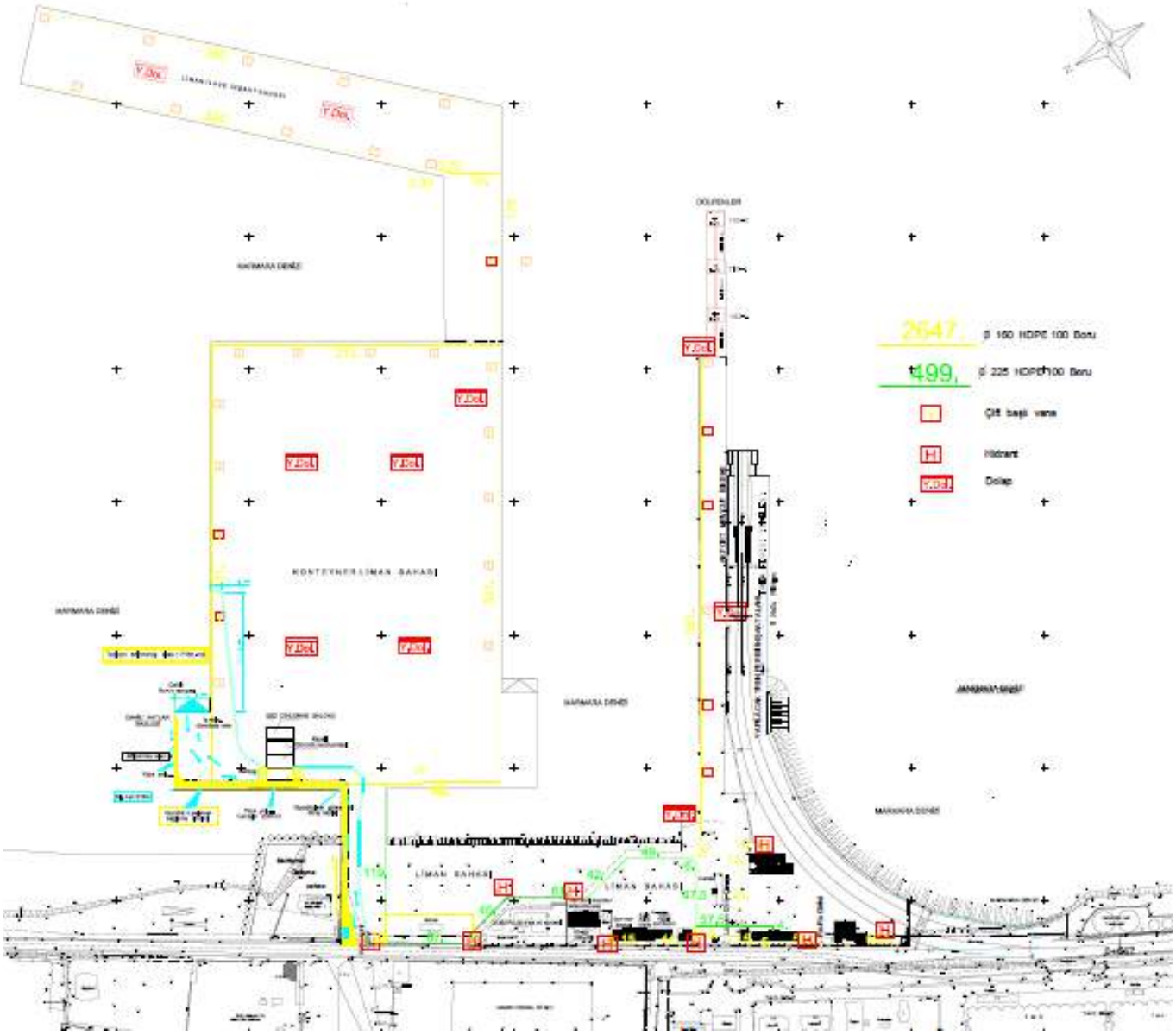
ANNEX-4 GENERAL LAYOUT PLAN OF FIELDS THAT DANGEROUS GOODS ARE HANDLED



ANNEX-5 FIRE PLAN OF THE FIELD THAT DANGEROUS GOODS ARE HANDLED



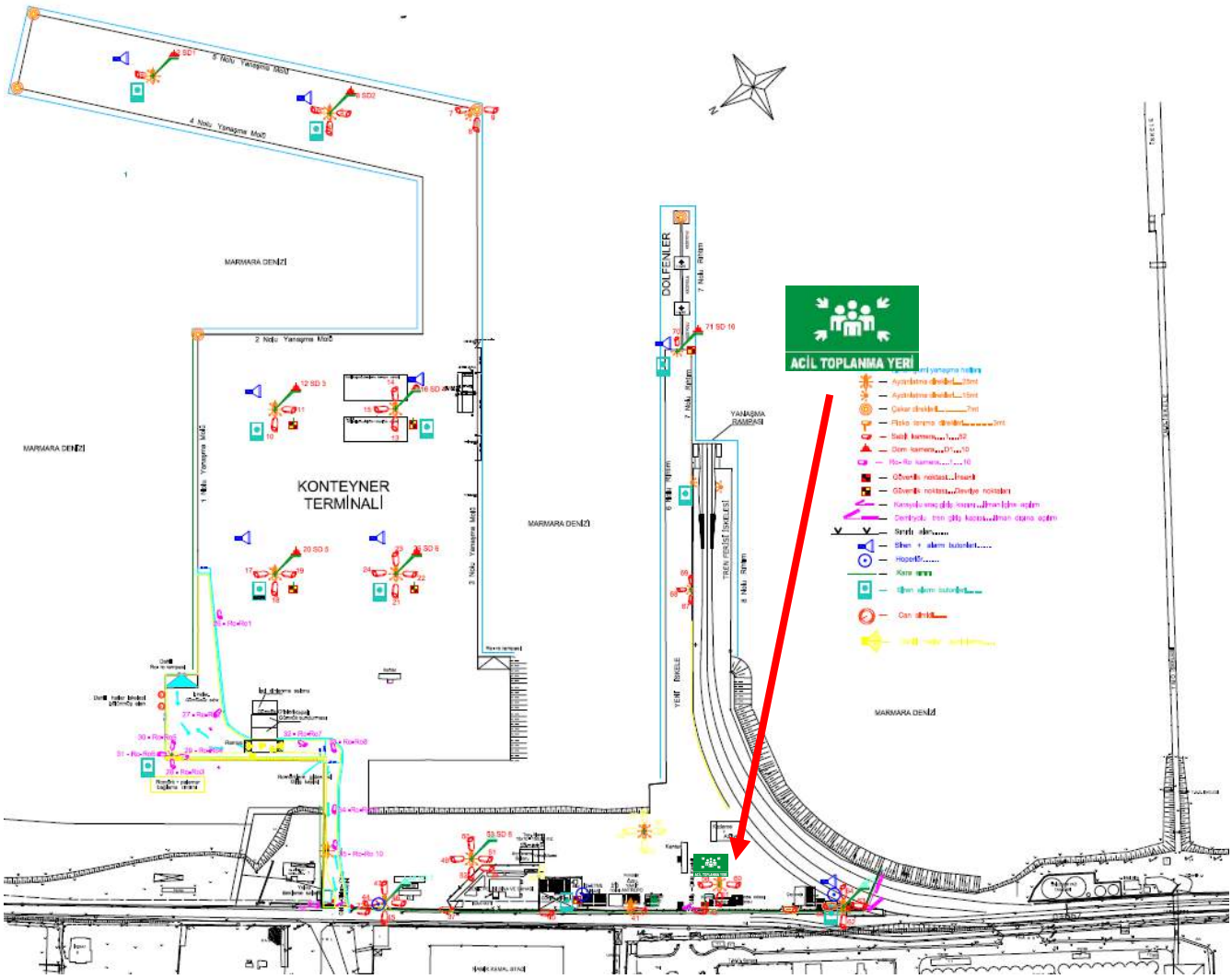
ANNEX-6 GENERAL FIRE PLAN OF THE FACILITY



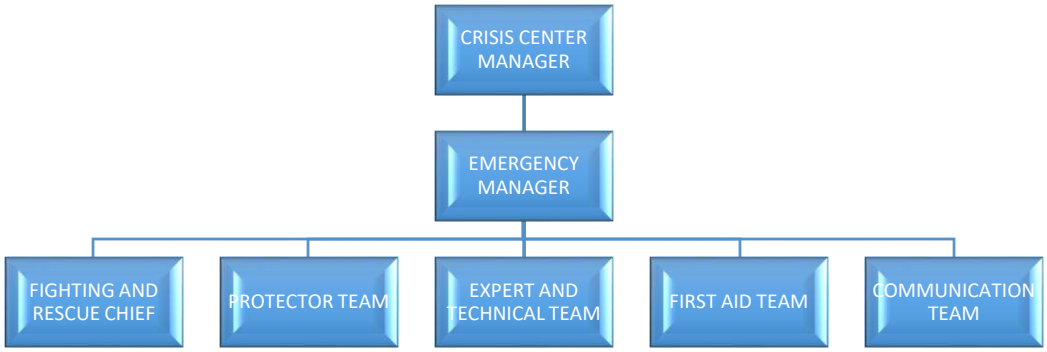
ANNEX-7 EMERGENCY ACTION PLAN

SAME AS IN EMERGENCY ACTION PLAN OF CEYPORT TEKİRDAĞ ULUSLARARASI LİMAN İŞLETMECİLİĞİ A.Ş.

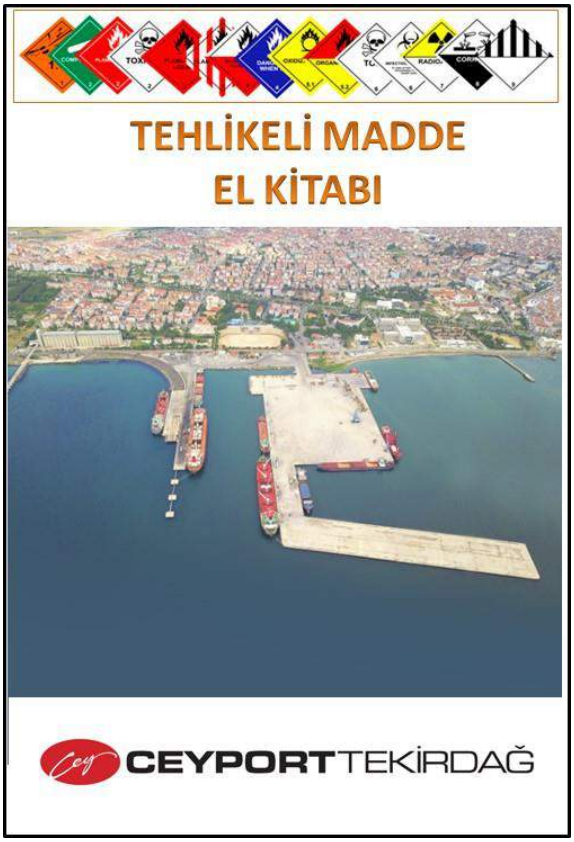
ANNEX-8 PLAN OF EMERGENCY MEETING POINT

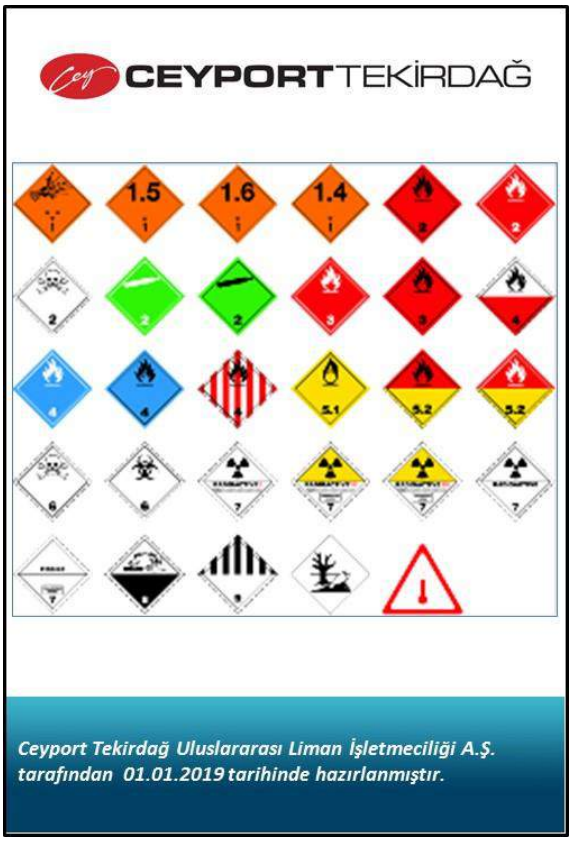


ANNEX-9 EMERGENCY MANAGEMENT PLAN



ANNEX-10 DANGEROUS GOODS MANUAL





ANNEX-11
LEAKAGE AREAS, EQUIPMENT, ENTRANCE/EXIT DRAWING FOR CTU AND PACKAGES

ANNEX-12 INVENTORY OF PORT SERVICE SHIPS

THERE ARE NO SERVICE SHIPS IN THE FACILITY INVENTORY

ANNEX-13
HARBOUR MASTER ADMINISTRATIVE BOUNDARIES, ANCHORING LOCATIONS AND HARBOR PILOT, MARINE COORDINATES OF LANDING/BOARDING POINTS

A) Port administrative area boundary (Different: RG-6/8/2013-28730)
Port administrative area of Tekirdağ Harbour Master is sea and shore zone within the lines formed by the following coordinates.
a) 41º 01´ 57" N – 028º 00´ 33" E (Tekirdağ-İstanbul Provincial Border)
b) 40º 43´ 30" N – 028º 00´ 33" E
c) 40º 42´ 00" N – 027º 37´ 24" E
d) 40º 38´ 40" N – 027º 27´ 00" E
e) 40º 38´ 06" N – 027º 27´ 00" E
f) 40º 28´ 48" N – 026º 58´ 12" E
g) 40º 33´ 00" N– 026º 58´ 12" E

B) Anchoring areas
a) Number 1 anchoring area: Transportation of dangerous goods anchorage area of 1,000 military ships and small ships from the GT is the sea area consisting of the coordinates.
1) 40º 58’ 15" N – 027º 34’ 15" E
2) 40º 58’ 15" N – 027º 32’ 15" E
3) 40º 55’ 30" N – 027º 32’ 15" E
4) 40º 55’ 30" N – 027º 34’ 15" E
b) Number 2 anchoring area: Transportation of dangerous goods anchorage area of military ships 1000 GT and the older ships, the sea area consisting of the coordinates.
1) 40º 58' 00" N – 028º 32' 33" E
2) 40º 57' 06" N – 028º 32' 33" E
3) 40º 56' 45" N – 028º 34' 00" E
4) 40º 58' 00" N – 028º 34' 00" E
c) Number 3 anchoring area: The ships carrying dangerous substances, nuclear powered naval vessels and anchorage area of ships and ship the gas to be quarantined will do the removal process, consisting of the sea area where the coordinates.
1) 40º 58’ 15" N – 027º 37’ 45" E
2) 40º 58’ 15" N – 027º 35’ 45" E
3) 40º 55’ 30" N – 027º 35’ 45" E
4) 40º 55’ 30" N – 027º 37’ 45" E

d) Number 4 anchoring area: transportation of dangerous goods anchorage area of military ships 1000 GT and the older ships, the sea area consisting of the coordinates.
1) 40º 57’ 48" N – 027º 51’ 45" E
2) 40º 56’ 45" N – 027º 51’ 45" E
3) 40º 56’ 45" N – 027º 54’ 52" E
4) 40º 57’ 48" N – 027º 54’ 52" E
e) Number 5 anchoring area: LNG tanker anchorage area of the sea area formed by the 5 gomino radius, which accepts the following, coordinates of the center.
40º 58’ 20" N – 027º 59’ 45" E
f) (Annex: RG-6/8/2013-28730) Number 6 anchoring area: The ships carrying dangerous substances, nuclear-powered ships and military vessels will ship anchorage area of the degassing process to be quarantined the sea area consisting of the coordinates.
1) 40º 37´ 33" N – 027º 10´ 00" E
2) 40º 36´ 27" N – 027º 10´ 00" E
3) 40º 32´ 39" N – 027º 00´ 00" E
4) 40º 33´ 24" N – 026º 59´ 48" E

C) Place for taking and leaving harbor pilot
40º 57' 12" N – 027º 55' 48" E

ANNEX-14 EMERGENCY RESPONSE EQUIPMENT AGAINST MARINE POLLUTION IN PORT FACILITY

Regarding to marine pollution, Emergency Equipment types and quantity in the shore facility are the same in Ceyport Tekirdağ. Tekirdağ Harbour Emergency Manual prepared by MEKE ATIK TOPLAMA and DENİZ TEMİZLİĞİ SAN. TİC. A. Ş. authorized by Ministry of Environment

ANNEX-15 PERSONAL PROTECTIVE EQUIPMENT (PPE) USE MAP

- STEEL TOE FOOTWEAR (SUMMER) – ONCE IN A YEAR
- STEEL TOE FOOTWEAR (WINTER) – ONCE IN A YEAR
- HELMET – ONCE IN A YEAR
- PROTECTIVE GLOVES –WHEN WEAR OFF
- SINGLE USE FILTER MASK- IN CASE OF NECESSİTY
- REFLECTIVE VEST- TWİCE IN A YEAR

PPE SHOULD BE USED INSIDE THE TERMINAL IN ALL OPEN AREAS EXCEPT OPERATIONAL OFFICES.

ANNEX-16 NOTIFICATION FORM FOR DANGEROUS GOODS INCIDENT

1.	Local date and time of emergency
2.	Location of accident
3.	Emergency type (Eg: Fire, Fuel spilling, personnel injury) and accident occurrence (Eg: what happened?)
4.	Control measurement damages. What is carried out to control emergency?
5.	Deceased/injured/Loss-number of company employees in accident
6.	Deceased/injured/Loss-number of contractor employees/drivers in accident
7.	Damage of terminal or equipment owned by company
8.	Quantity of Product loss/recovered product owned by company
9.	Damage of terminal and equipment of contractor
10.	Other damaged suffered by the contractor
11.	Impact on company operations
12.	Authorities affected by the accident and forwarded to
13.	Reaction of field occur or expected to occur
14.	Quality checks of equipment and/or product
15.	Review undertaken by Center
16.	Result of corrective actions against causes of emergency

ANNEX-17 NOTIFICATION FORM FOR CHECKING RESULTS OF DANGEROUS GOODS CARGO TRANSPORT UNITS (CTUS)

Date:	Amount	Percentage
Packages controled:		
Damaged packages: • Total • Packaged inland • Packaged outland		
Damages:		
Documentation: • DG declaretion • Container/Vehicle Packing Certificate		
Placarting and signing		
CSC Placard		
Major failures/damages		
Tanker junction equipments		
Portable tanks or tankers (inconvenient or damaged)		
Labeling		
Packing (inconvenient or damaged)		
Segregation of Cargo		
Stuffing of packages and lashing		

ANNEX-18 MULTIMODAL DANGEROUS GOODS FORM

1 Shipper / Sender		2 Transport document number		
		3 1st page of page ….	4 Shippers reference	
			5 Freight forwarders reference	
6 Consignee		7 Carrier (to be completed by the carrier)		
		SHIPPER'S DECLARATION I hereby declare that content of this consignment are fully and accurately described below by the Proper Shipping Name and are classified, packaged, marked and labelled/placarded and are in all respects in proper condition for transport according to the applicable international and national governmental regulations.		
8 This shipment is within the limitation prescribed for (cross out the ones that are not suitable)		9 Additional Handling Information		
PASSENGER AND CARGO AIR PLANE	ONLY CARGO PLANE			
10 Ship/flight number and date	11 Port/place of loading			
12 Port/place of discharge	13 Destination			
14 Marks of shipment Number and kind of packages, description, gross mass(kg) net mass(kg) Cube(m^3)				
15 Container identification no/vehicle registration no	16 Seal Number (numbers)	17 Container/vehicle size & type	18 Total Cargo mass (kg)	19 Total gross mass (including tare) (kg)
VEHICLE PACKING CERTIFICATE I hereby declare that goods described above have been packed/loaded into the container/vehicle identified above in accordance with the applicable provisions. MUST BE COMPLETED AND SIGNED FOR ALL CONTAINER/VEHICLE LOADS BY PERSON RESPONSIBLE FOR PACKING/LOADING		21 RECEIVING ORGANIZATION RECEIPT Received the above number of packages/containers/trailers in apparent good order and condition, unless stated hereon. ORGANIZATION REMARK:		
20 Name of Company		Haulier's Name Vehicle Reg. No		
Name /status of declarer		Signature and Date	Name/status of declarer	
Place and Date			Place and Date	
Signature of declarer		DRIVER'S SIGNATURE	Signature of declarer	