

SOIL PRODUCTS OFFICE GENERAL DIRECTORATE

DANGEROUS CARGO HANDLING GUIDE



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FACILITY AUTHORITY:

SIGNATURE:

SEAL:

| prepared | CONTROLLER | APPROVED |
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1. LOGIN

The purpose of the Turkish Grain Board's Dangerous Cargo Handling Guide;It is to reveal the procedures and principles determined for the safe handling of dangerous goods in a general framework, to explain the main lines of the measures to be taken in order to ensure the safety of life, property and environment in case of emergency that may occur at the coastal facility.

1.1 Facility Information Form

| | | | | |
|-----|--|--|--------------|-----------------|
| 1. | Name/Title of Facility Operator | General Directorate of Turkish Grain Board Tekirdag General Directorate | | |
| 2. | Contact Information of the Facility Operator (Address, phone, fax, e-mail and web) | MO General Directorate -Atatürk Boulevard No:10 EYMANPASA/TEKIRDAG Phone:02822612267 Fax:02822611197 Tmo.gov.tr | | |
| 3. | Facility Name | General Directorate of Turkish Grain Board Tekirdag General Directorate | | |
| 4. | City where the facility is located | On the old Barboros road, opposite the Ceyport port / Tekirdağ | | |
| 5. | Contact Information of the Facility (Address, phone, fax, e-mail and web) | MO General Directorate -Atatürk Boulevard No:10-SULEYMANPASA/TEKIRDAG Phone:02822612267 Fax:02822611197 Tmo.gov.tr | | |
| 6. | Geographical Region of the Facility | Marmara Region | | |
| 7. | Port Authority and Contact Details of the Facility | Tekirdag Regional Port Authority Address:Hürriyet, 59030 Center/Tekirdag Telephone:90 282 261 2025 Fax:+90 282 262 9162 E-mail:tekirdag.liman@udhb.gov.tr | | |
| 8. | The Municipality to which the Facility is Affiliated and its Contact Details | Tekirdag Municipality Phone: | | |
| 9. | Name of Free Zone or Organized Industrial Zone where the facility is located | no | | |
| 10. | Validity Date of Coastal Facility Operation Permit/Temporary Operation Permit | 28.03.2026 | | |
| 11. | Activity Status of the Facility (x) | Own cargo and additional 3rd party (..) | Own load (x) | 3rd Party (...) |
| 12. | Name and Surname of Facility Manager, Contact Details (Telephone, fax, e-mail) | Bihter Demiral Phone:0 282 2612267-2612292 Pocket:05334863768 Fax:0 282 261 11 97 e-mail:tekirdağ.sube@tmo.gov.tr. | | |
| 13. | Name and Surname of Dangerous Goods Operations | Ridvan EROGLU Pocket:0 553 166 15 75 Fax:02822611197 | | |



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|-----|--|---|
| | Officer of the Facility, Contact Details (Telephone, fax, e-mail) | Ridvan.eroglu@tmo.gov.tr |
| 14. | Facility Dangerous Goods Safety Advisor Name and Surname, Contact Details (Phone, fax, e-mail) | Sevde Right 0533 123 3538 Sevde@tmgddanismanlik.com |
| 15. | Marine Coordinates of the Facility | 400 57" 46 N 270 30" 24 E |
| 16. | Types of Dangerous Goods Handled at the Facility (Loads within the scope of MARPOL EK-1, IMDG Code, IBC Code, IGC Code, IMSBC Code, Grain Code, TDC Code, asphalt/ | IBC CODE |
| 17. | Types of Dangerous Goods Handled at the Facility (Loads other than the IMDG Code, among the cargo types in Article 16, will be written separately. Additional Cargo request will be sent to the port authority with Annex-1 form. It will be added to TYER when appropriate.) | - |
| 18. | Classes for handled loads subject to IMDG Code | - |
| 19. | Groups in characteristic table for handled cargo subject to IMSBC Code | - |
| 20. | Types of Ships That Can Dock at the Facility | Bulk dry cargo (Grain) and liquid cargo (crude oil) |
| 21. | Distance of Facility to Main Road (km) | 500 meters |
| 22. | Distance of Facility to Railway (km) or Railway Connection (Yes/No) | 500 meters |
| 23. | Name of Nearest Airport and Distance to Facility (km) | 40 km- Tekirdag Corlu Airport |
| 24. | Facility Cargo Handling Capacity (Ton/Year) | 100,000.tons. |
| 25. | Whether Scrap Handling Is Carried Out in the Facility | no |
| 26. | Is There a Border Gate / Is There Not? (Yes No) | no |
| 27. | Is There a Bonded Field? (Yes | Yes |



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| | No) | | | | | | | | | | | | | | | | | |
|---|---|---|------------------------------|------------------------------|--|----|------|----|--------|----|-------------|----|------------------------|----|-------------|---|---------|---|
| 28. | Cargo handling equipment and capacities | rail (with belt system loading device (300Ton/S)), oil pipeline (150 Ton/S) | | | | | | | | | | | | | | | | |
| 29. | Storage Tank Capacity (m3) | 6000 tons | | | | | | | | | | | | | | | | |
| 30. | Open storage area (m2) | no | | | | | | | | | | | | | | | | |
| 31. | Semi-closed storage area (m2) | no | | | | | | | | | | | | | | | | |
| 32. | Closed storage area (m2) | no | | | | | | | | | | | | | | | | |
| 33. | Identified Fumigation and/or Degassing Area (m2) | no | | | | | | | | | | | | | | | | |
| 34. | Pilotage and Towing Services Provider Name/Title Contact Details | Ceyport Port Authority | | | | | | | | | | | | | | | | |
| 35. | Has a security plan been created? (Yes No) | Yes | | | | | | | | | | | | | | | | |
| 36. | Waste Reception Facility capacity <i>(In this section, it will be arranged separately according to the wastes accepted by the facility)</i> | <table border="1" style="width: 100%;"> <thead> <tr> <th style="width: 50%;">Waste Type</th> <th style="width: 50%;">Capacity (m3)</th> </tr> </thead> <tbody> <tr> <td>Dirty Ballast</td> <td>10</td> </tr> <tr> <td>slop</td> <td>10</td> </tr> <tr> <td>sludge</td> <td>10</td> </tr> <tr> <td>bilge water</td> <td>10</td> </tr> <tr> <td>Toxic Liquid substance</td> <td>10</td> </tr> <tr> <td>dirty water</td> <td>1</td> </tr> <tr> <td>Rubbish</td> <td>1</td> </tr> </tbody> </table> | Waste Type | Capacity (m3) | Dirty Ballast | 10 | slop | 10 | sludge | 10 | bilge water | 10 | Toxic Liquid substance | 10 | dirty water | 1 | Rubbish | 1 |
| | | Waste Type | Capacity (m3) | | | | | | | | | | | | | | | |
| | | Dirty Ballast | 10 | | | | | | | | | | | | | | | |
| | | slop | 10 | | | | | | | | | | | | | | | |
| | | sludge | 10 | | | | | | | | | | | | | | | |
| | | bilge water | 10 | | | | | | | | | | | | | | | |
| | | Toxic Liquid substance | 10 | | | | | | | | | | | | | | | |
| | | dirty water | 1 | | | | | | | | | | | | | | | |
| Rubbish | 1 | | | | | | | | | | | | | | | | | |
| 37. Characteristics of quay / wharf etc. areas | | | | | | | | | | | | | | | | | | |
| Dock / Pier No | Height (meter) | Width (meter) | Maximum water depth (meters) | Minimum water depth (meters) | The largest ship tonnage and length to berth (DWT or GRT - meters) | | | | | | | | | | | | | |
| | 180 300 | 12 8 | 12 | 11 | 25.000 | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |

1.2 Procedures for Dangerous Goods Handled at the Coastal Facility

Operational handling procedures of all cargoes handled at the Coastal Facility have been prepared as separate documents within the scope of the quality management system.

2. RESPONSIBILITIES

2.1 General Responsibilities

The general responsibilities of all parties involved in the transport of dangerous goods are as follows:

- a) They are obliged to take all necessary precautions to make the transportation safe, secure and harmless to the environment, to prevent accidents and to minimize the damage in case of an accident.



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- b) In emergency situations such as fire, leakage, spillage that occur during the transportation of dangerous goods, they benefit from the EmS Guide, which includes Emergency Response Methods and Emergency Schedules for Ships Carrying Dangerous Goods.
- c) They benefit from the Medical First Aid Guide (MFAG) in the IMDG Code annex in order to provide the necessary medical first aid for the people affected by the damages of the dangerous goods and the health problems that occur as a result of the accidents involving these loads.

2.2 Responsibilities of the cargo person

The responsibilities of the cargo person are as follows:

- a) It prepares and has the mandatory documents, information and documents related to dangerous goods prepared and ensures that these documents are present with the cargo during the transportation activity.
- b) It provides classification, packaging, marking, labeling and placarding of dangerous goods in accordance with their type.
- c) It ensures that dangerous goods are loaded, stacked and securely fastened to approved packaging and cargo transport units in accordance with the rules and safely.

2.3 Responsibilities of the Carrier

The responsibilities of the carrier are stated below

- a) It requests mandatory documents, information and documents related to dangerous goods from the cargo person and ensures that they are present with the cargo during the transportation activity.
- b) It controls the compliance of the dangerous goods classified, packaged, marked, labeled and plated by the cargo person with the legislation.
- c) It checks that the dangerous goods are packed in accordance with the rules by using approved packaging and load transport units, they are safely loaded and securely fastened to the cargo transport unit.

2.4 Responsibilities of the Shore Facility Operator

The responsibilities of the coastal facility operator are as follows:

- a) It does not dock the ships carrying dangerous goods without the permission of the port authority.
- b) It gives written information to the ship that will dock at its facility within the scope of facility rules, cargo handling rules and relevant legislation.
- c) It does not handle dangerous goods for which it has not received a handling permit from the administration, and it does not harm the ships that will dock by planning in this context.
- d) It requests mandatory documents, information and documents related to dangerous goods from the cargo person and ensures that they are found with the cargo. In case the relevant documents, information and documents cannot be provided by the cargo person, it is not obliged to accept or handle the dangerous cargo at its facility.
- e) It carries out the loading or unloading operation according to the agreement to be reached by sharing all the data that may be required according to the characteristics of the cargo with the ship's person. The ship does not change the operation without the knowledge of the person concerned.
- f) It determines the working limits by taking into account the safe working capacity of the facility and the weather forecasts, and takes the necessary measures for the ship to be safely anchored at the pier and for handling.



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- g) It controls the transport documents containing information that the dangerous goods coming to the facility are classified, packaged, marked, labeled, plated and loaded safely to the cargo transport unit.
- h) It ensures that the personnel involved in the handling of dangerous goods and the planning of this handling are documented by receiving the necessary training, and does not assign personnel without documents to these operations.
- i) It ensures that the dangerous goods handling equipment in its facility is in working condition and that the relevant personnel are trained and documented on the use of these equipment.
- j) By taking occupational safety measures at the coastal facility, it ensures that the personnel use personal protective equipment suitable for the physical and chemical characteristics of the dangerous cargo.
- k) It carries out activities related to dangerous cargoes at docks, piers and warehouses established in accordance with these works.
- l) Equips the piers and piers reserved for ships that will load or unload dangerous liquid bulk cargoes with appropriate installations and equipment for this work.
- m) It keeps an up-to-date list of all dangerous cargoes on the ships berthed and in the closed and open areas of its facility and gives this information to the relevant parties upon request.
- n) It notifies the port authority of the instant risk posed by the dangerous goods it handles or temporarily stores in its facility and the measures it takes for it.
- o) It notifies the port authority of the accidents related to dangerous goods, including the accidents at the entrance to the closed areas.
- p) It provides the necessary support and cooperation in the controls and inspections carried out by the administration and the port authority.
- q) It ensures that Class 1 (except Class 1 Compatibility Group 1.4 S), Class 6.2 and Class 7 dangerous goods, which are not allowed to be temporarily stored, are transported out of the coastal facility as soon as possible, and applies to the Administration for permission in cases where it is necessary to wait.
- r) It stores the cargo transport units where dangerous goods are transported in accordance with the separation and stacking rules, and takes fire, environment and other safety measures in accordance with the class of the dangerous cargo in the storage area. It keeps fire extinguishing systems and first aid units ready for use at any time in the areas where dangerous cargoes are handled and makes the necessary controls periodically.
- s) It takes permission from the port authority before the hot work and operations to be carried out in the areas where dangerous cargoes are handled and temporarily stored.
- t) Prepares an emergency evacuation plan for the evacuation of ships from the coastal facilities in case of emergency and submits it to the port authority and informs the relevant people about the plan approved by the port authority.
- u) It ensures the internal loading of cargo transport units in accordance with the loading safety rules in its facility.

2.5 Responsibilities of Ship Person

Responsibilities of ship owners are as follows:

- a) It ensures that the cargo to be carried by the ship is documented as suitable for transportation and that the cargo holds, cargo tanks and cargo handling equipment are suitable for cargo transportation.
- b) It requests all mandatory documents, information and documents related to dangerous goods from the cargo person and ensures that they are present with the cargo during the transportation activity.



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- c) It ensures that the documents, information and documents required to be found on the ship regarding dangerous goods within the scope of legislation and international conventions are appropriate and up-to-date.
- d) It checks the transport documents containing information that the cargo transport units loaded on the ship are appropriately marked, plated and loaded safely.
- e) It informs the relevant ship personnel about the risks of dangerous cargoes, safety procedures, safety and emergency measures, response methods and similar issues.
- f) It keeps up-to-date lists of all dangerous goods on board and declares them to the relevant parties upon request.
- g) It ensures that the loading program, if any, is approved and documented and kept in working condition.
- h) It notifies the port authority and the coastal facility of the instant risk posed by the dangerous cargoes on the ship berthing to the coastal facility and the measures taken for it.
- i) In case of leakage in the dangerous cargo or if there is such a possibility, it does not accept to carry the dangerous cargo.
- j) He notifies the port authority of the dangerous cargo accidents that occur on his ship while navigating or at the coastal facility.
- k) It provides the necessary support and cooperation in the controls and inspections carried out by the administration and the port authority.
- l) It does not accept to carry dangerous goods that are not included in the ship certificates issued by the relevant institutions and organizations.
- m) It ensures that the people of the ship involved in the handling of dangerous goods use personal protective equipment suitable for the physical and chemical properties of the cargo.
- n) It provides the requirements for the loading safety of the loads loaded on the ships.

2.6 Dangerous Goods Safety Advisor responsibilities

- a. To monitor compliance with the provisions of international agreements and conventions (ADR/IMDG) in the transport of dangerous goods.
- b. It offers suggestions to the business in the transportation of dangerous goods according to the provisions of ADR / IMDG.
- c. To prepare the annual activity report of the enterprise regarding the transportation of dangerous goods within the first four months as of the end of the year and submit it to the Administration in electronic environment.
- d. Determining the dangerous goods to be transported and determining the requirements and compliance procedures in the IMDG/ADR regarding this substance.
- e. Guiding the business while purchasing the transportation vehicles to be used in the transportation of dangerous goods.
- f. To determine the procedures related to the control of the equipment used in the transportation, loading and unloading of dangerous goods.
- g. To provide or provide training to the employees of the enterprise about the national and international legislation and the amendments made therein, and to keep the records of this training.
- h. To determine the emergency procedures to be applied in case of an accident or an event that will affect the safety during the transportation, loading or unloading of dangerous goods,
- i. To have the employees periodically perform exercises related to these and keep their records.



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- j. To ensure that measures are taken to prevent the reoccurrence of accidents or serious violations.
- k. To ensure that the special conditions stipulated by the legislation regarding the transport of dangerous goods are taken into account in the selection and employment of subcontractors or third parties.
- l. To ensure that employees involved in the transport, filling or unloading of dangerous goods have knowledge of operational procedures and instructions.
- m. To take measures to increase the awareness of the relevant personnel in order to be prepared for possible risks in the transportation, loading or unloading of dangerous goods.
- n. To create instructions for keeping the documents and safety equipment that should be in the vehicle during transportation according to the class of the dangerous substance.
- o. To record all kinds of work, including training, audit and control on activities, to keep these records for 5 years and to submit them to the Administration if requested.
- p. Preparing and enforcing the business security plan specified in ADR/IMDG.
- q. In accordance with the provisions of the load loaded on the transport vehicle (IMDG/ADR);To determine procedures for work and operations related to packaging, labeling, marking and loading.
- r. In the inspections to be carried out in relation to his duties in the enterprise;To keep records by specifying the date and time of the audited persons and works.
- s. In case of any danger, to stop the work until the danger is eliminated, to start the work with its own approval when the danger is eliminated, and to notify the business or the competent authorities in writing of any stage in the process until the danger is eliminated.
- t. TMGD, in the event that an accident that occurs during transportation, loading or unloading in the enterprise for which it is responsible causes harm to life, property and the environment;collects information about the accident and gives an accident report to the enterprise management or the Administration.This report, prepared by TMGD, is sent to the Administration via the address www.turkiye.gov.tr by the enterprise or TMGDK within one month.This report does not replace the report that should be written within the scope of international or national legislation.
- u. To prepare the annual activity report of the enterprise regarding the transportation of dangerous goods in accordance with the format determined by the Administration, within the first four months as of the end of the year, and to submit it to the TMGDK, within which it works, and to the business providing consultancy services, to send it to the Administration via www.turkiye.gov.tr when requested.
- v. TMGDs authorized within the scope of the IMDG Code prepare a quarterly report regarding the responsibilities set forth in the Regulation on Maritime Transport of Dangerous Goods and Loading Safety of the coastal facilities they serve or serve, and submit this report to the Administration.
- w. Except for the coastal facilities that will receive PIUB for the first time, TMGD is present at the coastal facility during the PIUB audits and actively participates in the audits.
- x. It prepares the dangerous goods handling and/or temporary storage parts of the Dangerous Goods Handling Guide of the coastal facility together with the coastal facility and checks its accuracy.TMGD's signature is also included in the sections of the guide regarding dangerous goods handling and/or temporary storage.
- y. In addition to the IMDG Code, within the scope of dangerous goods handled at the coastal facility, he/she will have information about the IBC Code, IGC Code, IMSBC Code and MARPOL 73/78 applications and generally the dangerous goods activities of the coastal facility.The coastal facility operator notifies the coastal facility operator in writing, with the periods agreed between the coastal



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facility operator and the coastal facility operator, on the condition that it does not exceed 6 (six) months, about its evaluations on whether the dangerous goods handled at the coastal facility are handled in accordance with the rules.

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

Coastal facility operators, who have obtained the Dangerous Goods Conformity Certificate, take the following measures:

- 1) Dangerous goods arriving at the terminal are transferred directly to the storage tanks located in the tank area via pipelines and stored without waiting.
- 2) Labels and signs describing the transfer of dangerous goods to storage tanks and dangerous goods on the tanks and information on safety precautions are kept.
- 3) It ensures that the shore facility personnel, seafarers and other authorized persons in charge of dangerous cargo handling wear protective clothing suitable for the physical and chemical properties of the cargo during loading, unloading and storage. In this context, it ensures that the application is carried out within the framework of the procedures specified in the PPE usage map given in Annex -15.
- 4) It ensures that the people who will fight the fire in the dangerous cargo handling area are equipped with firefighter equipment and that fire extinguishers, first aid units and equipment are always ready for use. In this context, the activities in question will be carried out within the framework of the Emergency Plan.
- 5) They ensure that fire, safety and security measures are taken.
- 6) The control of the provisions of this article is carried out by the regional port authority and when any nonconformity is detected, the handling operation is stopped and the nonconformity is eliminated.
- 7) Personnel who do not have the necessary training and certificates according to the Regulation on Training and Authorization in the Scope of the International Code for Dangerous Goods Transported by Sea, are not allowed to work in dangerous goods handling operations and to enter the areas where these operations are carried out.

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

4.1 Classes of Dangerous Goods

Only liquid oil is handled as dangerous cargo in our facility. The product is not dangerous.

Since liquid substances with S or S/P expression in the d column titled pests of the table given in section 17 of the IBC CODE in the directive are considered dangerous, oil is considered dangerous cargo; however, there is no dominant hazard class.

As explained in IMDG Code Volume 1 Part 2, Dangerous Goods Classes and Subdivisions are as follows:

| IMDG Code | Danger | Hazard Class Name |
|-------------|----------------|-------------------|
| Chapter 2.0 | | General |
| Chapter 2.1 | Class 1 | explosives |
| Section 2.2 | Class 2 | gases |



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| | | |
|-------------|------------------|--|
| Section 2.3 | Class 3 | Flammable Liquids |
| Section 2.4 | Class 4.1 | Combustible Solids |
| | Class 4.2 | Self-Burning Solids |
| | Class 4.3 | Solids Emitting Flammable Gases in Contact with Water |
| Section 2.5 | Class 5.1 | Oxidizing Agents |
| | Class 5.2 | Organic Peroxides |
| Section 2.6 | Class 6.1 | Toxic (Toxic) Substances |
| | Class 6.2 | Infectious Substances |
| Chapter 2.7 | Class 7 | Radioactive Substances |
| Section 2.8 | class 8 | Corrosive (Corrosive) Substances |
| Section 2.9 | Class 9 | Different Dangerous Goods and Objects and Environmentally Harmful Substances |

Dangerous Goods Classification Table

4.2 Packages and Packages of Dangerous Goods

Packaging is not done in our coastal facility.

4.3 Placards, Plates, Brands and Labels for Dangerous Goods

In addition to the existing labels on the tanks to which the dangerous goods that will arrive at the port facility are transferred, they can be plated as specified in the IMDG Code Sections 5.2 and 5.3.

4.4 Signs of Dangerous Goods and Packing Groups

4.4.1 Marking of dangerous goods

The procedures and principles specified in IMDG Code Chapter 5 will be taken into account in the marking of dangerous goods coming to the coastal facility.

4.4.2 Packing Groups

There are Packing (Packaging) Groups (PG) specified in IMDG CODE Section 3.2 for dangerous goods. These groups and their meanings are given below:

| PACKAGING GROUP | DEGREE |
|-----------------|-----------------|
| I | High Danger |
| II | Moderate Hazard |
| III | Low Hazard |



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However, there is no packing group for self-reactive substances in Classes 1, 2, 5.2, 6.2, 7 and 4.1, and there is no PG I for Class 9.

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

Since liquid dangerous goods are handled in the coastal facility, separation tables are not used.

4.6 Separation Distances and Terms of Dangerous Goods in Warehouses

Separation distances and terms are not used as the ships approaching the coastal facility handle bulk liquid dangerous goods.

5. HANDBOOK ON DANGEROUS LOADS HANDLED ON THE COASTAL FACILITY

The port facility, which carries out dangerous cargo loading/unloading, handling and temporary storage activities, in order to contribute to the safe fulfillment of these activities;

- Hazardous substance classes,
- packages of dangerous goods,
- packaging,
- tags,
- marks and packing groups,
- Separation tables on the ship and in the port according to the classes of dangerous goods,
- Separation distances of dangerous goods in warehouse storage,
- parsing terms,
- Dangerous cargo documents,
- Dangerous loads emergency response action flow chart

Emergency contact information

The locations of emergency equipment, usage instructions and shore facility rules are prepared in pocket sizes and presented in ANNEX-10.

6. OPERATIONAL MATTERS

6.1 Procedures for Safe Docking, Mooring, Loading / Discharging, Shelter and Anchorage of Ships Carrying Dangerous Goods Day and Night

A. Entry to the Port Area:

- (1) Before entering the Port Area, the captain of a ship carrying dangerous goods must:
 - a) He and his staff should be prepared for the legal and administrative obligations regarding dangerous cargo handling or ships carrying dangerous goods in the port area.
 - b) It checks the ship's suitability in terms of machinery, equipment and equipment.
 - c) It checks the possibility of damage or leakage of dangerous cargo and its contents.



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d) It informs the relevant port authority about the unsuitability of the machinery, equipment and equipment on the ship, damage or leakage of dangerous cargo, and faults in the protection system that will endanger the environment, property and life.

(2) Safety Shifts:

a) The master of the ship should establish appropriate navigational watch at the entrance/exit of the port and deck and machinery safety watch during handling.

b) The ship's captain should make arrangements for safe surveillance shifts, and in this context, he should consider all aspects of the issue and the amount of dangerous cargo stored.

(3) Ship Mooring: Unless otherwise requested by the Port Authority, it must constantly show appropriate danger signs as long as it is anchored in the port area. During his stay in the port;

a) For emergencies, the ship with sufficient slack at the fore and aft of the ship should have a spare rope attached to the side of the ship with a thin hand and which can be easily dribbled in an emergency. One end of the tow rope should be extended from the deck to the water level and should be kept free and secured for use in any dangerous situation.

b) Anchorage equipment should be available to anchor in any emergency.

(4) The ship's master should keep the ship's machinery ready for the safety of the ship or the proper storage of the cargo or ship's ballast and should not allow smoke from any gas or boiler pipes unless permitted by the port authorities.

The ship's captain must provide safe entry and exit between the ship and the shore.

(5) Emergency Procedures:

The captain of the ship should consider the necessary arrangements for safe and quick escape, taking into account the nature of the dangerous cargo and any special situation that may occur on the deck.

The ship's master should establish emergency response procedures on board to control/prevent incidents involving dangerous cargo carried or carried on deck, and should also ensure that his officers and personnel are properly trained to perform/achieve such emergency response procedures in the best possible way.

(6) Emergency Information Procedures

In addition to the information specified in paragraph II-2/15.2.4.2 of the SOLAS contract, the captain of a ship carrying dangerous goods should keep the following information in the same place:

a) A list of dangerous goods carried on board

b) A list of the dangerous cargo unloaded at the port area

In addition to the emergency response procedures required for the dangerous cargo, the ship's master should keep the appropriate safety information easily accessible. Such information includes, for example, the Ems Guide (Emergency Response Procedures for Ships Carrying Dangerous Goods), Medical First Aid Guide (MFAG) used in incidents involving dangerous goods, and safety information pages used in connection with the transport document.



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(7) Fire Precautions

- a) It should ensure the identification of areas where smoking is prohibited.
- b) It should ensure that the areas where smoking is prohibited are hung as clearly visible pictorial diagrams in important places and that the areas where smoking is free do not pose a danger.(Considering that the transported dangerous cargo is at risk of fire and explosion, it should be taken into account that empty and still containment tanks contain flammable vapors and danger risks.)
- c) The master of the ship should make sure that the equipment or tools used to check for flammable or explosive in an area or empty space do not cause fire or explosion.
- d) If there is a possibility of flammable or explosive in an area or in an empty place, the ship's captain should make sure that the equipment or instruments to be used, including any sampling or measurement, are safe portable electrical equipment that can be used in a flammable atmosphere without causing fire or explosion.
- e) The ship's master must ensure that electrical equipment is not used indiscriminately or accidentally in areas where flammable atmospheres may occur.
- f) The ship's captain ensures that a fire station that is adequate and appropriately tested for the dangerous cargo on the ship is established and made ready, and that the relevant personnel are trained in firefighting and practice and practice in this regard.

B. Environmental Protection

The captain of the ship carrying dangerous goods should make sure that every precaution has been taken to prevent the accidental release of the dangerous cargo into the environment.

The master must ensure that all syphilis holes are well closed and that the absorbent and disposal material is available and appropriately ready for use, taking into account the safety of the ship and its personnel. During the cleaning of the spill area, it should be ensured that appropriate measures are taken for the spilled dangerous substance. In order to prevent the accidental release of dangerous goods to the environment, it is of utmost importance to use well-qualified and trained personnel who have sufficient knowledge of the risks arising from the dangerous cargo carried, and the use of correct and safe response procedures in dangerous goods accidents. Personnel should be regularly trained in the correct and safe use of equipment.

C. Reporting of Accidents

If an accident has occurred due to the handling of dangerous goods, the personnel responsible for the handling must immediately stop the operation until adequate safety measures are taken.

The ship's master should remind the personnel of their obligations to report the accidents that may occur during the handling of dangerous goods to the personnel responsible for the operation and to the port authorities.

D. Shore Facility Operator

1) Connecting

- a) Adequate and safe mooring facility (depth and sufficient safe space, etc.)
- b) It should ensure that adequate and safe transportation is established between the ship and the coast.



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2) Control – Audit

When the dangerous goods are opened by an authorized personnel for the control of the contents, the coastal facility operator must ensure that the personnel assigned to open it are aware of the possible dangers that may arise due to the dangerous cargo.

3) Classification, Packaging, Marking, Labeling, Plating and Certification

When the dangerous cargo enters its premises, the coastal facility operator must ensure that the cargo is documented/approved by the person concerned in accordance with the IMDG CODE and relevant national and international requirements according to the relevant transport mode.

4) Safe Handling and Separation

The coastal facility operator appoints at least one authorized personnel who has sufficient knowledge about the national and international legal requirements for the transport or handling of the dangerous cargo and the separation distances of the unsuitable dangerous goods.

5) Emergency Procedures

The coastal facility operator should ensure that appropriate emergency arrangements are made and bring it to the attention of the relevant parties. These regulations should cover:

- a) Determination of the appropriate Emergency operation point (operation center / unit where the response operation will be managed when the Emergency occurs)
- b) Notifying the accident or emergency to the appropriate emergency services inside or outside the facility, first verbally and then in the format specified in ANNEX-16,
- c) Notification of the accident or emergency to the port authority or users of the land or sea part of the port area,
- d) Availability of emergency response equipment specified in ANNEX-14 according to the danger of the dangerous cargo handled,
- e) Making coordinated arrangements for the release of the ship in any emergency,
- f) It should ensure that arrangements are made to ensure safe entry and exit to the Ship and Port Facility at all times.

6) Emergency Information

The coastal facility operator should have a list ready including the amount of the dangerous cargo and the shipping name if any, the secondary risk if any, the packing group and the information of the emergency services currently available.

The coastal facility operator should ensure that emergency response procedures and emergency telephone numbers are posted in tanks or areas where dangerous cargo is transported or handled, or in certain easily visible places.

The coastal facility operator must clearly mark the fire and spill/leakage fighting equipment and ensure that they are hung in appropriate positions to attract the attention of the concerned.

The coastal facility operator must inform the ship's captain of the emergency procedures in effect at the port area.

7) Fire Precautions



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Coastal Facility Operator;

- a) When a ship is at anchor, emergency services should be available at all times.
- b) Establishing audible and visible alarms for emergency use in the port area, in other words, ensuring rapid communication with emergency services.
- c) Regardless of the year of construction, for ships of 500 tons and above, within the scope of ship / shore contact regulations in accordance with international standards, necessary equipment for fire fighting compatible with ship equipment is provided.
- d) Keeping all areas where dangerous goods are handled clean and dry.
- e) Before the dangerous cargo is handled, the captain of the ship should be informed about the positions of the nearest emergency services that can be called.
- f) Equipping the lighting and other electrical equipment with materials safe against flammable and explosive atmospheres in the area where the dangerous cargo is located.
- g) Identifying areas where smoking is prohibited
- h) It should ensure that the areas where smoking is prohibited are hung as clearly visible pictorial diagrams in important places and that the areas where smoking is free do not pose a danger.(Considering that the transported dangerous cargo is at risk of fire and explosion, it should be taken into account that empty and still containment tanks contain flammable vapors and danger risks.)

8) Environmental Protection Measures

It ensures that the dangerous cargo is handled in accordance with the requirements of the regulatory authority in the region.

It should ensure that any damaged pipeline or tank carrying dangerous goods is not transported or handled unless the damage is repaired in accordance with the rules of the regulatory authority and it is made suitable and safe for handling in all aspects.

During the cleaning of the spill area, it should be ensured that appropriate measures are taken for the spilled dangerous cargo. In order to prevent the accidental release of dangerous goods to the environment, the use of correct and safe response procedures in dangerous goods accidents by well-qualified and trained personnel who have sufficient knowledge of the risks arising from the dangerous cargo carried is of high importance. Personnel should be regularly trained in the correct and safe use of equipment.

Spare large-scale drums, absorbers or cleaning equipment, equipment to prevent the spread of liquid dangerous cargo (discharge inhibitors, absorbers and oil barriers, etc.) should be available, and the relevant personnel should be regularly trained on the use of correct and safe equipment.

E. General Considerations for Carriage of Bulk Liquid Dangerous Goods:

1) Operational and Emergency Information

Ship Captain and terminal operator should have the following information for each dangerous cargo transported or handled within their area of responsibility.



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- a) Production name of the cargo, UN Number if available, definition of the physical and chemical properties required for environmental safety and handling of the cargo (including its reactivity),
- b) Procedures for load/slop transfer, gas free, inert gases, ballast intake and ballast discharge
- c) Special equipment required for safe handling of certain loads,
- d) Appropriate emergency response procedures for
 - Precautions to be taken in case of spillage or leakage
 - Countermeasures in case of accidents
 - Firefighting measures and appropriate firefighting communication tools

6.2 Procedures Regarding Additional Measures Required to Be Taken According to Seasonal Conditions for the Unloading and Discharging of Dangerous Goods

Ships arriving at the facility can only berth to the facility's pier / quay system during the day and at night. If the port authority deems it necessary on days with adverse weather conditions, the /pier/pier system is closed to ship traffic.

Procedures and instructions for stopping the evacuation, disconnecting the hose connection and separating the ship from the pier/pier can be accessed through the Work Instructions.

In case of severe storm warnings, port foremen, technicians and ships are informed.

According to the severity of the storm to come, it is ensured that the ship machinery is always ready for action in the fastest way.

In heavy rainy weather, filling / unloading activities are suspended, taking into account personnel safety.

Loading and unloading operations are suspended in case of storms, sudden strong winds and lightning strikes.

In case of snow and icing, port machinery and transfer vehicles are not allowed to operate until the slippery environment is eliminated. When the environment is safe, the vehicles operate at the safest speed.

In case the ship under operation leaves the pier/pier for compulsory reasons before the operation is completed, both the Port Authority and the Customs Directorate are informed.

The relevant procedures are specified in the ship/coast safety checklist.

6.3 Procedures for Keeping Flammable, Flammable and Explosive Substances Away from the Operations that Create/Create Sparks and Not to Operate Vehicles, Equipment or Tools that Generate/May Create Sparks in Hazardous Cargo Handling, Stacking and Storage Areas

Before performing a hot work at the facility, the responsible company officer who will perform the hot work will have a written authorization issued by the port administration to perform this hot work. Such authorization will include details of the hot workplace as well as the safety measures to be followed.

In addition to the security measures required to be taken by the port administration, additional security measures required by the ship and/or interface will be taken, together with the ship and/or interface responsible(s) responsible for the hot work, before starting the hot work.



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These additional security measures will include:

Frequency of inspection and re-inspection of local areas and adjacent areas, including testing by approved testing organizations to ensure that areas will remain free and free of flammable and/or explosive atmospheres and that there is no oxygen deficiency;

Removal of dangerous goods and other combustible materials from work areas and adjacent areas. Substances to be removed from the said areas; including lime, sludge, sediment and other potentially flammable materials.

Combustible building materials (eg; beams, wooden partitions, floors, doors, wall and ceiling coverings) against accidental ignition.

In order to prevent the spread of flames, sparks and hot particles from work areas to adjacent areas or other areas; sealing and sealing open pipes, pipe passages, valves, joints, cavities and open parts.

A copy of the hot work authorization and safety precautions will be posted in the area adjacent to the work area, as well as at the entrance to each work area. Authorization and security measures to be taken will be posted in a place where all employees who will take part in the hot work can see it, and this will be clearly understood by the employees.

While performing hot work,

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

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

Based on the completion of this work during the hot work and for a sufficient period of time after its completion, an effective fire control will be carried out in the hot work area as well as in the adjacent areas where a hazard from heat transfer may occur.

For additional more detailed information and procedures regarding hot works and processes, the document "International Safety Guidelines for Oil Tankers and Terminals (ISGOTT)" shall be consulted. Permission will be granted for the works to be carried out on the facility and dock in accordance with ISGOTT and the Work Permit Procedure.

The Port Facility Occupational Safety Procedure will also be applied. Heat treatment is not allowed at the pier on ships berthed at the pier and during the unloading/loading of these ships.

Hot Work Work Permit Procedure

1. PURPOSE

Welding, maintenance, repair, installation, construction works, assembly, excavation, excavation, etc. to be carried out within the field of Soil Products Office Tekirdağ Head Directorate Pier. Work permit procedure is applied for hot works, works requiring hot work on the ship docked, special operations, closed areas, risky maintenance works, risky works of port personnel.

To provide a safe work environment for the companies that will work in the Tekirdağ Chief Directorate Pier of the Turkish Grain Board and to monitor that they fulfill their legal obligations. Informing the relevant people and



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ensuring that the necessary measures are taken so that the port operation is not affected by the work to be done and the work to be done by the port operation.

2. SCOPE

This procedure will be applied within the entire field of activity of the Soil Products Office Tekirdağ Head Directorate Pier.Tenants, Subcontractors

3. RESPONSIBLE

Turkish Grain Board Tekirdağ Chief Directorate Pier, Tugboat and Pilotage Services, subcontractors, customers, visitors, solution partners, tenants,

4. DEFINITIONS

PORT MANAGEMENT/ REGIONAL PORT MANAGEMENT:It is the provincial executive body on behalf of the administration of the Law on the Ports No. 618, the Law on the Protection of Life and Property at Sea, and other applicable national legislation and international contract requirements.

HOT WORK:Activities performed using open flame or requiring the use of heating and friction are called "Hot Works".

5. APPLICATION

- **DEPARTMENT DEMANDING THE JOB:**The work to be done goes to the OHS and Terminal management.
- **DEPARTMENT DEMANDING THE JOB:**It directs the company officials to the occupational safety department before the work starts.
- **WORK SAFETY DEPARTMENT:**He requests the relevant documents from the company that will do the job.
- **COMPANY TO DO THE JOB:**
 1. The company that will do the job prepares the required documents and brings the documents to the Occupational Safety department via e-mail or by hand before the work starts.
 2. In addition, permission is obtained from the Customs Directorate for works within the port area.It is given to the customs guards and the Occupational Safety department at the Port Main entrance.
 3. To be done before the work;The name of the job, the region, the date range, the name and surname of the personnel, the machinery and equipment to be used, the vehicle plates will be written on the company's letterhead, the stamp title, name and surname will be signed and delivered to the Occupational Safety and Security department by e-mail or by hand.
 4. For the hot works to be done on the ship, the printed form is filled and sent to the Occupational Safety Department.
 5. If the ship carrying dangerous goods is near the pier, a copy of the work permit form is applied to the port authority or the regional port authority with a permit form and approval is obtained.

The work permit includes, at a minimum, the following;



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- Appropriateness of control of removal of dangerous cargoes and other flammable materials from work areas and adjacent areas
- Effective protection of combustible building materials against accidental ignition must be carried out.
- Open pipes, pipe passages, valves, joints, cavities and open parts must be sealed and sealed to prevent flames, sparks and hot particles from spreading from work areas to adjacent or other areas.
- At the work area and at all work area entrances, a plate with the permit of the hot work to be done and the safety precautions to be taken should be hung, and at least one fire extinguisher or other suitable fire extinguishing equipment, together with all its apparatus, should be kept in an easily accessible place.
- The hot work permit and safety precautions should be easily visible and clearly understood by the people who will do the hot work.

- **WORK SAFETY DEPARTMENT:**He tells the company with full documents to get a work permit, sends it to the requesting department and directs it to fill out a work permit form.
- **DEPARTMENT DEMANDING THE JOB:**The department requesting the work fills the work permit together with the company that will do the work, and both signs the form and directs the company to obtain permission from the supervisor of the part where the work will be done.For weekend work, leave is taken from Friday.
- **UNIT MANAGER AT THE REGION WHERE THE WORK IS DONE:**He is informed that work will be carried out in the region he is responsible for, he signs the work permit if it will not constitute an obstacle in terms of work safety and work.Directs it to the Occupational Safety department.
- **WORK SAFETY DEPARTMENT:**If the documents of the company that will work are fully received, he signs the work permit form. He also gives the excavation, closed area and hot work permits according to the nature of the work. He signs an occupational safety protocol with the company.The port hands over the occupational safety rules to the company.Directs the company to give a copy of the form to the Security department.
- **SECURITY:**It directs the company that does not have a work permit, whose work permit has expired, to the relevant department.It does not allow the personnel who do not write their names on the work permit to enter the port.
-

6. RELATED DOCUMENTS

Hot work permit form



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SICAK İŞ FORMU

| | | | | |
|---|---|---|--|---|
| Risk Değerlendirmesi | | | | |
| Sıcak Çalışma Alanı: _____ | | | | |
| Giriş Sınırlamaları: _____ | | | | |
| Sıcak İş nedeni: | | | | |
| Çalışma etkinliği açıklaması: | | | | |
| Muhtemel tutuşurma kaynağı türleri: | | | | |
| <input type="checkbox"/> Alev (kaynak, lehim, vb) | <input type="checkbox"/> Kıvılcım veya cüruf (taşlama, kesme, kaynak, vb) | | | |
| <input type="checkbox"/> Sıcak Nesne (metal yüzey vb) | <input type="checkbox"/> Diğer: _____ | | | |
| Tehlike tanımlama, risk analizi ve kontrol önlemi seçimi: | | | | |
| Sıcak Çalışma İle İlgili Sorumluluk: (Uygun olanı işaretleyiniz) | <input type="checkbox"/> Sıcak iş sadece aşağıda ayrıntıları verilen sıcak iş konularında göre taşeron personeli tarafından yapılacaktır. Kişi/Kişiler belirlenmiş ve ayrıntılı çalışma detayları ve daha önce hazırlanıp bu formun sonuna eklenmiştir. | <input type="checkbox"/> Sıcak iş sadece aşağıda ayrıntıları verilen sıcak iş konularında göre tesis personeli tarafından yapılacaktır. | | |
| Dokümanları ekle ve risk değerlendirmesi yapmadan Sıcak İş iznine geç- | | | | |
| Aşağıdaki risk değerlendirmesini tamamla | | | | |
| Risk Değerlendirme Rehberi | | | | |
| Adım 1 – Sonucunu düşün | Adım 2 – Olasılığı Düşün | Adım 3 – Riski Hesapla | | |
| Bu tehlikenin meydana gelebilecek sonuçları nelerdir? Bu tehlike çalışma ile ilgili (aşağıda) en olası sonucu nedir düşünün | Adım 1 de kararlaştırılan tehlike sonucunun meydana gelme olasılığı (aşağıda) nedir. | 1. Adım 1. puanı alın ve doğru sütünü seçin. 2. Adım 2. puanı alın ve doğru satırı seçin. 3. İki değerlendirme aşamada matris üzerinde çapraz risk skoru kullanın | | |
| | | Y = YÜKSEK, C = CİDDİ, O = ORTA, D = DÜŞÜK | | |
| Aşırı Kritik Büyük Küçük Önemsiz | Mümkün Olasılığı Muhtemel Olası Değil / Nadir | Sonuçlar Önemsiz Küçük Büyük Kritik Aşırı | | |
| Birden fazla ölüm veya kalıcı yaralanmalar Tek ölüm yada kalıcı hasar Medikal tedavi veya kayıp zaman yaralanması İlk yardım tedavisi Olay veya ramak kala – hiç bir tedavi | Çoğu durumda ortaya çıkması bekleniyor Muhtemelen bir kez olacaktır Olay bir zamanda ortaya çıkabilir Olay beklenmiyor sadece istisnai durumlarda ortaya çıkabilir. | Mümkün Olasılığı Muhtemel Olası Değil / Nadir | | |
| | | Sonuçlar Önemsiz Küçük Büyük Kritik Aşırı | | |
| | | Olasılık Mümkün Olasılığı Muhtemel Olası Değil / Nadir | | |
| | | Sonuçlar Önemsiz Küçük Büyük Kritik Aşırı | | |
| Tehlike (İşe ilişkin tehlikeleri listeleyin) | Kontroller (Bütün Tehlikelerin yönetmek için kontrolleri liste) | Kişisel Koruyucu Kıyafetler | Sorumlu Kişiler (Kontrolleri uygulanmasından sorumlular) | Risk Değerlendirmesi (Yerinde Kontroller ile: Yüksek, Ciddi, Orta veya Düşük) |
| 1. | | | | |
| 2. | | | | |
| Riski Değerlendiren Personel : | | | | |
| İsim: _____ | İş Veren: _____ | Tarih: _____ | | |
| İsim: _____ | İş Veren: _____ | Tarih: _____ | | |



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| SICAK İŞ İZİNİ | | | |
|--|---|---|--|
| Risk Değerlendirilmesinde açıklanan sıcak iş yöntemi ve konumuna göre, aşağıda iligli bölümlerde kontrol gereksinimlerini belirlemek. | | | |
| SICAK İŞ VE TUTUŞTURMA KAYNAKLARI KONTROLÜ | | | |
| Sıcak çalışmalarının bir parçası olarak gerçekleştirilecek sıcak iş ve tutuşturma kaynaklarının kontrollerini belirlemek: | EVET | N/A | Kontrol |
| | <input type="checkbox"/> | <input type="checkbox"/> | Tesis / yüklenici tarafından sağlanan Yangın söndürücüler sıcak çalışma alanı ve hemen bitişiğinde 10 metrede yer almaktadır (sabit konum yangın söndürücüler hariç) |
| | <input type="checkbox"/> | <input type="checkbox"/> | Yakalama hasırları veya levhalar kıvılcım ve cüruf yakalamak için uygun yerlere konumlandırılmıştır. |
| | <input type="checkbox"/> | <input type="checkbox"/> | Yanıcı ve parlayıcı malzemelerin sıcak iş alanından temizlemesi gerekmektedir. (burada uygulanabilir sıcak çalışma alanı etrafında 15m alanı düşünün ve aşağıdaki çalışma alanının yüzeylerinde dahil edilmesi gerekir.) |
| | <input type="checkbox"/> | <input type="checkbox"/> | Kanalizasyonlar, kablo rafları, elektrik kabloları ve diğer ısı / yangına hassas ürünler dikkate alınacaktır. (15 metrelik bir alanda yanmaz battaniye, yakalama levhaları veya mevcut ise onaylı kaplamalar kullanın) |
| | <input type="checkbox"/> | <input type="checkbox"/> | Yangın hortumu sıcak iş altında kullanıma hazır tutulacaktır |
| <input type="checkbox"/> | <input type="checkbox"/> | Bir Yangın gözlemcisi sıcak iş sırasında yangın riskini, kıvılcım, cüruf, sıcak nesneleri devamlı izlemesi ve / veya iş boyunca belli periyodlar için gereklidir. <input type="checkbox"/> Tüm İş Boyunca, ve/veya <input type="checkbox"/> İş Boyunca Belli Periyodlarda (..... dakikada bir) | |
| Belirli Sıcak İş / Tutuşturma Kaynaklarının Kontrolleri | Evet | N/A | Evet İse Ek Kontrol Ayrıntıları Belirtilecektir |
| Sıcak iş esnasında izolasyon yapılması gereken bitişik alanlarda alınması gerekli önlemler (boru, tank, basınçlı kaplar gibi) | <input type="checkbox"/> | <input type="checkbox"/> | |
| Sabit yangın koruma ve algılama sistemi hizmet dışı bırakılması gerekmektedir. | <input type="checkbox"/> | <input type="checkbox"/> | |
| Çalışma alanı özel temizlik yapılması, yıkanması, havalandırması veya çalışma öncesi atmosferik izleme gerektirir. (çalışma alanında yanıcı / patlayıcı buharlar, tozlar, sıvılar ya da katı atıklar) | <input type="checkbox"/> | <input type="checkbox"/> | |
| Çalışma alanı çalışmalar sırasında ön temizleme, sökme, yüzey hazırlığı yapma ve atmosferik izleme gerektirir. (Yüzeyler ve kaplamalar ısıtılırken veya kesilirken zararlı emisyonları oluşturabilir) | <input type="checkbox"/> | <input type="checkbox"/> | |
| İşin niteliği özel solunum cihazı giyilmesini gerektirir | <input type="checkbox"/> | <input type="checkbox"/> | |
| İşin niteliği gaz ve diğer hassas ürün için uygulanacak özel kontroller gerektirir. | <input type="checkbox"/> | <input type="checkbox"/> | |
| Sıcak işte elektrik kaynağı kullanılacak ise elektrik güvenliğini sağlamak için özel kontroller gereklidir. | <input type="checkbox"/> | <input type="checkbox"/> | |
| Kapalı Mekanlar için ek Sıcak Çalışma Kontrolleri | <input type="checkbox"/> N/A (Uygulanmaz) | | |
| Kontroller: | Evet | N/A | |
| Dışarıda uygun bir yere cihazlar konumlandır. (yangın söndürücü, hortumlar, solunum cihazları gibi) | <input type="checkbox"/> | <input type="checkbox"/> | |
| Havalandırma fanını kirlenme kaynağının mümkün olduğu kadar yakına konumlandır. | <input type="checkbox"/> | <input type="checkbox"/> | |
| Kirletici maddeler hava boşluğuna tahliye edilmesi (böylece devri daim edilirler ve diğer işçileri zarar vermezler) | <input type="checkbox"/> | <input type="checkbox"/> | |
| Elektrik kaynağı önemli bir sure askıya alındığında Elektrik kaynaklarından elektrotlar çıkartılır, takıldıktan sonra tekrar enerji verilir. Böylece kazara kontak yada ark oluşmaz. | <input type="checkbox"/> | <input type="checkbox"/> | |
| Gaz kaynaklı kesme faaliyetleri önemli bir sure askıya alındığında, meşale ve silindir valfleri kapatılır. Meşale ve hortum bağlantısı çıkarılır ve basınçlaştırılır. | <input type="checkbox"/> | <input type="checkbox"/> | |
| Sıcak İşin Tamamlanması | <input type="checkbox"/> N/A (Uygulanmaz) | | |
| Kontroller: | Evet | N/A | |
| İşin bitiminden sonra alan en az yarım saat süreyle kontrol edilir. | <input type="checkbox"/> | <input type="checkbox"/> | |
| Alan en az sekiz saat süre ve birer saat ara ile kontrol edilir. | <input type="checkbox"/> | <input type="checkbox"/> | |
| Sıcak çalışma sonrası yapılacak kontrollerle gerek yoktur. | <input type="checkbox"/> | <input type="checkbox"/> | |
| İzin İsteyen | | | |
| İsim: _____ | İmza: _____ | | |
| Onaylayan | | | |
| İsim: _____ | İmza: _____ | | |

7. DOCUMENTATION, CONTROL AND REGISTRATION

7.1 All Mandatory Documents, Information and Documents Related to Dangerous Goods and Procedures Regarding Their Supply and Control by Relevant Persons

Relevant documents are provided by the trade and service chieftaincy and kept in the unit.



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7.2 Procedures for Keeping the Up-to-Date List of All Dangerous Goods and Other Related Information in the Coastal Facility Site Regular and Complete

The records of incoming dangerous goods within the framework of the port ship tracking file are kept by the Trade and Service Chief.

7.3 Procedures for Reporting Control and Control Results That Dangerous Goods Incoming to the Facility Are Properly Defined, Dangerous Goods' Correct Shipping Names Are Used, Properly Classified, Declared, Safely Loaded and Transported to the Cargo Transport Unit

They check the accuracy of the following information on the Dangerous cargo documents issued by the Shipper of the Dangerous goods to be accepted to the Port in coordination with the operation;

UN Number,

PSN name (Proper Post Name,

Class, (with sub-hazards)

Packing Group (Class 3, 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9)

Whether it is a Marine Pollutant,

Additional Information (Ignition degree, viscosity, etc.)

Where to be stored in the Port Area

This information is transmitted to the port supervisor, Field Supervisors, Warehouse officers and personnel who need to know, via Terminals / Documents, and the control of the incoming dangerous cargo is ensured.

7.4 Preparation, Possession and Use of a Safety Data Sheet (SDS)

In addition to the general measures taken within the scope of dangerous goods activities, a Safety Data Sheet is requested from the cargo officer regarding every dangerous cargo or dangerous cargo coming from the sea to the port facility or the cargo with dangerous content. It is the general standard for every cargo with dangerous content entering the port facility to have a Safety Data Sheet. The precautions specified in the Safety Data Sheet are taken into account for storage, transportation and in case of emergency. Relevant safety data sheets are stored in a digital or physical environment for a minimum of 1 year.

7.5 Procedures for Keeping Records and Statistics of Dangerous Goods

All of the records are made officially by the relevant units over the Belge.Net system.

7.6 Information on Quality Management System

DSR INTERNATIONAL SURVEILLANCE AND CERTIFICATION SERVICES LTD.STI.A contract has been signed with the company and the work has begun.

8. EMERGENCIES, EMERGENCY PREPAREDNESS AND RESPONSE

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

The emergency plan(s) will always be in effect and in effect. The emergency plan(s) covers the following topics:



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- Scope and relationships to other plans
- Dangerous goods in the terminal area
- Rules and responsibilities
- Types of emergency
 - Facility, Site, Cargo Fires
 - Explosion
 - Accident and injury
 - Natural disasters such as earthquakes
 - Adverse weather conditions such as storms
 - Leakage or spillage of dangerous goods
 - Marine pollution (For example:oil/fuel leakage)
 - Power cut
 - ship fires
- emergency response procedures
- Post-emergency response management styles
- Training and exercises
- Emergency response plan management
- Coordination with external parties and stakeholders

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

The possibility of responding to emergencies that may be encountered during 24 hours is limited by the technical possibilities and manpower of the facility. In natural disasters or in emergencies where the facilities of the facility may be insufficient, public or other private sector facilities are utilized. The facilities to be used in case of fire are as in the emergency plan, and the equipment to be used in case of spillage is as in Annex-14.

In the facility, there are 2 water tanks of 30 m³ and 30 m³ against a possible fire hazard and water can be replenished from the sea. These tanks are associated with the entire facility with fire pipelines, and there is a chance to intervene in a possible fire with 2 fire pumps, a ring system on the tank or hydrants. If it is necessary to respond to the fire with extinguishing foam, our fire line should also participate with foam tanks. Fire drills are held at least once a year.

There are fire extinguishers around the entire facility, and there is a type of fire extinguisher suitable for the exit point of the fire and the intervention method.

The facility has an automation security system for stopping operations in case of an emergency.

All in-plant transfer operations stop when emergency buttons are pressed. Thanks to the detectors in the facility (Gas Detector - Flame Detector - Smoke Detector - Liquid detector), a possible dangerous situation is detected in advance and a chance for intervention is created.

There is 1 emergency container in the terminal and there are professional firefighter clothes, aluminized fire suit and fire equipment in it. The terminal has enough absorbent pads against fuel spills, barriers for



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spills at sea, skimmers, and other spill response equipment. Apart from this, it receives continuous service from Başaran Denizcilik within the scope of fighting against spills. And it carries out the mandatory spill drills with this company, at least once a year.

8.3 Regulations Regarding First Responding to Accidents Involving Dangerous Goods (First Responder Procedures, First Response Opportunities and Capabilities etc.)

In any accident or incident, the following rules will be observed:

- 4 of the Safety Data Sheet of the dangerous load exposed when the injury is caused by any dangerous load. First aid measures written in the section are applied. At the same time 11. The toxicological effects of the substance in the section should also be considered.
- When any person is injured, first aid rules are applied according to the nature of the substance or a health personnel who can provide the closest first aid is called, but the injured person is definitely not moved if it is not necessary.
- The person who will respond to the injured must use appropriate personal protective clothing and equipment in order not to be affected by the environmental conditions. If the injured person is affected by the environment (toxic gas, airless or smoky environment) by persons with appropriate protective equipment, they should be taken out of this environment as soon as possible.
- The necessary unit is called from the emergency contact list and expert support or an ambulance is called.
- Act in accordance with the emergency instruction.

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

Emergency contact information to be used within the facility in case of emergency is as in Annex-3. In possible emergencies, the Emergency Procedure, Emergency Instructions, Fire Fighting Instructions are followed.

8.5 Accident reporting procedures

In case of an emergency and/or an accident, it is necessary to remain calm when calling the numbers in the emergency plan and giving information; The area, building, contact number of the caller and what kind of emergency situation should be briefly explained to the called person.

It is of great importance that the information to be given at this stage is accurate and understandable, and within the scope of this information, a decision will be made about what the first response will be. Written notifications are made with the Incident / Accident Notification Form specified in ANNEX-16.

8.6 Coordination, Support and Cooperation Method with Official Authorities

In any emergency, the response is carried out in coordination with the official authorities. In case of a fire, the local fire department is informed and the fire crew intervenes until the fire crews arrive. In emergencies arising from sabotage and terrorist activities, coordination with local security units is ensured. In cases such as natural disasters, the fire department is contacted if necessary, and coordination with AFAD is provided if necessary. In case of spillage at sea, coordination is ensured by contacting the Main Search and Rescue Coordination Center. In case of work accidents, notifications are made to the Ministry of Labor and Social Security. Ceyport in the event of an explosion, fire or emergency; First of all, measures will be taken at the facility, and teams will be prepared to assist the neighboring facility.



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

The emergency situations that may occur for the removal of ships and marine vehicles from the coastal facility and the notifications and operation plans to be made before, during and after the evacuation are as follows:

Emergency Conditions

Port Facility Conditions that require the emergency departure of vessels connected to maritime systems are given below.

- weather opposition
- Conditions requiring fire or emergency on board
- Conditions requiring fire or emergency at the port facility site
- Other reasons
- Fire on the ship or facility located at other facilities
- terrorist acts
- War Situation
- Natural disasters
- Situations deemed necessary by official institutions
- Pollution
- Distortion of ship position
- Failure on board
- medical problems

The reasons for the urgent departure are mentioned.

Emergency Departure Preparation Process

All emergencies should be reported to the Port Authority authorities. If a decision has been made in case of emergency departure of the ship, the safe places where the ship can be transported under controlled conditions should be specified by the Port Authority.

The master of the ship and the port facility will initiate the emergency departure process by mutual agreement in cases where urgent separation is required and will notify the Port Authority as soon as possible. Considering the severity of the emergency, if it can be done, a representative from the Port Authority or the Harbor Master, Port Manager/Operation Officer, Ship Captain, Maritime Pilot will agree on the time and manner of the separation before the emergency separation process is initiated.

The ship's machinery, steering gear and naval break-in equipment will be made ready for immediate use. All cargo unloading, ballast operations must be stopped and prepared for separation. The ship's fire circuit will be flooded and water mist will be used for strategic sections.

If venting is required to the atmosphere; engine room personnel must be present, all non-essential receiving inputs must be closed, all safety precautions related to normal operation must be followed, and a warning notice must be issued.



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If the required response in an emergency exceeds the terminal facilities, the local police or fire department should be notified immediately.

The decision that the ship will be lifted under control is based on the principle of life safety and will also cover the following conditions.

1. Qualification of tugs
2. The ability of the ship to take off under its own power
3. Availability of safe places to proceed or tow a ship in an emergency
4. Adequacy of fire fighting equipment
5. Proximity of other ships
6. Condition of fire ropes

As long as the ship is in the port facility, fire ropes will be kept on the head and shoulder of the ship on the sea side. The eye of the ropes should be lowered to sea level and the part above the side will be tightened by wrapping at least five turns on the bollard. The part of the rope above the side will be taut from the father. A rope that can carry the rope will be tied just before the eye of the rope and the eye of the rope will be positioned three meters above sea level. While the ship is in the port facility, the eye of the rope will be kept at this level at all times.

Emergency Departure

If all relevant preparations are examined and deemed appropriate, the ship will be immediately removed from the ship. Emergency separation will be provided by following the steps below in order.

A close coordination and cooperation is required between the Port Facility, Ship and Port Authority at each stage.

1. sounding an alarm
2. Vhf, giving information about the emergency via telephone
3. Making the first situation assessment between the Ship Captain and the Port Facility Officer
4. Stopping the operation
5. Implementation of port facility and ship emergency plan measures
6. Worsening of the current situation and the existence of the above-mentioned emergency separation conditions
7. Evaluation of the situation between the Ship's Master, Port Facility Officer, Port Authority or Harbor Master, Pilot
8. Deciding on an emergency separation
9. Informing surrounding facilities and other ships
10. The tugboats are deployed for emergency separation around the ship, complete their preparations and indicate readiness
11. Ship's captain completing the preparations for the ship and stating that it is ready
12. Approval to open the release hooks by the authorized person

CAUTION !

APPLICATION OF THE SHIP EMERGENCY SEPARATION PROCESS AS A LAST REMEDY



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SHOULD BE CONSIDERED AND THE SEPARATION HOOKS MUST NOT BE RELEASED UNTIL ALL PRECAUTIONS ARE TAKEN AND THE ABOVE CONDITIONS Fulfilled.

After Emergency Departure

1. Declaring and making a decision about the place to be towed and taken to the ship after the separation process.
2. Transfer/mooring of the ship to the allocated area accompanied by tugboats or with its own machinery
3. Detection of a possible damage or deficiency by examining the Port Facility
4. Evaluation of the time when the Ship and Port Facility will be ready for cargo handling
5. Sharing the negativities, if any, that occurred during the emergency departure
6. Agreement between the pilotage and tugboat organization and the coastal facility authorities regarding fire, explosion and similar emergencies that may occur during loading/evacuation.
7. Towing the ship away from the facility and to a safe point, by tugboats with sufficient towing power and number equipped to fight fire according to weather and sea conditions.

8.8 Procedures for Handling and Disposal of Damaged Dangerous Goods and Wastes Contaminated by These Cargoes

Waste Collection and Transport

According to the types of wastes generated, they are collected separately in waste bins, transported and stored appropriately. Wastes generated as a result of maintenance activities are also considered within this scope.

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

Waste collection containers and storage area should be suitable for hazardous cargo wastes. The floor of the Waste Storage area should be concrete, surrounded and waste water collection channels.

Waste Disposal

According to whether the collected wastes are non-hazardous or hazardous wastes, the wastes are sold and removed from the facility by contracted organizations in accordance with legal recovery/disposal methods.

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

If contracting services are received for the transportation, sale and/or disposal/recovery of wastes, it is evaluated in terms of whether they fulfill their legal obligations and the methods of performing waste recycling and disposal processes without harming the environment.

It is mandatory to keep all records of waste disposal.

Contaminated Packages;



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These wastes are empty drums. When it is formed, it is left in the contaminated packaging area in the waste site and it is sent to the licensed and contracted company by the Environmental Consultancy Firm and the Environmental Management System Officer, within the period specified in the legislation.

Contaminated Waste; These wastes are those that do not harm the environment but can be dangerous as a result of the combination of different materials or materials. When it is formed, it is collected in the barrel with the name of the waste at the exit of the production-warehouse and taken to the waste area. Within the period specified in the legislation, the Environmental Consultancy Firm and the Environmental Management System Officer contact the contracted and licensed firm and send it.

The role of the Environmental Unit in the handling of dangerous goods and materials with danger of leakage:

- Environmental Officer checks the situation in the leak area.
- In case of serious leakages and spills, the Safety Data Sheet of the flowing/poured dangerous cargo must be obtained before the leakage is checked.
- The Environment Officer decides on the type of activity to be carried out according to the hazard class of the dangerous cargo and the nature of the substance.
- When necessary, the fire truck is kept ready.
- Leaking dangerous goods or wastes contaminated with dangerous goods are removed from the leakage area when the exit procedures from the door are ready.
- Records regarding leakage and shipment are kept for access when necessary.
- The area where the leak is first detected is also checked by the Environmental Officer and if environmental pollution has occurred, it should be cleaned properly.
- If necessary, suitable personal protective materials are used during the operation according to the nature of the material.
- After the leakage is stopped, every area contaminated by the leak is cleaned appropriately, either by the emergency equipment of the facility or by the Emergency Response Company, depending on the level of the spill.

The general processes and provisions to be followed according to the IMDG Code are as follows:

- After the leak is detected, the crime scene will be surrounded first:
- The area where the leak occurred is surrounded by a security strip, preventing unauthorized personnel entry and informing the relevant units.
- The risk is determined by making a risk assessment.
- The type of leaked or spilled material, the source and amount of the leak are determined. IMDG data and Safety Data Sheet about dangerous goods are provided.
- Necessary Personal Protective Equipment is provided.
- Appropriate personal protective equipment and materials are provided before responding to the leak.
- Where possible, leakage is limited and its spread is prevented: In order to prevent the leakage from spreading further, it is surrounded by barriers first.
- If possible, it is ensured that the leakage is stopped:
- The cleanup of the leak is initiated:



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- The leak is never cleaned with flammable materials such as sawdust; Dry, neutral absorbent materials such as absorbent kit, sand, sorbent pads are used.
- In small amount of liquid spills, absorption is made by adding absorbent substance/material on it. In large spills, a border/barrier is created around it.
- It is prevented that the leaked/spill material mixes with the soil, underground and surface waters. Waste Disposal
- The salvage packages in which the dangerous goods will be placed and sent for disposal must be UN type approved. The cleaned dangerous cargo is collected in suitable waste bags or boxes and sent to the Temporary Waste Storage Area within the port facility.
- It is delivered to companies with hazardous waste transport licenses and taken out of the port to be disposed of in hazardous waste disposal facilities licensed in accordance with the Environmental Law and the regulations related to Waste Disposal.

8.9 Emergency Drills and Their Records

Emergency Response drills will be held with the relevant participants at intervals specified in the legislation. Exercises and controls will be recorded.

8.10 Information on Fire Protection Systems

Emergency and fire equipment are as follows:

- Fire Hydrants
- Fire Extinguishers
- Fire Cabinets and Fire Hoses
- Emergency Warning Lamps
- Electric Fire Pumps
- Diesel Fire Pumps

Emergency documents and supplies:

- Emergency Phone Lists
- Emergency Plan

8.11 Procedures for Approval, Inspection, Testing, Maintenance and Ready-to-Use of Fire Protection Systems

Emergency and Fire Equipment:

- **Fire Hydrants:** Controls are carried out according to the Fire Equipment periodic control form. Fire systems are kept ready at all times in the terminal.
- **Fire Extinguishers:** All fire extinguishers are eye-examined and checked on a monthly basis. After the control, the extinguishers are marked. During the control, especially dry powder extinguishers are turned upside down and tapped lightly on the base, thus allowing the powder in the tube to move. Otherwise, the powder inside the extinguishers, which remain in the same position for a long time, may settle to the bottom and solidify. If any deficiencies or malfunctions are detected as a result of the control, they are corrected by the relevant responsible persons.
- **Checking the tubes of fire extinguishers:** It will be done by independent third parties authorized by the Turkish authorities. Valid certificates received and control records will be retained and maintained by the Turkish Grain Board.



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- **Fire Cabinets and Fire Hoses:**It will keep a list of all fire cabinets.The Maintenance Department is responsible for quarterly checks and tests, monthly checks, repairs and maintenance.Control records will be kept by the Turkish Grain Board.
- **Fire Alarm Detectors, Emergency Warning Lamps in the Fields:**Maintenance and attitudes will be done by the Maintenance Department on a scheduled basis and all records will be kept by this department.
- **Electric Fire Pumps:**Maintenance and attitudes will be made by the Maintenance Department according to the maintenance program and all records will be kept by the Maintenance Department.
- **Diesel Fire Pumps:**Maintenance and attitudes will be made by the mobile team according to the maintenance program and all records will be kept by the Maintenance Department.

Other emergency supplies:

- **Emergency Phone Lists:**Turkish Grain Board is responsible for ensuring that the relevant departments and emergency telephone lists are accurate and up-to-date.
- **Harbor Fire Plan:**It is the responsibility of the Turkish Grain Board or the relevant unit manager that the fire plan is always up to date.
- **Emergency Safety Signs:**The manager of each department or unit manager is responsible for ensuring that all safety signs are at the location of their unit.Turkish Grain Board is responsible for determining "Escape Routes" and "Assembly Places" and posting these documents in appropriate places.

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

When there is a need for an emergency response and the fire protection systems do not work, the institutions mentioned in Section 8.6 are called and the closest team is informed.

8.13 Other Risk Control Equipment

Combating sea fires (Ports Regulation Article 32):

- 1) Prevention to sea fires that may occur in the administrative area of the port, against fires that may originate in the sea, port or on the shore and reach the land and reach the shore, which can reach the shore, port and sea, which was enacted with the Decision of the Council of Ministers dated 06/8/1975 and numbered 7/10357. In accordance with the provisions of the Regulation on Extinguishing and Rescue Measures, all public and private institutions intervene.Fixed and portable fire extinguishers, first aid units and equipment are kept in full, ready and working condition in coastal facilities.
- 2) Extinguishing fires that may occur in coastal facilities are carried out by fire extinguishing teams equipped with the necessary tools and equipment created in accordance with the relevant legislation.Organizations engaged in tugboat operations also participate in extinguishing activities in line with the instructions of the port authority.



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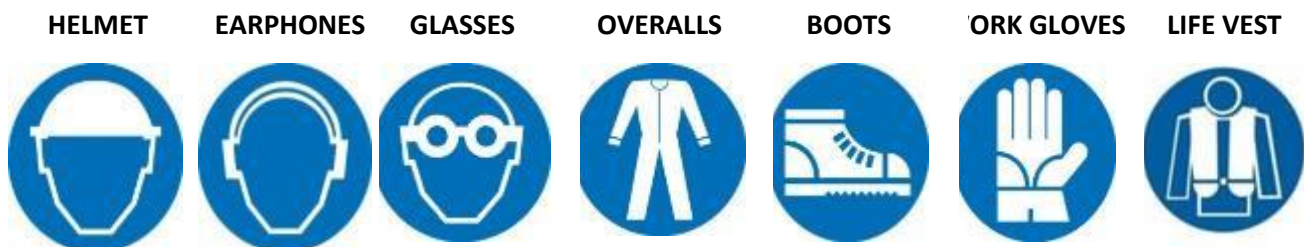
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9. OCCUPATIONAL HEALTH AND SAFETY

9.1 Occupational Health, Safety and Environment

In terms of OHS, the main purpose is to make all employees aware of risks and dangers, to increase their awareness, to act in accordance with the measures taken and defined rules for the prevention of accidents and incidents, and to act in accordance with the principles of preventing pollution. Employees are obliged to comply with the defined methods regarding occupational health, safety and environmental management processes and the requirements in the documents created, to supervise compliance, and to warn those who do not comply with the rules in case of non-compliance.

- Operations will only be carried out by trained and responsible personnel.
- In case of bad weather conditions (sea, rainy, windy weather), the personnel will pay maximum attention to the operations.
- The Basic Personal Protective Equipment Symbols that must be used as a minimum are as follows:



USING MFAG

Medical first aid guide (MFAG) for accidents involving dangerous goods is used as a reference in the diagnosis and first treatment of chemical poisonings.

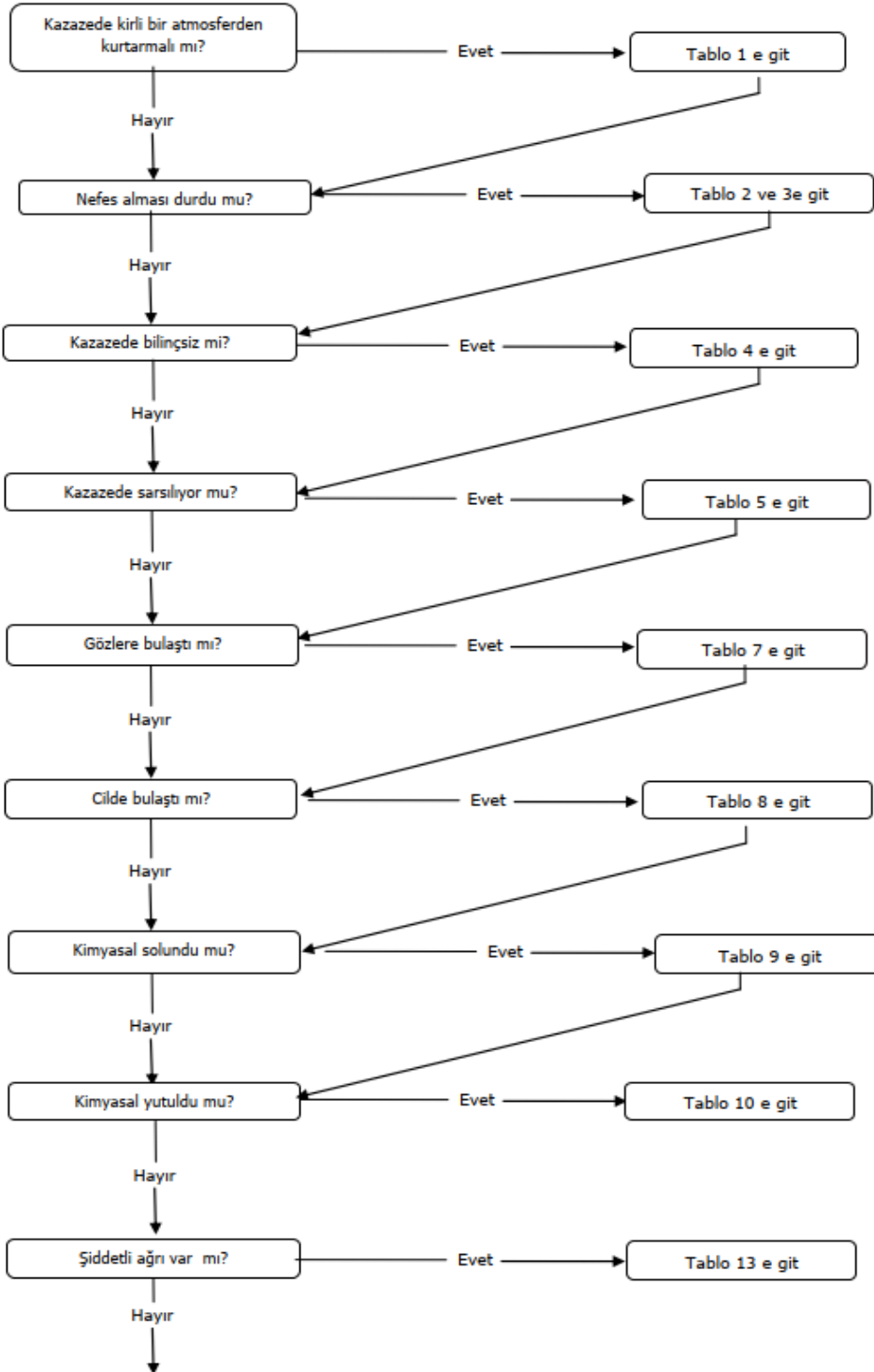
The MFAG itself gives an overview of possible toxic effects that may be encountered. The treatment known in this Guide is set out in the appropriate tables and is even more comprehensive in the relevant sections of the appendices. The treatments in this guide address the accidental consequences of transporting dangerous goods. Accidental ingestion of toxic substances is rare. The guideline does not cover intentional swallowing. Minor accidents involving chemicals do not usually cause serious effects, provided appropriate first aid measures are taken. While the number of serious accidents reported is small, accidents involving chemicals that are toxic or corrosive can be dangerous and should be considered potentially serious until the affected person has fully recovered and conversely medical information is available.



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Acil Durum Müdahale



Tarıya devam et



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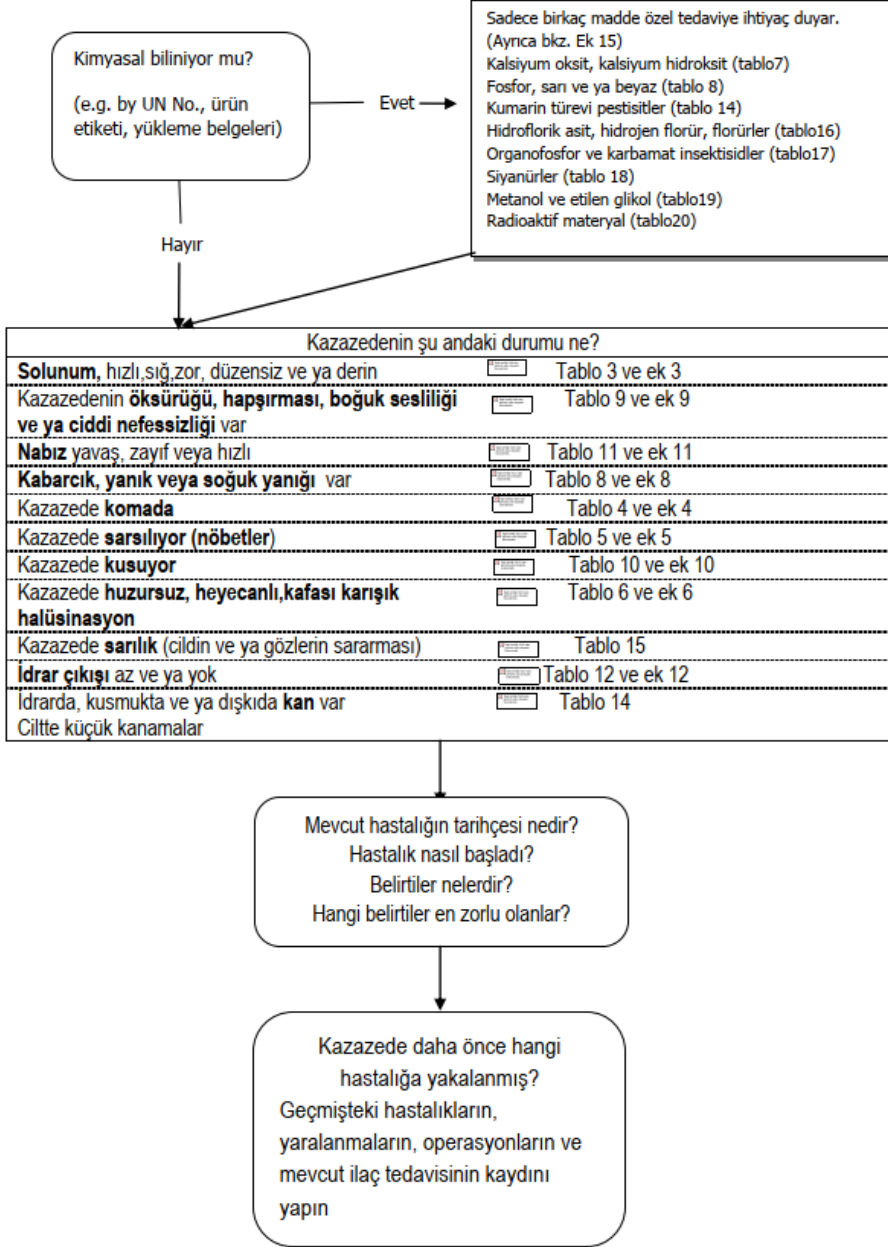
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Teşhis





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9.2 Information on Personal Protective Clothing and Procedures for Their Use

Personal Protective Devices of Response Teams

Level A

Usage area: Events where a high level of skin, respiratory, eye, etc. protection is required – Gas-tight. Positive pressure Scuba Breathing apparatus – SCBA

Fully protective clothing against chemicals Gloves,

Chemical resistant gloves inside, chemical resistant outside

Boots or boots, chemical resistant, steel heeled Underwear, cotton, long sleeves and long legs

Rigid Hood Long arm Two-way radio communication (Non-Sparking)

Level B

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

Positive pressure Scuba Breather – SCBA

Protective clothing against chemicals Gloves, inside chemical resistant Gloves, outside chemical resistant boots or boots, chemical resistant,

Hard Helmet with steel heel Two-way radio communication (Non-Sparking) Face Mask

Level C

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

- full mask, air purifying filter
- Chemical protective clothing
- Gloves, chemical resistant inside
- Glove, outside chemical resistant
- Boots or boots, chemical resistant, steel heels
- Hard Head
- Two-way radio communication (Non-Sparking)
- Face mask

Level D

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

9.3 Closed Space Entry Permit Measures and Procedures

1. Purpose And Scope:

It covers the work to be done indoors and the actions to be taken during this work.



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2. Responsibilities:

OHS unit and TMGD

3. Definitions:

Closed area: Areas with a limited volume that are completely or partially enclosed, with a limited amount of air and designed as a workplace are called “closed environments”. Areas with restricted entrances and exits that are not designed for continuous operation are considered closed areas.

4. Procedure:

4.1. indoor work

Before the work to be done in the closed area, the work permit is filled and an application is made to the OHS unit with the personnel information to be worked on.

Before starting to work in the relevant area, the measurement is made and it is checked whether there is a risky situation in the work.

After the controls are appropriate, the work area is entered with the appropriate PPE with the approval of the OHS unit.

The operation is followed by at least 1 attendant throughout the relevant study.

There is active communication between the working team and the companion throughout the study.

The work is continued by making measurements in periods to be determined according to the risk of the area.

Under no circumstances, personnel without appropriate PPE are not allowed to enter the closed area.

4.2. PPE to be used indoors

Breathing Devices: Appropriate respiratory protective equipment must be selected for all workers as soon as the indoor atmosphere is analysed. Air tube mask, air tube escape mask and combination of line fed system, air purifying masks and escape masks can be used as the recommended respiratory device types for those who will work indoors.

Protective Clothing : Protective clothing is determined in the OHS unit according to the risk in the closed area. It can be Full Chemical overalls, as well as masks, helmets and work shoes.

Communication Equipment: According to the risk in the environment, communication equipment conforming to the ATEX directive or normal communication equipment can be used.

5. Safe Working Advice



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- Do not work in closed environments with less than 19.5% oxygen, more than 2% methane, more than 0.5% carbon dioxide and other dangerous gases in the air.
- If necessary, limit the work area to protect workers from the negative effects of air deterioration, heating and oxygen depletion.
- Air streams with reduced oxygen content or polluted or overheated by the mixing of flammable, combustible and other harmful gases should be evacuated immediately and in the shortest possible way.
- Compressors that provide ventilation, ventilators, and all the ways of the aspirators that provide the air inside should be equipped with the necessary mechanisms.
- While conducting risk assessment at the workplace, the risks arising from the explosive atmosphere, the possibility of the formation of an explosive atmosphere and the permanence of this environment should be examined and regions should be determined.
- In all operations with metal fumes, it is necessary to work in a well-ventilated environment. The best way to protect from smoke should be good ventilation at the smoke source. Do not move equipment around in your environment.
- The harmful gases, fumes and vapors in the polluted air formed in the indoor environment are kept in activated carbon filters, thus preventing the pollution of the working environment air.
- Do not start working in a closed environment without checking whether precautions (for example, a ladder placed properly and safely at the mouth of the tank) are taken in order to get out easily and safely in closed environments such as tanks, warehouses, large diameter pipes.
- A tank containing flammable liquid also leaves gas after it is emptied. Even waiting for a long time or washing and cleaning cannot completely clean the explosive gas. In this case, it may explode from a small spark during welding. To prevent this, the explosive gas must be completely removed from this environment. This is achieved by cleaning the inside of the tank with inert gases such as argon or nitrogen.



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GEÇERLİ İZİN TARİHİ

GEÇERLİ İZİN SÜRESİ VE SAATI

İZİN SIRA NO

TANZİM TARİHİ

İŞİN YAPILACAĞI YER

İŞİ YAPACAK KİŞİ/FİRMA

| | | | |
|--|--|--|--|
| SORUMLU AMİR ADI/SOYADI TARİH / İMZA | | | EKİP AMİRİ ADI/SOYADI TELEFONU |
| ALAN AMİRİ ADI/SOYADI TARİH-İMZA | | | PERSONEL SAYISI |
| İLGİLİ AMİR ADI/SOYADI TARİH-İMZA | | | PERSONELİ AD/SOYAD (Eki liste olabilir) |
| SAĞLIK / İŞ GÜVENLİĞİ ADI/SOYADI TARİH-İMZA | | | |

YAPILACAK İŞ/TANIMI

ÖNGÖRÜLEN RİSKLER

| | | |
|---|---|--|
| Oksijen eksikliği sonucu boğulma | 5 | Su, buhar, gaz kaçağı sonucu boğulma/yanma/yaralanma |
| Zehirli gaz bulunması sonucu zehirlenme / ölüm | 6 | Kurtarma ekipmanı, gözlemci yokluğu sonucu yaralanma/ ölüm |
| Parlayıcı gaz bulunması sonucu yangın/yaralanma/hasar | 7 | Düşme, çarpma, kayma ve sıkışma sonucu yaralanma |
| Elektrik çarpması | 8 | Paslı malzeme kesmesi sonucu tetanoz hastalığı |

ALINMASI GEREKEN ÖNLEMLER / DÜZELTİCİ FAALİYETLER

LÜTFEN ARKA SAYFADAKİ KONTROL LİSTESİNİ DİKKATLE OKUYUNUZ VE TAMAMLAYINIZ

İŞİN UZAMASI / DEVREDİLMESİ

| | | |
|--------------------------|--|--|
| GEÇERLİ TARİH/SÜRE | | İŞİN TAMAMLANMASI / İZİNİN KAPATILMASI |
| DEVREDEN ADI/SOYADI-İMZA | | SORUMLU AMİR ADI/SOYADI - TARİH/İMZA |
| DEVRALAN ADI/SOYADI-İMZA | | |
| SORUMLU AMİR ONAYI | | |



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10. OTHER MATTERS

10.1 Validity of Dangerous Goods Conformity Certificate

Dangerous Cargo Compliance Certificate of Turkish Grain Board is valid until 27.02.2026.

10.2 Defined Duties for Dangerous Goods Safety Advisor

As stated in 2.6.

10.3 Issues Regarding Carriers of Dangerous Goods Coming to / Leaving the Coastal Facility by Land

Mandatory documents that must be present in the vehicles are the ADR conformity document, the vehicle's vehicle card, and the vehicle's license. The documents that drivers should have are driver's license, SRC 5 certificate, driver's Psychotechnical report and health report.

Drivers who cannot declare these documents will not be admitted to the facility with their vehicles. Whether the vehicles have these documents or not, whether the timed ones are expired or not, is done via Belgenet.Com. done through the system. Every vehicle entering the Turkish Grain Board is constantly checked at the terminal entrances and exits.

Even if there is no documented deficiency in the controls, the vehicles will not be taken to the facility if there is a deficiency in the physical controls.

In the facility orientation training, the speed limit in the terminal is specified as maximum 20 km/h.

During the filtration process of the tankers filling the facility, the suitability of the personal protective equipment of the drivers, whether the fire extinguishers in the vehicle are full, whether the danger signs of the tankers are complete, and whether the vehicles are suitable for filling are checked. Again, vehicles that are deficient in these controls will not be filled.

10.4 Issues Regarding Carriers of Dangerous Goods Coming to the Coastal Facility by Sea / Leaving the Coastal Facility

If a ship will participate or participate in an operation related to the transportation or handling of dangerous goods in the port area, a special sign that can be seen day and night will be used.

The reason for using the day or night signal is to inform the maritime traffic and personnel within the port area about the increased danger due to the presence and handling of dangerous goods. The signals and signs to be used are as follows:

- Daytime: "B" flag (I am taking, unloading or carrying dangerous cargo) and
- At night, a strobe-free red light, visible from 360°

10.5 Other Considerations to be Added by the Shore Facility

-

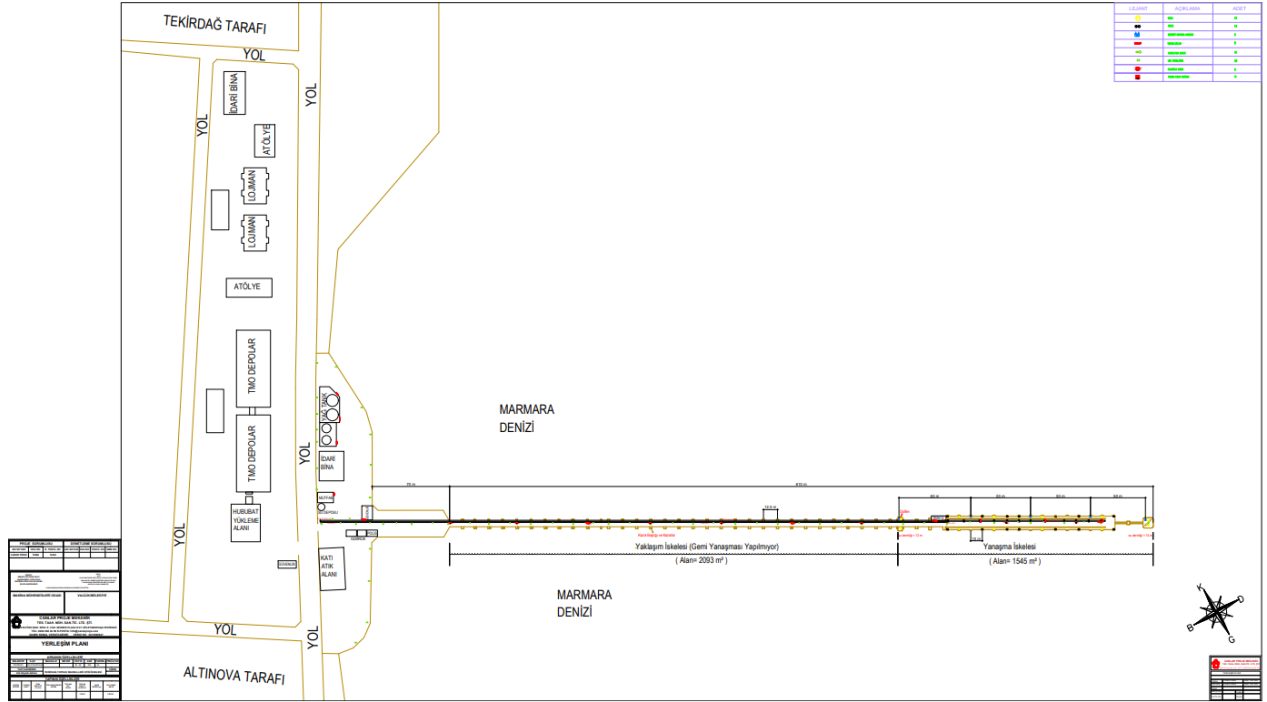


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ATTACHMENTS

1- General site plan of the coastal facility



2- General view photos of the coastal facility





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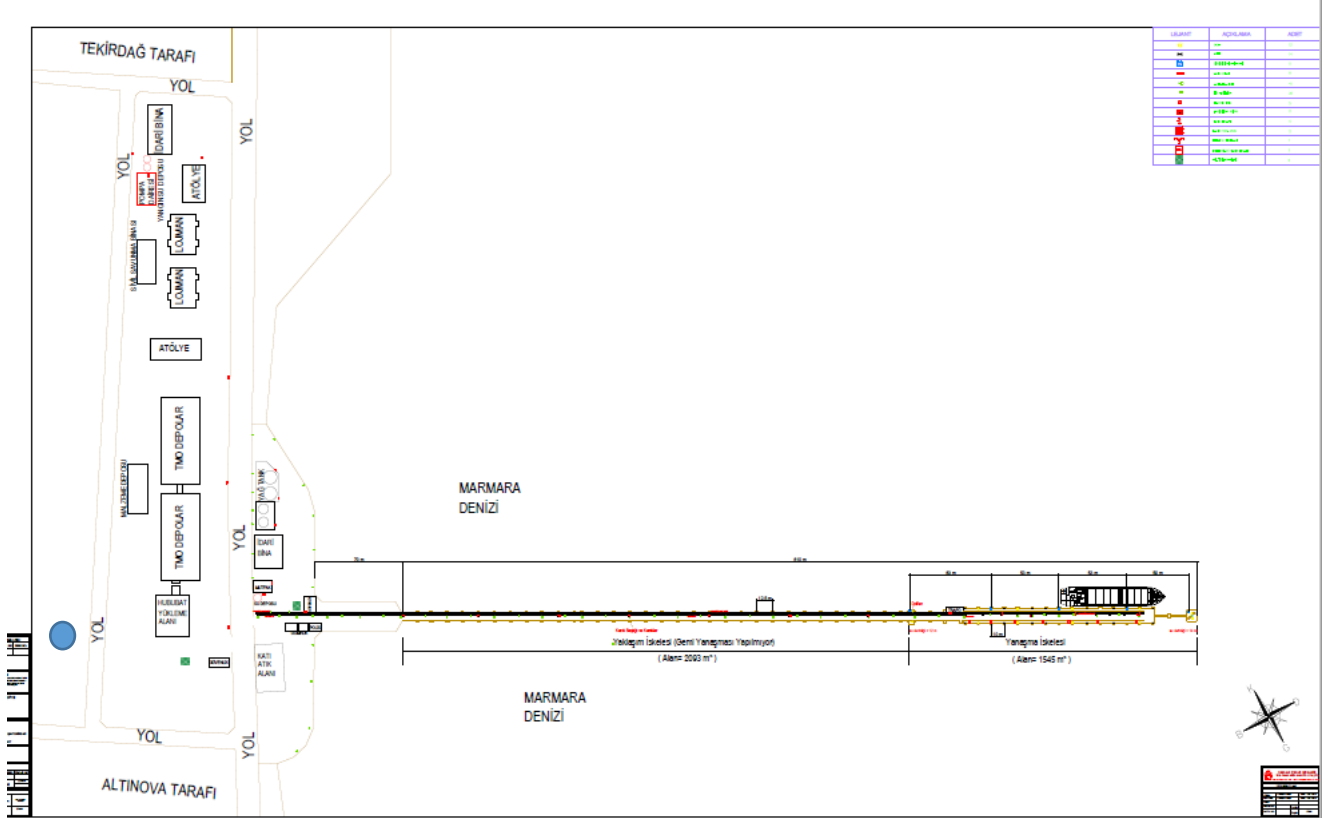
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3- Emergency Contact Points and Contact Information

RIDVAN EROĞLU0553 166 15 75 ridvan.eroglu@tmo.gov.tr

Rüştü Barış ŞENTÜRK 0 507 443 65 31rbaris.senturk@tmo.gov.tr

4- General Layout of Areas where Dangerous Goods are Handled

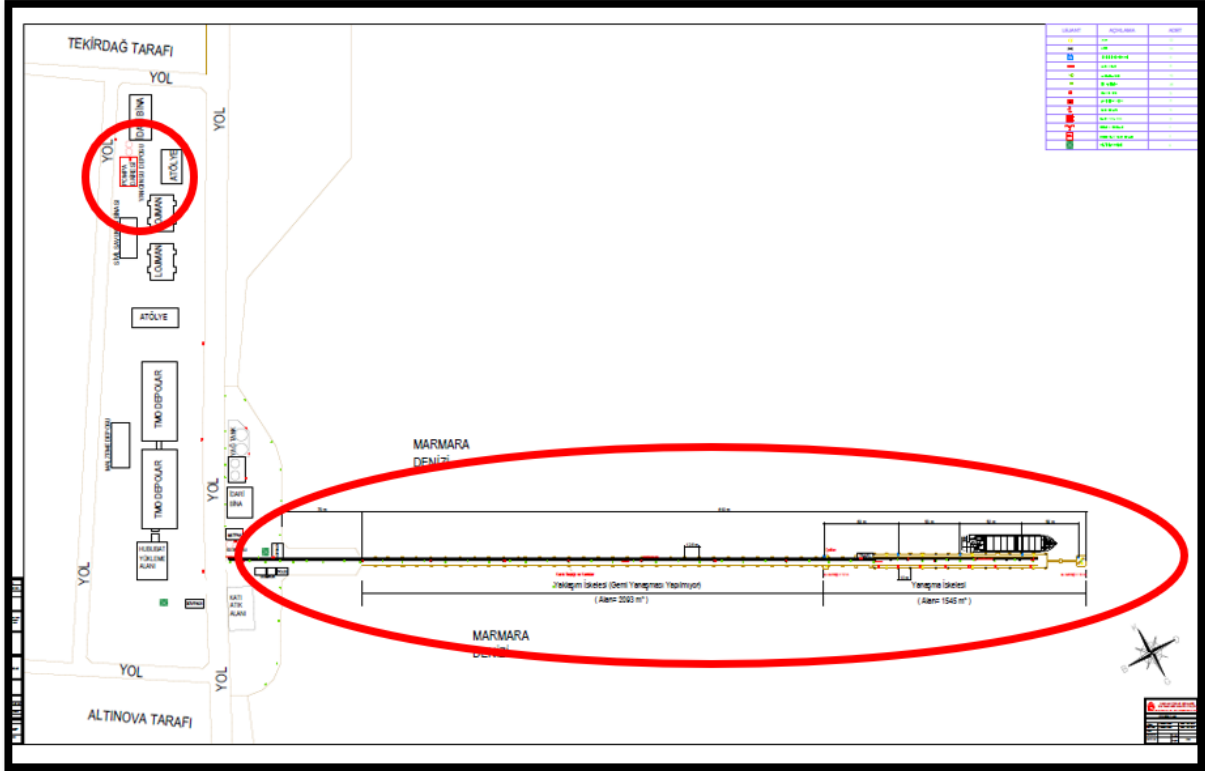




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5- Fire Plan of Areas where Dangerous Goods are Handled

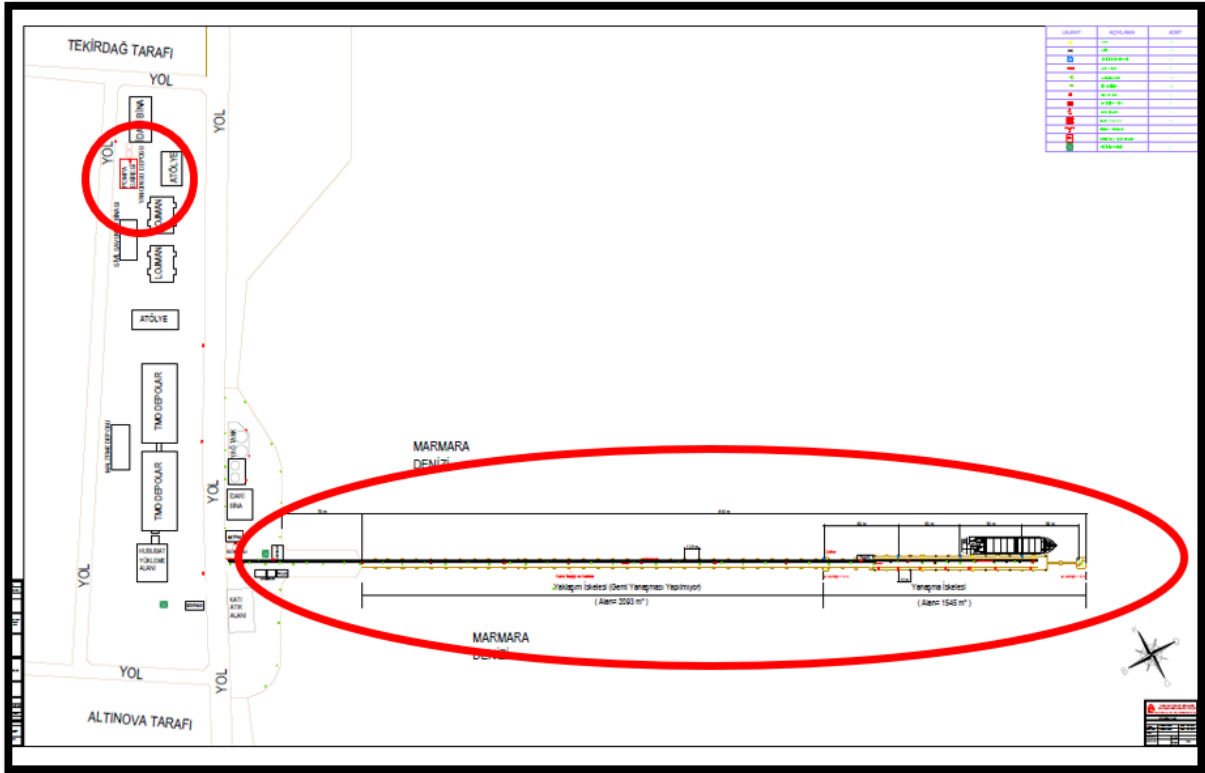




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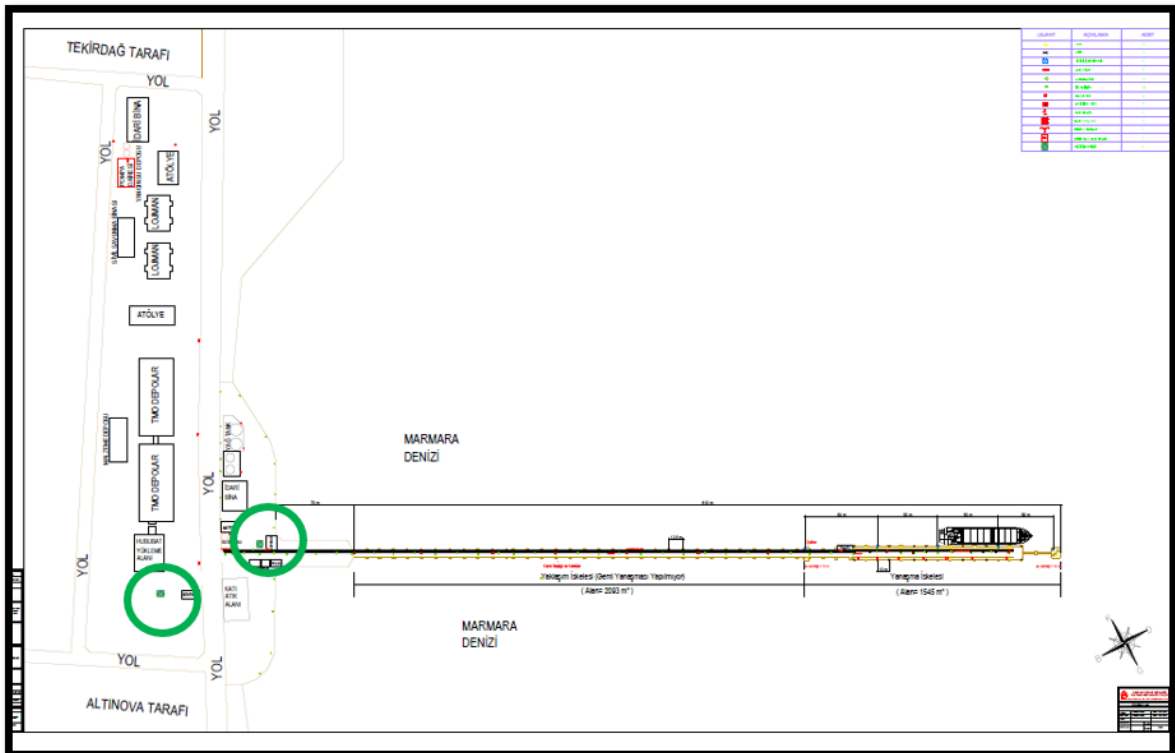
6- General Fire Plan of the Facility



7- Emergency Plan

Available.

8- Emergency Assembly Places Plan

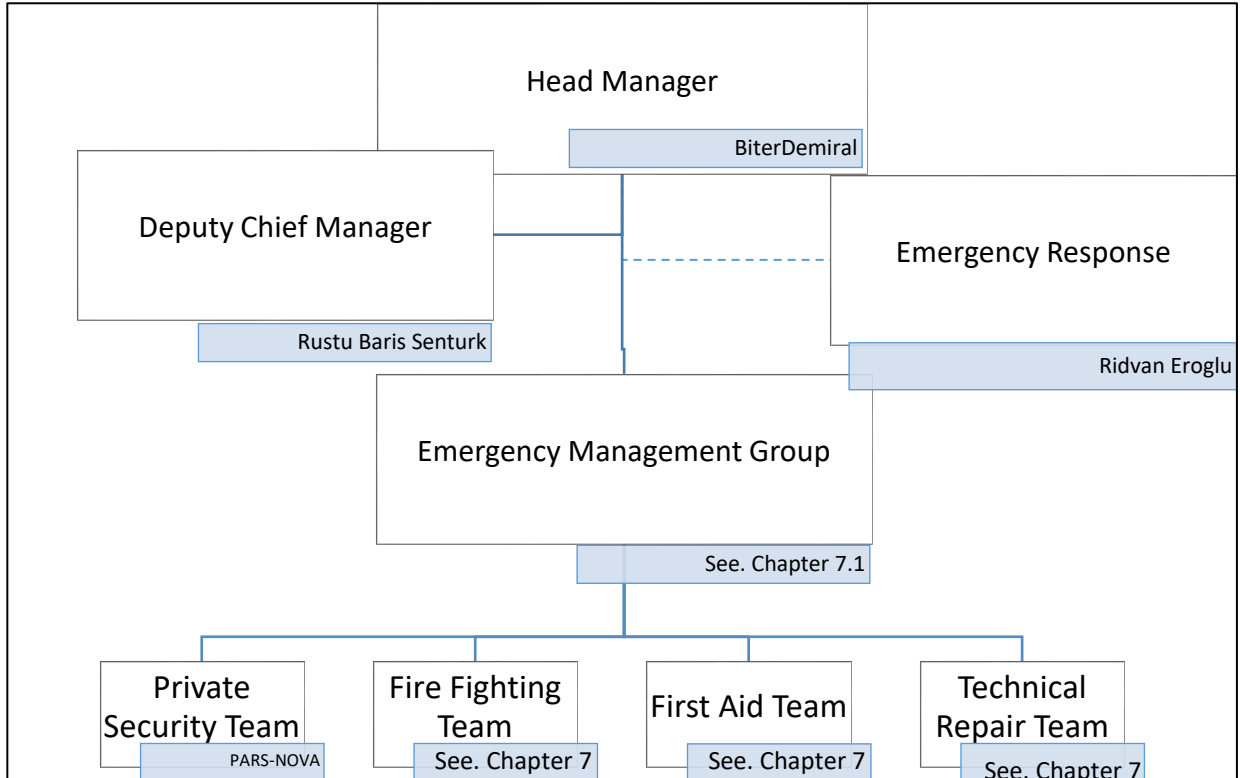




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9- Emergency Management Chart



10- Dangerous Goods Handbook

It will be presented during the inspection.

11- Leak areas and equipment, entry/exit drawings for CTU and Packages
not applicable

12- Inventory of Port Service Ships

Ceyport Tekirdag International Port Management A.A service procurement contract was signed with Ş. There is no ship belonging to our port.

13- Maritime coordinates of the administrative borders of the Port Authority, anchorage areas and the pilot's disembarkation/embarkation points

14-

A) Port administrative area border

The port administrative area of Tekirdağ Regional Port Authority is the sea and coastal area within the line formed by the following coordinates.

- 41° 01' 57" N – 028° 00' 33" E
- 41° 00' 32" N - 028° 06' 22" E
- 40° 43' 30" N – 028° 00' 33" E



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- d) 40° 42' 00" N – 027° 37' 24" E
- e) 40° 38' 40" N – 027° 27' 00" E
- f) 40° 38' 06" N – 027° 27' 00" E
- g) 40° 28' 48" N – 026° 58' 12" E
- h) 40° 33' 00" N – 026° 58' 12" E

Anchorage no. 3:The anchorage area of ships carrying dangerous goods, military ships operating with nuclear power, ships to be quarantined and ships that will carry out degassing is the sea area formed by the following coordinates.

- 1) 40° 58' 15" N – 027° 37' 45" E
- 2) 40° 58' 15" N – 027° 35' 45" E
- 3) 40° 55' 30" N – 027° 35' 45" E
- 4) 40° 55' 30" N – 027° 37' 45" E

C) Pilot pick-up and drop-off place

40° 57' 12" N – 027° 55' 48" E

15- Emergency response equipment against marine pollution in the coastal facility

| DIRECTORATE PIER EMERGENCY RESPONSE EQUIPMENT | | | |
|--|---|--|-----------------|
| EQUIPMENT NAME | FEATURE | QUANTITY | UNIT |
| Barrier | oil fence | 450 | Metre |
| oil scraper | Skimmer 15 lt/hour Additional support:10m hose and hydraulic power unit | 1 | Piece |
| Tank | Floating and fixed 2x50 m ³ | 2 | Piece |
| Absorbers | Pad and Sausage oil absorbent:500m Chemical absorbent:250m | oil absorbent:20cm diameter 3m length, Chemical absorbent:20cm diameter 3m length, | 40 packs of 100 |
| Boat | Mooring type 6x3 meters in size | 1 | Piece |
| First-aid kit vacuum device cleaning materials | Soil, concrete, vault portable vacuum device etc. Shovel, pick, rake, wheelbarrow, bucket, warning strip, brush for coastal cleaning | 1 | Piece |
| Personal Protective Equipment | Life jacket, gas mask, overalls, boots, gloves, hard | 1 | Piece |



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| | | | |
|------------------------------|-----------------------------------|-----------------------------|-------|
| | hat, goggles, fire suit, raincoat | | |
| Portable Generator+Projector | 4x1000W lamp, flameproof | 1 original, 1 spare | Piece |
| Mavi-Vac vacuum device | | 1 | Piece |
| Vault | | 1 for every 40-50 m barrier | Piece |

16- Personal protective equipment (PPE) usage map

All PPE used during TMO operations are kept and used in accordance with the provisions of the personal protective equipment regulation and the regulation on the use of personal protective equipment in the workplace.

17- Dangerous cargo events notification form

| | | | |
|---|--|---------------------|--|
| Issue number- Date | | | |
| Company / Institution | | | |
| Sender | | CONTACT INFORMATION | |
| as required | | | |
| PORT FACILITY "DANGEROUS GOODS EVENT NOTIFICATION" DATE: | | | |
| 1. When the accident occurred, | | | |
| 2. If the accident is known, how it occurred and the reason, | | | |
| 3. The place where the accident occurred (coastal facility and/or ship), its position and area of influence, If any, information of the ship involved in the accident (name, flag, IMO no, owner, operator, cargo and quantity, name of the captain and similar information), | | | |



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| |
|---|
| 4. Meteorological conditions, |
| 5. UN number of the dangerous substance, proper transport name (based on the legislation specified in the definition of dangerous substance) and amount, Hazard class of the dangerous substance or sub-hazard division, if any, Packing group of the dangerous substance, if any, Additional risks of the dangerous substance, such as marine pollutants, if any, Sign and label details of the dangerous substance, The characteristics and number of the package, cargo transport unit and tanker in which the dangerous substance is transported, Manufacturer, sender, carrier and receiver of dangerous goods |
| 6. The extent of the damage/pollution,, |
| 7. Number of dead and injured in the accident (if any), |
| 8. How the accident was intervened, |
| 9. From which organizations help is requested, |
| 10. Other ships or neighboring facilities that may be affected by the accident, |
| FORM PREPARED BY: Name and surname : Mission: Signature : |



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- 18- Control results notification form for dangerous cargo transport units (CTUs)
not applicable
- 19- Other required attachments
not applicable
- 20- Dangerous Goods Handling Guide Additional Cargo Notification (When necessary)
not applicable