TOROS TARIM SANAYİ VE TİCARET A.Ş.

CEYHAN PORT FACILITY

DANGEROUS GOODS GUIDEBOOK

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((For revisions please refer to the revision page)

ERTEM ARSLANTAY

SIGNATURE

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REVISION PAGE

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				Name/S.name	Signature
1	1	Handbook Revision	22.12.2017	A.C.Burhanlıoğlu	
2	2	Facility Information Revision	05.11.2019	A.C.Burhanlıoğlu	
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Purpose:

The purpose of this guide is to provide rapid, economic, safe, qualified and environmentally friendly transportation activities of dangerous goods by sea in Ceyhan Port Facility which is operated by the Toros Tarım Sanayi ve Tic. A.Ş that is also compatible to other transportation activities.

Scope:

This guidebook includes the cargoes to be handled in Ceyhan Port Facility, the duties, responsibilities, of the shipmaster, Cargo assignor, facility operator and the Dangerous Goods Safety advisor and rules to obey and precautions to take during the loading, stacking, storing, unloading from transport unit and the ship, notice, temporary storing of the said cargo.

The legal basis:

This guidebook has been prepared in accordance with the Article 10 of the "Regulation on Dangerous Goods Carried by Sea" published in Official Gazette of the Republic of Turkey No: 29284 on March 2015 and the Application Instructions numbered 2015/275 of 79462207-010.03/ E.80457 of Transport, Maritime Affairs and Communications Ministry published in 04 December 2015

Definitions and Abbreviations:

Regarding the implementation of this guidebook, abbreviations and definitions refer to as follows:

Ministry: Transport, Maritime Affairs and Communications Ministry

Emergency Case: Natural disasters lead to suspend or stop normal operations of the entire or certain parts of Ceyhun Port Facility and requiring emergency response including the state of crisis that caused by fires, explosions, floods, sabotage, terrorist attack, a nuclear explosion and similar events.

Emergency Evacuation Plan: It is a plan prepared for the evacuation of the Ceyhun Port Facility concerning ships and marine vehicles, personnel, tools and equipment in case of emergency.
Ceyhan Port /Port Facility: Represents Ceyhan Port Facility operated by the Toros Tarım Sanayi ve Tic. A.Ş
Port Operator: RepresentsThe exploitation management department of Ceyhan Port Facility
Port Authority: Represents Botaş Port Authority
Emergency Evacuation: In case of emergency, it refers to the evacuation of the port concerning ships and marine vehicles, personnel, tools and equiments.

Cargo Assignor: The consignee, the consignor, the agent and the commission agent of dangerous goods.
Coastal Facility: Limits are set by the administration at where the ships can exchange load or passenger safely or can harbour, docks, piers, buoys, platform and the relevant anchorage areas, approach areas, indoor and outdoor storage areas and buildings used for administration and service. In this guidebook, it refers to Ceyhan Port Facility belonging to the Toros Tarım Sanayi ve Tic. A.Ş.
Cargo Transport Unit: Packaged or designed for the transportion of dangerous goods in bulk form and manufactured; road trailers, semi- trailers and tankers, portable tanks and multiple-element gas containers, railcars and tank wagons, container and tank container.
Dangerous Cargo (Dangerous Goods): Petroleum and petroleum products according to Appendix -I International Convention for the Prevention of Pollution from Ships (MARPOL 73/78) , Packaged goods listed in International Maritime Dangerous Goods Code listed in packaged goods, bulk materials with UN numbers related to Appendix -I of International Maritime Solid Bulk Cargoes Code (IMSBC CODE), the materials given in the Part 17 of The International Code for the Construction and Equipment of Ships carrying Dangerous Chemicals in Bulk (IBC Code) ,the materials given in the part 19 of The International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code) and yet with the materials are not listed but potentially harmful to the property, life and environment or can cause damage to the other materials due to physical and chemical properties or the transport mode during the transport and the packages of these materials that have not been cleaned as necessarily and cargo units.

Vessel Master: The person that conducts the vessels carrying dangerous goods from the port.
Ship: The ship that loads /unloads dangerous goods at the port.

ADR: The European Agreement concerning the International Carriage of Dangerous Goods by Road.

Material Safety Date Sheet (MSDS Form): The document includes the detailed information about dangerous materials and preparations on their features, security measures to be taken in workplaces where dangerous substances and preparations are located, the necessary information according to the characteristics of human health and the environment from the harmful effects of dangerous materials and preparations.

Preparation: Solution and mixture of at least two or more substances.

Coastal Facility Operator: Toros Tarım Sanayi ve Ticaret A.Ş

Incident Control Center: Port Support Services

Hot work: The operations which includes usage of electrical equipment, hot rivets, grinding, soldering, burning, cutting, welding or which causes heat, open fire, flames and sparks that causes danger by presence of dangerous goods in or near the operation zone.

The consignee: Having natural and legal entities, which will be delivered according to the contract of carriage of dangerous goods.

Package: As stated in the IMDG Code Part 6, the container which is placed into the dangerous cargo.

Packer: Represents any natural and legal entities or land or coast personnel which puts dangerous goods into packagings including large packaging and intermediate bulk cargo containers and who also prepares pankagings for carriage when necessary, who packs dangerous cargoes or changes these goods' packages or labels, labels for the purpose of transportation, does these procedures with the instructions of the sender

Bulk cargo: Solid, liquid or gaseous materials which are located in a tank permanently fixed on a structural part of the ship / on the ship or in the warehose, are planned to be carried without any direct enclosure.

Handling: The dangerous goods, without changing their essential characteristics, relocating, to be transferred from large containers to small ones, small containers, ventilated, separated, sieved, mixing, renewal of cargo transport units and their packages or operations similar to repairing and transportation.

Fumigation: In order to eliminate harmful organisms, it is an application process of solid, liquid or gaseous forms of chemical substances acting in a gaseous state into an enclosed cargo unit or into the ship's hold.

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

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

IMDG Code: International Maritime Dangerous Goods Code

IMO: International Maritime Organization

IMSBC Code: International Maritime Solid Bulk Cargoes Code

ISPS Code: International Ship and Port Facility Security Code

Administration: Dangerous Goods and Combined Transport Regulation Head Office

Lumber Code: Safe Practices For the Ships carrying Lumber Cargo on the deck CodeConta

Container: The Cargo carrying equipment with a document in compliance with the current standards stated in the scope of CSC Contract.

SOLAS: The International Convention for the Safety of Life at Sea version 1974

Grain Code: International Code for the Safe Carriage of Bulk Grain

Carrier: Any enterprises which offer or accept the offer concerning transportation process for all kinds of dangerous cargo on their own or on behalf of third parties, actual carrier who accepts the offer, broker, owner, transportation planner, transportation broker, natural or legal persons that carry out the transportation process of dangerous cargo by road or railroad within the scope of combined transport with a ship agent with or without a transportation contract.

Dangerous waste: According to the classifications and conditions that are defined within the scope of SOLAS and as classified in the Basel Agreement, the parts and solutions of unforeseen direct use of cargo or dangerous cargo or packages carrying dangerous goods and cargo units in order to reprocessing, disposal, by burning, or other methods of disposal and their mixtues of used packages and cargo units.

Loader: Any natural or legal persons loading dangerous cargoes or the cargoes that can be dangerous in terms of load security in accordance with the consignor's instructions to the ship, vessel, vehicle or to a cargo unit, labelling the cargo units, placarding on the cargo units, handling, stacking, dispatching the cargoes including the dangerous cargoes on the ship or cargo units.

1. INTRODUCTION

1.1 General information about the facility as stated in the facility information form below.

FACILITY INFORMATION FORM

1	Facility Operator Name /Title	Toros Tarım Sanayi ve Ticaret A.Ş.		
2	Facility operator's address	Tekfen Tower, Büyükdere Caddesi No:209 34394, 4.Levent, İstanbul		
3	Facility name	Ceyhan Port Facility		
4	The city where the facility is located	ADANA		
5	Facility contact details (address, phone no, fax no, e-mail and website)	Sarımazı Mah. BOTAŞ Yolu Cd. No:56 Ceyhan 01920 Adana Tel: +90 0322 634 2222 Faks: +90 0322 634 2323 www.toros.com.tr		
6	Facility regional location	Akdeniz		
7	Affiliated port authority and contact details	BOTAŞ Liman Başkanlığı Tel: 0 322 639 21 39 Faks: 0 322 639 21 40		
8	Affiliated Ministry and contact details	Adana Büyükşehir Belediyesi 0322 455 3500 0322 454 37 87		
9	The name of Free zone or Organized industrial zone where the facility is located	Private Property		
10	The validity date of temporary operational permit/coastal facility operating permit	21/01/2021		
11	Business status of the facility (X)	Own cargo and additional third party cargo (x)	Own cargo (…)	Third party (….)
12	Facility superintendent name surname and contact details	Ertem ARSLANTAY Tel: 0322 634 2222 - 0530 665 02 78 Faks: 0322 634 2323 e-mail: ertem.arslantay@toros.com.tr		
13	Dangerous goods operations officer name surname and contact details	Saip Onurhan KADIOĞLU Tel: 0530 767 64 81 e-mail: onurhan.kadioglu@toros.com.tr Mehmet PUSAT Tel: 0533 285 51 27		

		e-mail: mehmet.pusat@toros.com.tr	
14	Dangerous Goods Safety Advisor Name surname and contact details	Sezgi Sayılgan 0539-542-83-49	
		Ahmet Cemil Burhanlıoğlu 0532-510-15-36	
15	Marine coordinates of the facility	West Pier (Pier No: 1-2-3) Land Side 36 55’ 00’’ N - 035 58’ 54’’ E Sea Side 36 54’ 24’’ N - 035 59’ 06’’ E East Pier (Pier No: 4-5-6-7-8) Land Side 36 55’ 12’’ N - 035 59’ 18’’ E Sea Side 36 54’ 30’’ N - 035 59’ 34’’ E	
16	Dangerous Liquid Bulks Goods (Petroluem Products)	CONDENSATE	UN 1268
		FUEL OIL	UN 3082
		JET A-1 (KEROSENE)	UN 1863
		MOTOR SPIRIT	UN 1203
		DIESEL FUEL	UN 1202
		BITUMEN	UN 3257
		PETROLEUM CRUDE OIL	UN 1267
	Dangerous Liquid Bulks Goods (Chemicals)	VINYL ACETATE MONOMER (VAM)	UN 1301
		STYRENE MONOMER	UN 2055
		ACEDIC ACID	UN 2789
		NAOH (CAUSTIC)	UN 1824
		2-ETHYL HEXANOL (2EH)	UN 2282
		ETHYL ASETATE	UN 1173
		SULPHURIC ACID	UN 1830
		FORMIC ACID	UN 1779
		METHANOL	UN 1230
		PHOSPORIC ACID	UN 1805
		P-XYLENE	UN 1307
		ISOPROPYL ALCHOL	UN 1219
		ETHANOL	UN 1170
		METHYL METHACRYLATE	UN 1247
		BUTYL ACRYLATE	UN 2348
		METHYLENE CHLORIDE	UN 1593
		MEG & DEG	
		LAB	
		SUNFLOWER SEED OILS	
	Dangerous Liquid Bulks Goods (Liquid Gas-Ammonia)	AMMONIA	UN 1005
	Dangerous Solid Bulks Goods	AMONIUM NITRATE	UN 2067
		POTASSIUM NITRATE	UN 1486
		SULPHUR	UN 1350
17	The types of vessels that can dock the facility	General Cargo Ship Chemical Tanker Bulk Freighter Ro-Ro Oil/Product Tanker Liqufied Gas Tanker	
18	The distance to highway (km)	1 km	
19	The distance to the railroad	18-20 km to Erzin	

	(kilometers) or railroad link (Y/N)		
20	The name of the nearest airport and the distance to the facility(km)	Adana Şakirpaşa Airport 85 km	
21	The handling cargo capacity of the facility(Ton/Year;TEU/Year; vehicle /year)	Total Bulk/ General Cargo handling capacity 45.000 tonne a day	
22	Will scrapped cargoes be handled or not	Not	
23	Is there any entry point? (Y/N)	N	
24	Is there any customs area? (Y/ N)	Y	
25	The capacities & equipments of Cargo Handling	Pier-1 which is on Old(West) pier platform at least 3.000 tonne bulk material handling can be done daily, and on 4 different ship docking piers (Pier-4, 5, 7 and 8 which are on the New (East) Pier approximately 42.000 tonne bulk material/general cargo can be handled daily.	
26	Tank storage capacity (m^3)	*For 26 units of various sizes of liquid fuel and petroleum products 219.679 m3 *2 ammoniac tanks 15.000 ton(22.000 m3) *6 phosporic acid tanks 18.450 m3 TOPLAM: 265.465 m3	
27	Open storage area (m^2)	400.000 tonne	
28	Semi-closed storage area (m^2)	N/A	
29	Kapalı depolama alanı (m^2)	250.000 tonne	
30	Designated area for fumigation and or defumigation (m^2)	N/A	
31	The name /title of pilotage and towage services provider and contact details	Ankaş Anadolu Kılavuzluk A.Ş (Mustafa Akarca-0530 417 56 64) Arpaş Ambarlı Römörkaj Pilotaj Tic. A.Ş (Ufuk Kaynar-0553 635 65 55) Uzmar Uzmanlar Denizcilik Tic.Ltd.Şti. (Gökhan Parlak -0538 489 22 49)	
32	Has the Security Plan been made? (Y/N)	Yes (Within the scope of ISPS)	
33	The capacity of waste receiving facility (This section will be held seperately according to the wastes accepted by the facility)	Waste type	Capacity (m^3)
		Sludge	526 m^3

		Bilge	40 m^3
		Slop	4250 m3
		Non-Water Sludge	40 m^3
		Waste Oil	1050 m^3
		Toxic Liquid (CAT.Y-Z)	92 m^3

34	The pier/dock etc. area features

Pier	Max. DWT	Max. Ship Length (m)	Max. Ship Width (m)	Max. DRAFT (m.)		
				Fore	Aft	Equivalency
1	40.000	185	For bulk carriage 28m, No limitation for tankers	--	--	10,5
2	40.000	212	No Limits	--	--	11,5
3	3.000	100	15	--	--	4,8
4	110.000	270	42	13,0	13,5	13,0
5	110.000	270	42	13,0	13,5	13,0
6	40.000	190	No Limits	10,0	10,5	10,0
7	40.000	220	For bulk carriage 25m, No limitation for tankers	10,0	11,0	10,0
8	3.000	100	15	4,5	5,0	4,5
Ro-Ro	8.000	120	20	8,0	8,0	8,0

Name of Pipeline (If present in facility)	Number (unit)	Length (meter)	Diameter (inch)
12" White Product Ship Bleed Load Line	1	1130 m	12
14" Black Product Ship Bleed Load Line	1	1130 m	14
14" Old White Product Ship Bleed Load Line	1	1065 m	14
14" New White Product Ship Bleed Load Line	1	1065 m	14
Ammoniac Bleed Line	1	1250 m	6
Ammoniac Cooling Line	1	1250 m	1,5
Old Acid Line	1	1475 m	8
New Acid	1	1475 m	14

2. OBLIGATIONS

2.1 Obligations of Cargo Assignor

The responsibilities of cargo assignor, which is defined in the field of Ceyhan Port Facility as consignor, consignee (or representative acting on behalf of the recipient), the transportation broker of the dangerous cargoes, are as follows:

a) Preparing all necessary documents and information related to dangerous goods, preparing and installing documents and ensuring that these documents will be in conjuction with the cargo during the transportation process.

b) Provides classification, packaging, marking, labeling, placarding on the dangerous goods in compliance with the regulations,

c) Providing that dangerous cargoes are all approved and packed properly, to be loaded on a container and on a cargo unit, to be stacked, to be transported and to be discharged securely.

d) Ensuring that training for all relevant staff on the risks of the dangerous goods carried by sea safety measures, safe working, emergency measures, security and similar issues are provided. And he will keep the training records.

e) Ensuring that all the necessary safety measures will be taken against the dangerous goods which are unappropriate, unsafe or posing a risk to the public and the environment.

f) Providing information and support to the related parties in case of emergency and accidents.

g) Notifying the Ministry regarding the dangerous cargo accidents occured in the area of his responsibility.

h) Providing the necessary documentation on the inspections carried out by the authorities and providing the necessary cooperation.

2.2 Obligations of Coastal Facility Operator:

The obligations of the coastal facility operator Ceyhan Port Facility are as follows:

a) Providing a safe, convenient and sheltered docking and mooring for the ships.

b) Ensuring a convenient and appropriate entry-exit system between the ship and the coast.

c) Ensuring that all the personnel that are responsible for loading, unloading and handling the dangerous cargoes are trained well.

d) Providing that the dangerous goods will be carried, handled, segregated, stacked, kept in temporarily, supervised and appropriate safety measures are taken securely by qualified and trained staff in accordance with the regulations.

e) Requesting all necessary papers, documents and information from the relevant consignor and ensuring that these documents will be in conjuction with the cargo.

f) Keeping an updated list for all of the dangerous cargoes in the field of the facility.

g) Ensuring that training for all relevant staff on the risks of the dangerous goods carried by sea safety measures, safe working, emergency measures, security and similar issues are provided. And he will keep the training records.

h) Checking all related documents in order to confirm that the dangerous cargoes entering the facility are classified, identified, certified, packed, labelled, declared and in accordance with the procedure and also checking if the dangerous cargoes are in approved package with regard to the procedure and if they are transported and loaded to a cargo unit securely or not.

i) Taking safety measures for the dangerous goods which are unappropriate, unsafe or posing a risk to the public and the environment and notifying to the Port Authority.

j) Making emergency arrangements and inform all the relevant personnel accordingly.

k) Notifying the Port Authority regarding the dangerous cargo accidents occured in the area of his responsibility.

l) Being supportive and cooperative during the inspections carried out by the authorities.

m) Operating the dangerous goods trasactions in the relevant established areas such as dock, pier, warehouse and bonded warehouse.

n) Providing appropriate installations and work equipments for the reserved docks and piers in which the ships and vessels loading/unloading petroleum and petroleum products.

o) Transferring out the dangerous goods which are not allowed or are not able to be temporarily stored from the coastal facility in the shortest possible time without any waiting.

p) Any ships or vessels carrying dangerous goods can not be berthed without the permission from Port Authority.

q) Creating a storage area for dangerous goods transported in accordance with the stacking and segregation rules and taking all necessary safety, fire and environmental measures in this area. The ship officers, the parties loading, unloading or doing limbo (barging) concerning the dangerous goods to the ships or vessels take the necessary security measures against heat and other hazards, especially during hot seasons. Flammable substances are kept away from the area of sparking process. It is not allowed to work with the tools causing sparks during the dangerous cargo handling area.

r) Preparing an emergency evacuation plan for the evacuation of the ships and vessels from the coastal facilities.

2.3 Obligations Of Vessel Master

The obligations of the captain of the ship that will dock the port and load or unload dangerous goods are as follows:

a) Ensuring that the ship equipments and devices are in compliance with dangerous goods transportation

b) Requesting all necessary information, documents and papers from the coastal facility and cargo assignor and ensuring that all of these documents will be in conjuction with the cargo.

c) Ensuring that all safety measures are implemented precisely and continuously during the loading, stacking, segregation, handling, transporting and unloading dangerous cargoes on board and making all necessary inspections and controls.

d) Checking all the dangerous cargoes taken aboard are classified, identified, certified, packed, labelled, declared in accordance with the procedure and the dangerous cargoes are in approved packages according to the procedure. Checking them all are transported and loaded to a cargo unit securely.

e) Ensuring that all crew members are well trained on the risks of loaded, unloaded and transported dangerous cargoes and safety precautions, safe operation, emergency measures, safety and similiar issues.

f) Ensuring that well trained and qualified persons work in accordance with safety operations procedure during the loading, unloading and handling dangerous Cargo operations.

g) Going out of the assigned areas and anchoraging or berthing is not allowed without the permission of Port Authority.

h) In order to transport the dangerous Cargo securely, all rules and measures will be implemented during navigation, maneuvering, mooring, berthing and sailing.

i) Allowing safe entry and exit between the pier and the ship.

j) Informing all crew members regarding the applications, safety procedures, emergency case measures and response methods of dangerous goods on board.

k) Keeping updated lists regarding the dangerous cargoes on board and declaring these to the concerned parties.

l) Taking precautions for the dangerous goods which are inappropriate, unsafe or posing a risk to the public and the environment and notifying these to the Port Authority and the coastal port facility.

m) Notifying the Port Authority regarding the dangerous Cargo accidents occured on board.

n) The vessel master ensures that an immediate report is provided for Port Authority if safety of people and safety of environment are under the risk. This report must include the incidents related to the crew, machines, equipments and devices or dangerous cargoes and their contents.

o) The vessel master should ensure that immediate report is made to port facility operator and to the Port Authority and the appropriate solutions are made if there is any damaged or leaking cargo unit or cargo shipping unit containing dangerous goods on board.

p) Providing the necessary cooperation and support during the inspections carried out by the authorities on board.

3. SAFETY RULES &MEASURES TO BE FOLLOWED/ TO BE APPLIED BY THE COASTAL FACILITY

This guide includes the classification, loading to transport unit or the ship, unloading from the transport unit or the ship, handling, stacking and inspecting of the goods within the scope of IMDG Code that are carried by road or sea to port facility.

a) For the stacking areas that are subject to IMDG Code, the following precautions are taken for fire, enviromental safety and other safety issues.

- Dangerous cargoes will be stacked and sorted according to their classes providing they adhere to IMDG Code.
- Discharging and loading of Class 1 Explosives and Class 7 Radioactive Substances in harbor reach is forbidden according to the relevant legislation.
- It is forbidden to store IMDG Code Class 2 Gasses and Class 6.2 Infectious substances in harbor reach. Class 2 and 6.2 cargoes are only discharged as sousplan with transport unit or if it will be loaded on the ship it enters directly through the door and loaded (sousplan) to the ship.
- As stated in harbors regulations article 19 " If dangerous goods cannot be stored to unloading area in pier or dock, port facility operators are responsible with transporting these goods outside the facility as soon as possible without delay."

b) There will be no loading and unloading of Class 6 Infectious Substances in harbor reach.

c) Loader and carries is responsible with preparing all classifications, stacking-sortation, placarding, labelling, packaging of transport units and preparing freightoffer and preparing related shipping bill in harbor reach.

d) Fumigation procedure that will be done to any transport unit in harbor reach will be reported to terminal curator one day in advance and site planning of the fumigated unit

will be done accordingly. Port authority will inspect if the fumigation procedure is done according to international legislations or not.

e) After dangerous Cargo is loaded on transport unit Packing Certificate will be signed by the loader.

The person that signs the Packing certificate hereby accepts that:

a. Substances are loaded, marked and labelled properly
b. There are no damages and leakages
c. The Cargo is supported and secured properly for seafaring
d. Conformed to IMDG Code
e. Sender's manifesto identifies the substances in transport unit properly

f) In the case of detecting a dangerous Cargo that is not up to the standarts of IMDG Code in harbor reach, port management reports the discrepancy to Port Authority

g) Crew responsible with loading, unloading and carrying dangerous goods to ships and marine vessels will take precautions against heat and other dangers epecially in warm seasons. Inflammable matters will be kept away from processes that create sparks and on dangerous cargo handling site no spark creating vehicles and tools will be used.

h) On a docked ship's cargo deck that carries dangerous goods and dangerous goods storage areas in shore it is forbidden to smoke, using open flame, tools that may create sparks, equipments etc.

i) By the Terminal Directorate, the transport units will be inspected in terms of external damage, leaking or effusing of contents and marks before the loading of transport units to the ship.

- Damaged packaged, unit loads or cargo transport units need to be moved to the special area securely as soon as possible. Before repackaging damaged packages, before making them suitable to handling and transporting and secure, they should not be moved from the special area.
- Every cargo transport unit that is determined to be damaged, leaking will not be loaded on ship until necessary repairs done and damaged packages are removed.
- Port operator should ensure that all damaged or leaking package or cargo transport units that contain dangerous cargo is informed to Port Authority.

j) No unauthorized person will be allowed entry to fumigated ships, depots or any part of the transport units without confirming these parts are gas free, removing warnings signs and security clearance for staff in charge.

k) Proper pictorial warning labels will be placed at cargo holds or other coastal areas that are fumigated or about to be fumigated or hold fumigated transport units. The label must be at a size that can be easily distinguished.

l) For fumigated containers, Recommendations For The Safe Use of Pesticides, IMDG Code Appendix and IMO/ILo/Un ECE Guide for Cargo Transport Units Packing should be consulted. On these types of containers, fumigation warning label will be present.

4. CLASSIFICATION OF DANGEROUS GOODS, TRANSPORTING, LOADING/ UNLOADING, HANDLING, SEGREGATION, STACKING AND STORAGE

4.1 Classes of dangerous goods

IMDG Code divides dangerous goods into nine major risk groups from Class 1 to Class 9.

Depending on the damage, the dangerous cargoes are divided into 9 categories. These are called as 'class'.

Five of these classes (Class 1, 2, 4, 5 and 6) are divided to sub-sections or sub-classes. Class 3, 7, 8 and 9 are not divided to sub-sections. The classification of nine (9) classes is made in accordance with United Nations (UN) criteria. This classification is used by all modes of transportation such as road, sea and air.

Class 1:	Explosives
Class 2:	Gases
Class 3:	Flammable liquids
Sınıf 4.1:	Flammable solids,self-reactive substaces and solid desensitized explosives
Class 4.2:	Substances liable to spontenous combustion
Class 4.3:	Substances that emit flammable gases when come in contact with water
Class 5.1:	Oxidizing Substances
Class 5.2:	Organic Peroxides
Class 6.1:	Toxic Substances
Class 6.2	Infectious Substances
Class 7:	Radioactive Substance
Class 8:	Corrosive Substances
Class 9:	Miscellanenous dangerous substances and articles

Dangerous Goods Sub Sections

• Class 1 Explosives

Class 1.1 Mass destructive explosives

Class 1.2 Explosives which have a projection hazard but not a mass destruction hazard.

Class 1.3 Explosives which have a fire hazard or partial projection, explosion or both hazards but not a mass destruction hazard

Class 1.4 Explosives which present a slight risk of explosion

Class 1.5 Non susceptiple substances which are mass destructive

Class 1.6 Non susceptiple substances with no mass destructive capacity

• Class 2 Gases

Class 2.1 Flammable gases

Class 2.2 Non-flammable and non-toxic gases

Class 2.3 Toxic gases

• Class 4 Flammable Solids

Class 4.1 Flammable solid substances

Class 4.2 Spontaneously combustible solid substances

Class 4.3 Substances that emit flammable gases when in contact with water

• Class 5 Oxidizing Substances and Organic Peroxides

Class 5.1 Oxidizing substances

Class 5.2 Organic peroxides

• Class 6 Toxic and Infectious Substances

Class 6.1 Toxic substances

Class 6.2 Infectious substances

•There are no sub sections for Class 3, Class 7, Class 8 and Class 9.

4.2 Packages and Packaging of Dangerous Goods

Dangerous cargo that will enter the premises of the port facility will be packed within the scope of IMDG Code Section 4

All packages that have dangerous substance inside it should have United Nations (UN) Type Approval even if they are within any Cargo Transport Unit (CTU).

Dangerous goods except for Class 1, 2, 5.2,6.2 , 7 and self -reactive substances of Class 4.1 are divided into three packing groups according to the degree of danger they represent:

Packing Groups of Class 3, Class 4, Class 5, Class 6.1, Class 8 and Class 9:
Packing Group I: High Level Danger
Packing Groups II: Middle Level Danger
Packing Group III: Low Level Danger

4.3 Placards, License Plates, Brands and Labels Related To Dangerous Goods

Packages and all Cargo Transport Units (CTU) that include dangerous cargo will be branded, labeled, placarded within the scope of IMDG Code Section 5.2 and 5.3 as shown below.

Hazard Warning Placard / Labels:

1-CTU (container..etc.), if it is used on the vehicles, minimum dimension should be 25 cm x 25 cm.

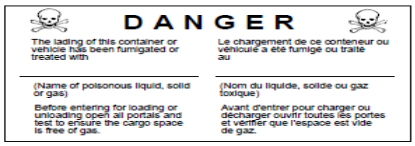
2-If it is used on the package or packaging, minimum dimension 10 cm x 10 cm.

Orange-colored plate:

1- Minimum dimension should be 40 cm x 30 cm if it is used on transportation vehicle for instance on a tank.

2- For Cargo Transport Units (CTU) and containers, minimum dimension should be 25cm x 25cm.

Special Labels, Placards :



Fumigation Sign


Package Orientation

Ventilation requirements


Elevated Temperature

Tank Car Only
Residues after unloading

Special PCB requirements

4.4 Marks and Packaging Groups of Dangerous Goods

Within the scope of categories on IMDG Code Volume II Dangerous Cargoes List's column 7b (from E0 to E5) as shown in the chart in section 3.5 maximum of 1.000 units can be carried appropriately within this scope.

The letters X, Y and Z that are on UN type approved package codes that will carry dangerous substances represent package durability. X is the most durable package and can be used for all Package Groups. Y is medium durability package and can be used in Package Groups II and III and Z is the least durable package and should only be used for Package Group III.

Class 1: Explosives

Sub categories 1.1, 1.2, 1.3, 1.4, 1.5, 1.6 are not divided into packaging groups.

Class 2: Gases

Classification Codes are A, O, F, T, C, TFC, TOC. They are not divided into packaging groups.

Class 3: Flammable Liquids

Packaging Groups I, II, III (High, medium, low risk)

Class 4.1: Flammable solids, self-reactive substances and solid desensitized explosives

Packaging Groups I, II, III (High, medium, low risk)

Class 4.2: Substances prone to spontaneous combustion

Packaging Groups I, II, II (spontaneously combustible, self heating, low self heating)

Class 4.3 Substances that emit flammable gases when come in contact with water

Packaging Groups I, II, II (Over, mild, slow reaction with water)

Class 5.1: Oxidizing Substances

Packaging Group I, II, II (High causticity, caustic, causticity)

Class 5.2: Organic peroxides

Class 6.2: Toxic Substances

Packaging Groups I, II, II (Highly toxic, toxic, low toxicity)

Class 6.2: Infectious Substances

Class 7: Radioactive substances

Not divided into packaging groups, classified according to substance's activity.

Class 8: Corrosive substances

Sınıf 9: Miscellaneous dangerous substances and articles

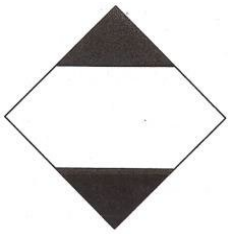
Packaging groups II, III (medium, low danger)

Besides danger classes, other signs that are to be used when necessary are as follows:

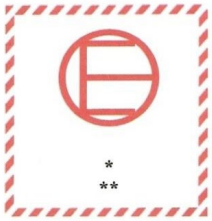
Marine Pollutants

Dangerous Goods Are Carried With High Temperature

Fumigation Warning Sign



Limited Amount



Exempt Quantity

4.5 Segregation Charts of Dangerous Goods On Board and At Port According to Class

To determinethe segregation conditions for two or more dangerous cargoes, segregation conditions, IMDG Code Volume I, the Segregation Table presented in 7.2.4 and decrees in IMDG Code Volume II Dangerous Goods List (DGL) Column 16(b) shall be consulted.

In the case of discrepancy, decrees in Dangerous Goods List (DGL) Column 16(b) will take precedence.

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

Segregation terms in this chart provides information on the necessary distance between different danger class dangerous goods.

“1”: “Apart by…..”: It can be carried in the same compartment, warehouse and deck with a minimum of 3m horizantal segregation distance.

“2”: “Seperated by…..”: It can be carried under the deck in a separated warehouse or compartment or on the deck with a minimum of 6m horizantal segregation distance.

"3": "Seperated by…… via full compartment or warehouse": Can be carried on deck with a minimum of 12m seperation**.** Cannot be carried within the same warehouse or compartment under the deck.

"4": "With an intervening full compartment or warehouse vertically seperated from….: Can be carried on dech with a minimum of 24m horizontal distance. In the case of under the deck carrying another warehouse must be additionally be between dangerous goods lengthways. (fore to aft)

For "X" and **"*"** stacking conditions within the framework of Special decrees in IMDG Code and Dangerous Cargo List

Dangerous cargoes that are in different transport units or packages within harbor reach will be stacked according to the distances in the following segregation chart.

Segregation Table For Harbour Reach Legend

SEGREGATION TABLE FOR DANGEROUS GOODS IN PORT AREAS

Classes	2.1	2.2	2.3	3	4.1	4.2	4.3	5.1	5.2	6.1	8	9
Flammable gases 2.1	0	0	0	s	a	s	0	S	s	0	a	0
Non-toxic, non-flammable gases 2.2	0	0	0	a	0	a	0	0	a	0	0	0
Toxic gases 2.3	0	0	0	s	0	s	0	0	s	0	0	0
Flammable liquids 3	s			0	0	s	a	S	s	0	0	0
Flammable solids, self-reactive substances, and desensitized explosives 4.1	a	0	0	0	0	s	0	A	s	0	a	0
Substances liable to spontaneous combustion 4.2	s	a	s	s	a	0	a	S	s	0	0	0
Substances which in contact with water,emit flammable gases4.3	0	0	0	a	0	a	0	S	s	0	a	0
Oxidizing substances 5.1	s	0	0	s	a	s	s	0	s	a	s	0
Organic peroxides 5.2	s	a	s	s	s	s	s	S	0	a	s	0
Toxic substances (liquid and solids) 6.1	0	0	0	0	0	a	0	A	a	0	0	0
Corrosives (liquid and solids) 8		0	0	0	a	a	a	S	s	0	0	0
Miscellaneous dangerous substances 9	0	0	0	0	0	0	0	0	0	0	0	0

1. For Packages/ IBCs/Trailers/ Flat or Platform Containers

0 = No need for segregation (Unless stated otherwise in special decrees)

A = "Apart by…" – minimum 3m distance

S = "Apart by…" – for open areas >6m, for the warehouses>12m or closed areas>3m warehouses >12m. seperated by a fireproof wall

2. For close containers / mobile tanks / close road vehicle

0 = No need for segregation (Unless stated otherwise in special decrees)

A = "Apart by…" – no need for segregation (Unless stated otherwise in special decrees)

S = "Apart by…" – for open areas >3m horizontally, for the warehouses and closed areas>6m >12m. or seperated by fireproof wall

3. For open road vehicle / train coaches / hypethral containers

0 = no need for segregation (Unless stated otherwise in special decrees)

A = "Apart by…" – minimum 3m distance

S = "Apart by…" –for open areas >6m horizontally and vertically, for the warehouses and closed areas>12m or seperated by fireproof Wall.

a) Entry permit to harbor reach for goods that belong to Class 1 (Except for 1.4S), 6.2 and 7 should only be given for through shipping and delivery by port authority. These classes are not included in the chart. However, in unforeseen instances, if these goods need to be held in harbor reach temporarily, they should be held in designated areas.

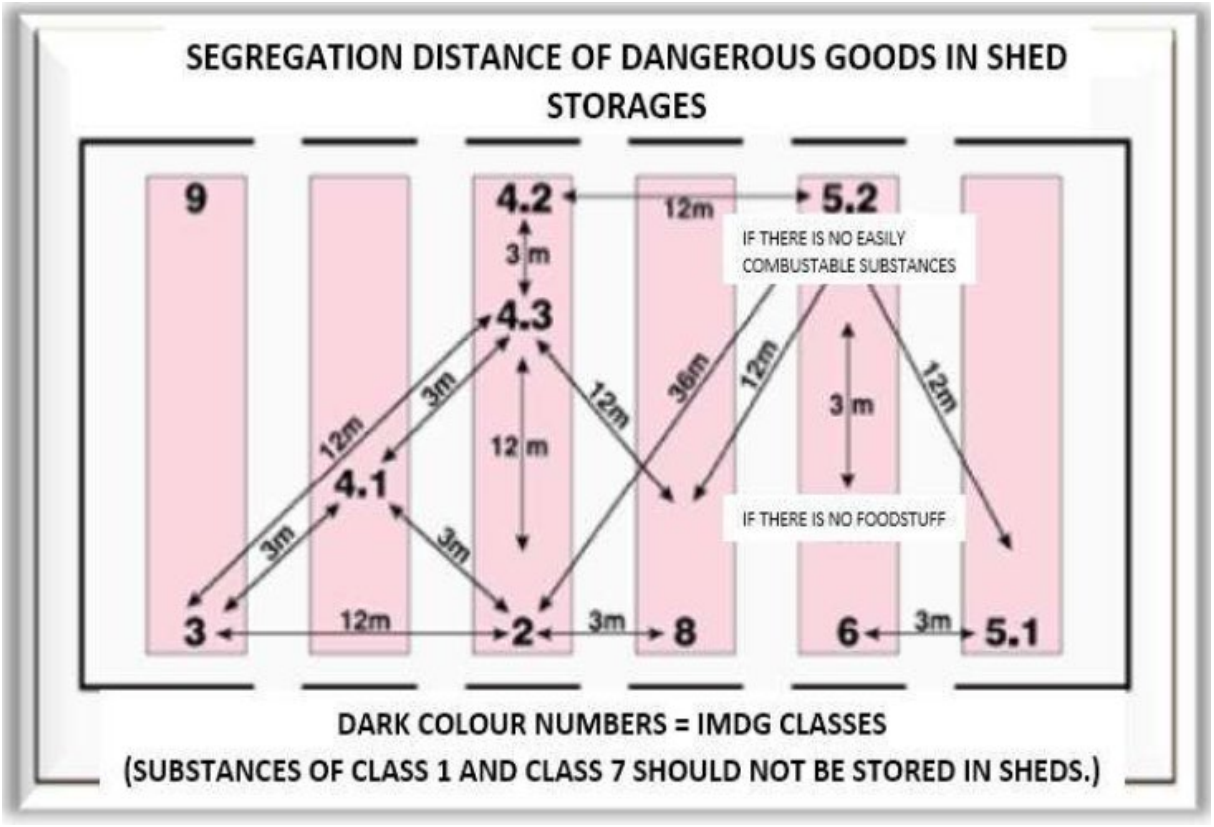
b) For goods that carry secondary hazards, segregation need for secondary hazard should be appiled if it is more restrictive. Cargo transport units that include more than one classes of dangerous cargo, the most restrictive segregation need should be applied.

c) Dangerous cargoes that carry toxic labels or placards should be seperated from food stuff and animal feed.

d) Segregation necessities are only valid for dangerous cargo that are on storage areas of the harbor and vehicles.

e) Except for special packages, all dangerous goods, where applicable, to make access possible, should be seperated by at least 1m.

4.6 Dangerous Cargo Segregation Distances and Segregation Terms for Warehouse Storaging



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5. THE DANGEROUS GOODS HANDBOOK FOR THE DANGEROUS CARGOES HANDLED IN THE COASTAL FACILITY:

As provided as an example in appendix, a "Dangerous Goods Handbook" that includes classes, labels, markings and segregation principles of dangerous goods is prepared at a pocketable size and introduced to the relavant parties in order to be recognized and learned by the staff.

6. OPERATIONAL CONSIDERATIONS

Applicable rules on board when Loading/Unloading Dangerous Cargo:

During loading/unloading cargoes that are Class 1 (except for sub-division 1.4), wireless or transmitters should not be used on board, cranes or elsewhere nearby except VHF transmitters with maximum power output 25 W and no part of their overhead systems should exceed at least 2 m safety distance from explosive substances.

Damaged, leaking and defective packages effected by moisture should not be accepted for shipment.

Smoking, using tools or equipments that may create fires or sparks are prohibited in the deck or the loading points of a berthed ship carrying vehicles with dangerous cargo and in the coastal parking areas for dangerous cargo carrying vehicles..

Prior to entering the harbour reach or having voyage between two piers, masters of ships carrying dangerous cargoes,

- Are responsible of learning legal requirements regarding the ships which are handled and loaded dangerous cargoes and allowing the crew to learn these requirements.

- Should check all the ship devices, tools and engine accordingly.
- Should check the dangerous cargoes or storages if there is any damage or leakage or not whenever possible.
- Should make an immediate report to the Port Authority when there is any damaged, leaking cargo unit or containment system failure on board and if safety of people and safety of environment are under the risk.

When dangerous cargoes are on deck or are about to be shipped /unshipped, each person or persons who are in charge of loading/unloading,

a. Will act according to the advices or warnings of the master/port officers.

b. Avoid smoking on board except fort he areas where the master considers appropriate.

c. Avoid behaviours that may pose a spark or flame risk on board except the area where master consider appropriate.

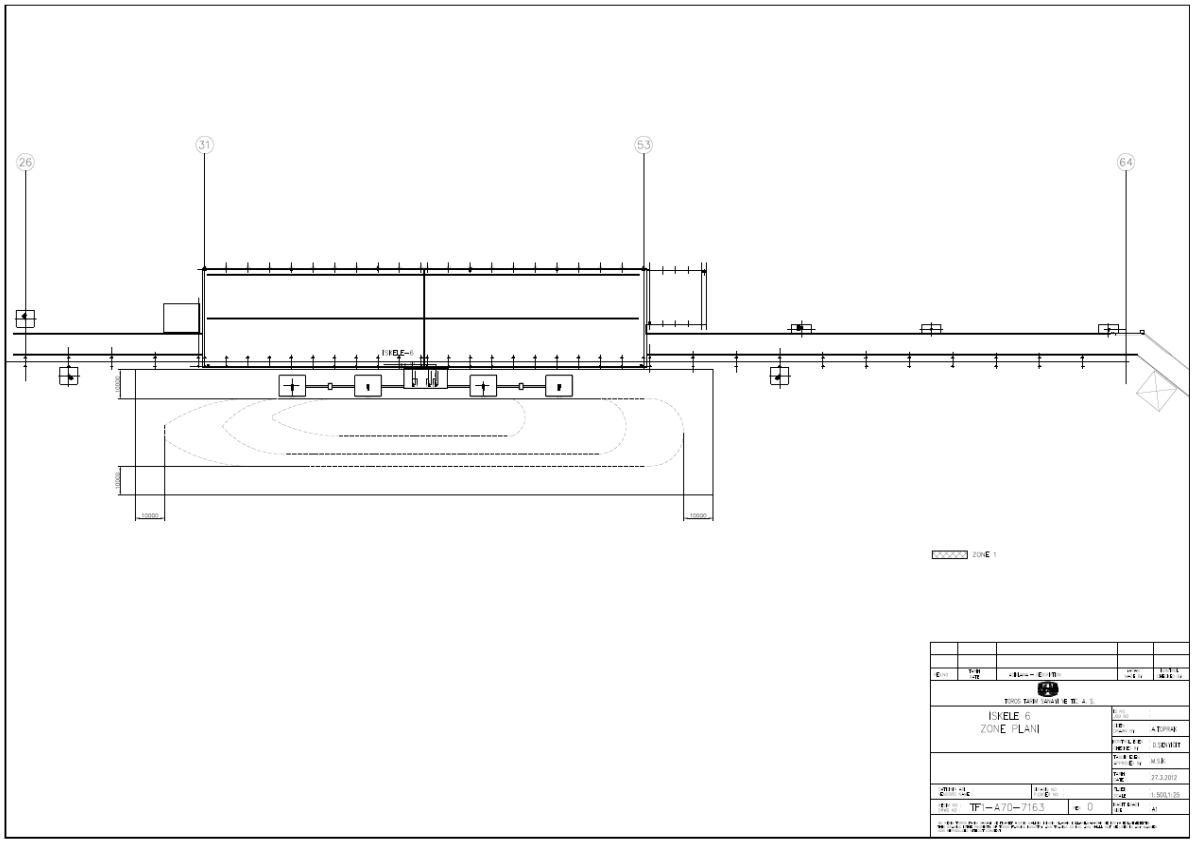
d. No welding will be done except the area where the vessel master considers appropriate.

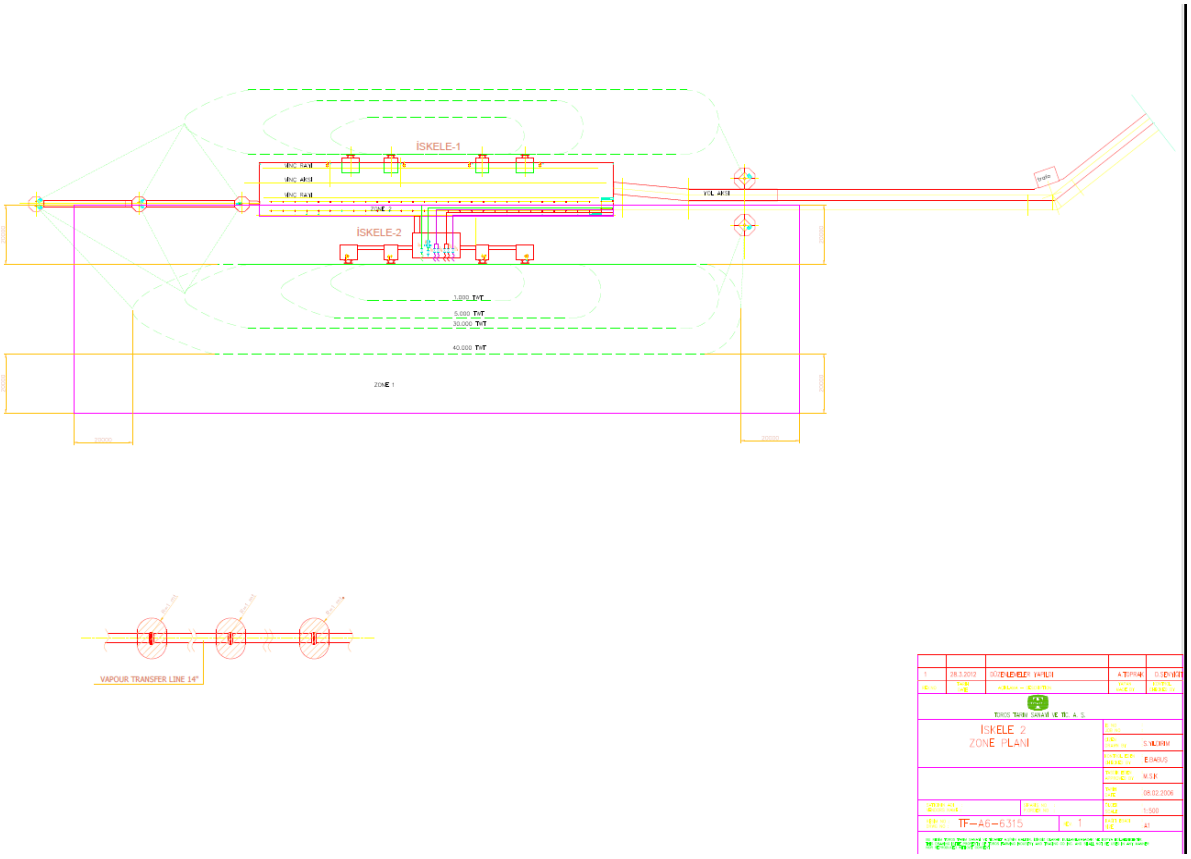
Anchorage Area for Dangerous Cargo Ships:

According to Port regulations stated in article 19 ”If possible, a separate anchorage area is determined and it is stowed by the other ships. Dangerous cargo ships or vessels can not go out of their designated areas, drop the anchor or berth without the permission of the Port Authority.”

Dangerous Cargo Vessels - No.1	36° 49’ 06’’ K	035° 57’ 00’’ D
	36° 47’ 00’’ K	035° 58’ 48’’ D
	36° 47’ 00’’ K	036° 01’ 12’’ D
	36° 51’ 12’’ K	036° 01’ 12’’ D
	36° 51’ 48’’ K	036° 59’ 12’’ K
Pilot Station	36° 52’ 30’’ K	035° 58’ 48’’ D
Non-Dangerous Cargo Vessels – No.2	36° 49’ 30’’ K	035° 54’ 42’’ D
	36° 49’ 30’’ K	035° 55’ 17’’ D
	36° 48’ 30’’ K	035° 54’ 24’’ D
	36° 48’ 30’’ K	035° 53’ 50’’ D
Pilot Station	36° 51’ 21’’ K	035° 57’ 18’’ D
Non-Dangerous Cargo Vessels – No.3	36° 52’ 18’’ K	035° 59’ 18’’ D
	36° 51’ 42’’ K	036° 01’ 36’’ D
	36° 52’ 48’’ K	036° 02’ 18’’ D
	36° 53’ 30’’ K	036° 00’ 06’’ D
Pilot Station	36° 50’ 18’’ K	036° 56’ 24’’ D
Non-Dangerous Cargo Vessels – No.4	36° 46’ 00’’ K	035° 52’ 00’’ D
	36° 46’ 00’’ K	036° 53’ 12’’ D
	36° 47’ 36’’ K	035° 54’ 30’’ D
	36° 47’ 36’’ K	035° 53’ 24’’ D
Pilot Station	36° 47’ 00” K	035° 56’ 00’’ D

Harbor Docks To Handle Dangerous Cargo:





Entry-Exit Between Ship And Coast:

As per Dangerous Goods Carriage By Sea Regulations' decree for Pier Operating Institution that sates "Ensures that entry-exit system is proper and secure between the ship and pier";

Between ships approaching docks and the dock a strong communication is present. To allow exit and entry for ship crew without exposing them to harbor reach risks; ring transportation system is provided for transition of the crew from docks to main pier entrance.

a. It is forbidden for ship crew to walk in harbor reach, this is stated in signs hanged in specific places. There are pedestrian roads reserved and marked for pier personnel.

b. For ship dock transit, ship's gangboard will be used.

c. To illuminate ships docked at port facility sufficiently, enough illumination is present in harbors.

d. Port general layout is posted at necessary places.

Fumigation :

- Fumigated or marked as fumigated cargo transport units (CTU) where transported by the loads that causes formation of gases are not allowed to leave the harbour without

carrying out gas measurements or without active or passive ventilation if the measument value is over the limits that are set by the Ministry.

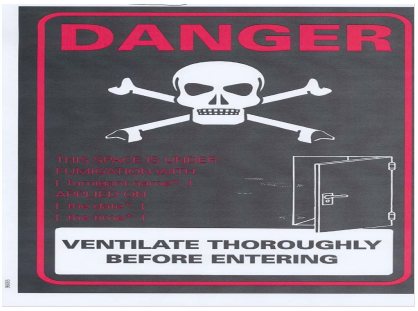
- The gas types and amounts described as dangerous are determined by the Ministry. In case the gas measurement values might affect the safety of transport and handling, it is subject to active or passive ventilation.

- The information regarding the substances used for fumigation will be reported quarterly to the Ministry.

- The gas measurements and gas purification operations of fumigated or gas generating cargo units will be done by the persons or institutions authorized by the Ministry. As a result of the gas measurement process, a document will be issued. If the measuremet values exceeds the values declared by the Ministry, CTUs are not allowed to go out of the port facility.

- The same measurement, ventilation and gas purification procedures are also applied to the materials used for refrigeration and ventilation.

- For fumigated containers, Recommendations for the safe use of pesticides, IMDG Code Appendix and IMO/ ILO/ UN ECE Guide for Cargo Transport Units Packing should be consulted. These types of containers must have fumigation warning mark on them.



- Appropriate warning picture mark or label should be hanged / sticked to the cargo holds where fumigated or are about to fumigated cargo carrying units stored or to the other coastal areas.This label /mark should be of a size which can be clearly seen.

- Unauthorized persons are not allowed to enter the designated areas without having confirmed that the fumigated ships ,stores or all parts of cargo carrying units are gas free or without an entry permission having issued by the responsible personnel or without having removed the warning marks.

- Fumigation warning marks should be specified or affixed to the shipboard, fumigated CTUs or outer parts of the cargo areas with fumigated loads / substances.

- When CTU or cargo area is adequately ventilated, accessing permit document should be issued by a responsible person in order to ensure that the CTU or cargo area entry is safe.

- The opening process of fumigated CTU or bulk cargoes should be performed by the qualified personnel who are certified by national or local regulatory institutions.

- Fumigation process area should be defined and barriered. In accordance with the relevant legal requirements, Fumigation warning marks should be placed.

- According to relevant legal requirements, fumigation processes shoud be done in a remote location from the public areas or other workspaces

- The organizations or persons to do fumigation should be "Accredited for the Fumigation" by official agency or institution.

7. DOCUMENTATION, CONTROLLING AND RECORDING:

Dangerous Goods Shipping Document and Dangeros Goods Documents Controlling:

Dangerous Cargo papers are controlled to confirm if dangerous cargo entering to their facility is defined, classified, certified, packaged, labelled, declared, loaded into approved package, container and transport unit securely or not by Support Services Department,

Dangerous cargo procedures are put on hold until discrepancies are solved

The documents are as follows:

a. Transport Document (According to IMDG Code)

b. Dangerous Goods Transport Form

c. Invoice

d. Delivery Note

e. Written Instructions

The obligation of preserving Dangerous Cargoes relevant Information/Documents:

In the Port facility, consignors and carriers obliged to keep and preserve a copy of Dangerous Goods Transport Document and the additional data stated in IMDG Code at least 3 months.

In case these documents are electronically stored in the computer; port facility, consignor and carrier must be in a position to take a printout of these documents when required.

Prior Knowledge of Dangerous Good

Following the arrival of prior knowledge of Dangerous Goods by Support Services Department,

a)Cargo class shall be identified

b) Precautions against fire and leaking will be reviewed and any defect will be handled

c) Emergency plans and procedures will be checked

During dangerous cargo operations, as a general principle:

1- Dangerous cargo class, hazards and secondary hazards should be known.

2- If there is any damaged, opened, leaking or spilled dangerous cargo and if the package or cargo transport unit is contamined or not will be determined and the package certificates will be checked.
3- Dangerous cargo hazard group should be known in general. (High danger, medium danger, low danger)
4- Dangerous cargo labels should be checked

5- Dangerous cargo documents and the official papers will be compared and checked.

6- Safety requirements specified in IMDG Code should be followed.

7- Emergency case procedures (fire, spills, etc) should be read, learned and applied.

The Control of Dangerous Cargo Coming Into The Harbour Reach:

The following checks regarding dangerous cargoes coming into the harbour reach by road will be made by the Support Services

The points to be controlled are as follows:

a- Freight shipping, the documents and certificates regarding the safety transport of dangerous cargoes should be controlled.

b- Compliance between cargo amount and declared amount, compliance between the freight shipping document and cargo coming into the harbour,

c- If they are packed securely and appropriately or not,

-Through external inspection, the physical condition, strength and packaging integrity of the dangerous cargo units against the visible damage should be checked,

d- Packages, label / placard markings of all the external cargo containers and vehichles should be checked for compliance with the rules.

- Dangerous cargo labels, cargo units and cargo transport units should be inspected if they are packed, labelled and placarded in accordance with IMDG Code provisions and national/international standards, unnecessary labels, placards, marks are removed and cargo transport units, Cargo Transport units (CTU) Packaging according to IMO / ILO UN ECE Guide is properly installed, and that the packaging is secured.

In case of non-conformity between dangerous cargo information and cargos coming into the harbour, it should be informed to the related cargo assignors.

Non-conformitites of declared cargoes are reported to the Port Authority.

Supervisory Duties and Responsibilities, Administrative Sanctions:

The provisions of this guidebook are supervised by Botaş Port Authority and administrative sanctions are applied according to Dangerous Goods Carriage by Sea stated in articles 15 and 16 in case any non-conformities are identified.

The obligation of proper Shipment Name of Dangerous Goods:

Mandatory rules concerning packed dangerous cargoes are regulated in IMDG Code. Proper Shipment Name and UN Number mentioned in Dangerous Goods List according to IMDG Code section 3 will be used by the operating personnel involved in dangerous goods handling and transporting so as to define the relevant cargoes mentioned in delivery notes, in cargo documents and in correspondence to be made with the other institutions.

Dangerous Cargo Records:

The updated record of all incoming and outgoing dangerous goods will be kept by Port Facility Head Office.These records and information, if requested, will be provided to the Port Authroity and Emergency Response officials.

Notification of Dangerous Goods Transport Unit Inspection Results:

According to IMO MSC.1/Circ. Arrangement with Dangerous Goods and combined transport Regulation Head Office circular No. 1442 04.03.2013 and 80063613/115.01.1099-numbered in accordance with the articles; the required inspections of Cargo Transport Units (CTU) carrying Dangerous goods subject to IMDG Code will be made in compliance with the IMDG code quarterly at the end of the period by the port facilities where packed dangeous cargo handled subject to IMDG Code and will be reported to the relevant Port Authorities where the coastal facility affiliated to. The results will be reported to the Dangerous Goods and Combined Transport Regulation Head Office by the Port Authority where the notification is made.

The Notification of Dangerous Goods Incidents:

The people involved with dangerous cargoes in the harbour reach should report dangerous goods-induced indicents that may cause any damage to any property or the environment to the

Port Authority as soon as possible with a " Dangerous Goods Incident Notification Form " present in the Appendix.

Within this scope;

Port facility operator,

a. Should immediately inform dangerous goods spills occured in the areas of responsibility, fire risks or incidents and in case of a potential risk in any way related to the dangerous goods to the Port Authority and Emergency Response officials.

b. Should keep the statistics of dangerous cargoes accidents. Cargo operation accidents are discussed in Occupational Health and Safety Upper and Lower Assembly. The main reason of the dangerous goods accidents are reviewed and necessary measures will be taken.

c. Should inform the statistics of dangerous goods accidents to the Port Authority in periods to be set by the Ministry.

Precautions against dangerous goods that are not proper, secure or pose risk to people or to the environment will be taken and reported to the Port Authority by operating institution.

Surveillance and Routine Controls of Dangerous Goods Stacking Area:

- Leaks, damaged packaging, degradation, temperature changes and other regular and unannounced controls stated below for the dangerous goods stowage &storage area are made by Support Services Department.

- Refrigerated dangerous goods containers will be checked at intervals not exceeding 2 hours and maintaining set heat should be ensured.

- Routine controls will be done in order to eliminate the possible sources of fire, leak or other problems or to be prepared against any signs of impairment of stacked or stored dangerous goods. Leaking packaging should be handled only under the supervision of the responsible staff.

- Support Services Department should make sure no one opens transport units carrying dangerous cargoes and interfere with them in any way without a valid reason.

- In case this cargo container is opened by an authorized person for an inspection, Support Services Department should ensure that authorized person is aware of the possible dangers caused by the presence of dangerous goods.

- Controlling if segregation rules are abided in dangerous cargo stacking area or not.

- Dangerous cargo storage area is under surveillance of security staff and cameras 7/24.

- As a general rule, all harbour officials are responsible for being cautious to prevent dangerous goods accidents and do their best at work.

- The areas where the dangerous cargoes stored and handled should be illuminated well.

8. EMERGENCIES, PREPARING FOR AND RESPONDING TO EMERGENCIES

First Aid Means and Capabilities In Case of Dangerous Substance Related Accidents:

In accidents involving dangerous materials at the port facility, the IMDG code in the Appendix Medical First Aid Guide (MFAG) will be used; necessary measures are taken according to the scope of No. 6331 Occupational Health and Safety Act in order to prevent from all possible injuries or accidents. Medical First Aid trainings are provided in the workplace in accordance with the legislation.

CLASSES OF DANGEROUS CARGO RISKS AND MEASURES TO TAKE:

CLASS 1 EXPLOSIVES

Main risks:

- Falling of cargo
- Fire
- Cargo explosion
- Toppling and spilling or impact during handling

MEASURES TO TAKE

- Necessary warning signs should be placed against the possibility of fire and fire extinguisher systems should be placed in the harbour reach.

- If this type of material in the presence of fire; fire fighting operation should be done behind a protective screen.

- It is recommended to use a lot of water to fight fire.

- Spill cleaning up process should be done with the protective materials and equipment that will not lead to creation of sparks.

- Explosive wastes should be stored in a separated area from other wastes. It should be removed as soon as possible from the harbour for disposal.

CLASS 2 GASSES

Main risks:

-Explosion

-Drowning (by not receiving enough oxygen during respiration)

-Burns

-Poisoning

MEASURE TO TAKE

- Necessary warning signs should be placed in case of fire and fire extinguishing systems should be placed.
- Burning flammable gas should be cooled by keeping water outside the container.
- Flammable gas containers have an explosion risk after cooling process.
- Therefore, refrigerated boxes and containers should be taken in the protected areas against explosion risk.
- Leaked cargoes containing toxic gas should not be approached. Environmental security should be ensured by notifying experts.
- Extinguishing materials for gas fires: Dry chemical powder, CO2 and Halogen. Places with toxic gas risk should not be entered without breathing apparatus.
- As waste gases are stored in the open field, it is not possible to implement a method for disposal.
- However, if it is mandatory to be store them in a closed environment, ventilation system should be installed.

CLASS 3 FLAMMABLE GASES

Main risks:

-Fire or explosion

-Irritation

-Burns

-Poisoning

Class 3 also includes flammable liquids that have flashpoint below 61 C and desentisized liquid explosives.

MEASURES TO TAKE

- They are easy-flammable and non-flammable - flammable liquids. (Eg. Petroleum, diesel, kerosene)

- In case of any leakage in the indoor environment, considering the possibility of choking gas emittance, the environment should be ventilated for a period before interfering. In case of combustion, water should not be used, dry powder or foam fire extinguishers should be used.

- Extinguishing materials: Foam,(dry chemical powder),CO2, and Halogen.

In case of leakage from the containers containing these types of materials, containers should be cleaned using absorber liquid kits and liquid wastes obtained should be disposed of using appropriate methods. A leak in the container must be taken to the leaking pool.

CLASS 4 FLAMMABLE SOLIDS

Main Risks:

-Explosion

-Burns

-Poisoning

MEASURES TO TAKE

- Cargoes with red - and-white striped labels should be treated with plenty of water in case of combustion.

- Any type of fire extinguishing device is effective on these cargoes.

- Carbon dioxide fire extinguishers should not be used on the cargoes with half White - half red labels, dry powder fire extinguishers should be preferred. During the fire of light metals such as aluminum, magnesium; as very high heat arised, water certainly should not be used.

- Water absolutely should not be used on blue labelled cargoes.

- In contact with water, these cargoes lead to formation of flammable gases and further strengthening of the flame. For this reason, the dry powder fire extinguishers should be used.

- Hazardous wastes should be stored in hazardous waste storage container and should be sent to disposal facilities so as to be disposed of according to procedures.

CLASS 5 OXIDIZING SUBSTANCES AND ORGANIC PEROXIDES

Main Risks:

- Explosion

- Fire

- Fire starter

- Burns

- Poisoning

- Decomposition

MEASURES TO TAKE

- Although these substances are not flammable, they can lead to the combustion of other materials by generating oxygen or such.

- Spontaneously explosion in fragmentation, detonation, shock or friction-sensitive, substances that can harm the eyes is within this scope.(Eg. Hydrogen peroxide, calcium carbonate, ammonium nitrate, chromic acid)

- In case of the combustion of this type of material, water or fire extinguishers containing dry powder should be used.
- Using any materials in order to prevent contact with air may lead to the growth of the oxidizing materials fire, therefore, it should not be used. Avoid contact with skin.

- Leaking containers should be taken to the pool. The chemical leakage on the floor shoul be cleaned with chemical absorbant kits.

- Chemical absorbent kits and residues of cleaned materials used for cleaning should be stored in dangerous wastes storage area.

CLASS 6 TOXIC AND INFECTİOUS SUBSTANCES

Class 6.1

Main Risks:

- Inhalation, digestion, via ingestion and skin contact of vapors or gases

- Acute and chronic poisoning

- Difficulty in controlling leakage from the containers

- Toxic gas spread and contagion of remote areas

- Breathing apparatus is required

Class 6.2

Main Risks:

- Disease

- Infections

- Epidemics and infectious diseases

Category A: (High infection risk!)

Category B: (Low infection risk!)

MEASURES TO TAKE

- These cargoes are toxic and pathagonic if swallowed or inhaled. (Eg. Methyl bromide, arsenic, medical wastes, methyl alcohol)

- In case of leakage where toxic gases may arise, absolutely no intervention will be made. The area should be evacuated and authorities should be notified.

- Leaking container absolutely should not be intervened with. Professional support should be taken from well trained and authorized persons.

CLASS 7 RADIOACTIVE MATERIAL

Main Risks:

-Cannot be detected by human senses

- Packages or containers must be cooled in case of fire

MEASURES TO TAKE

- Radioactive materials emitting ionizing radiation. May cause radiation -induced diseases. (ie. Active gamma sources used in radiotherapy process, cobalt Co-60, Po-210)

- Radioactive substances are carcinogenic and fatal in case of upon contact or be approached. form of the substance upon contact or be approached.

- Should definitely be avoided. Where intervention is required, area should be evacuates as soon as possible.

- For more information, please consult to Çekmece Nuclear Research and Training Center
- For disposal, please consult to Çekmece Nuclear Research and Training Center.

CLASS 8 CORROSIVE SUBSTANCES

Main Risks:

- Contact required for damage to occur.

- Flammable and /or explosive gases are created when it reacts with metals.

- Harms eyes with contact and harms respiratory system by inhalation.

- As they are dangeorus when the vapors of these types of substances are inhaled or come in contact with eyes, goggles, masks, protective clothing and protective sleeves should be worn before approaching them.

- Gases may arise when they come in contact with the metals characterized in acid-base and corrosive. (Eg. Hydrochloric Acid, Sulphuric Acid, Nitric acid, Sodium Hydroxide, Potassium Hydroxide and batteries.)

MEASURES TO TAKE

- As they are dangeorus when the vapors of these types of substances are inhaled or come in contact with eyes, goggles, masks, protective clothing, protective sleeves should be worn.

CLASS 9 MISCELLANOUS SUBSTANCES AND ARTICLES

Class 9 is a group of miscellanous dangerous substances and articles decided as dangerous goods but not comply with the definition of other classes. This does not mean that they are less dangerous. Similar attention must also be given to these substances and articles.

Prior notice for Dangerous or Marine Pollutant Cargoes:

Ships or vessels carrying dangerous cargoes submit a written prior notice document where the dangerous cargo details are stated on prior to entering the Port Authority area at least 24 hour advance whereas the ships and vessels with less than 24 hours sailing time until they enter the harbour reach submit the document as soon as they depart from the port facility to the Port Authority area via responsible parties.

Cargo assignor should notify the Port Facility Operator about dangerous cargoes carried by railroad or road at least 3 hours in advance.

For reports that do not include accurate information or fail to comply with the notification obligations, administrative processing is performed by the Port Authority and they lose their place in the queue for the berthing, sailing or transition.

Prior notice includes the dangerous cargoes that will be handled or stored and transit cargoes

Information, Documents/ Forms to be submitted in the Prior Notice Process:

The main purpose of information and documents which are submitted within the scope of IMDG Code is to report all the risks, threats, damages and emergency case implementations to all of the parties involved in dangerous goods transport.

According to article of Dangerıs Goods Carriage by Sea Regulation which states "Port facility operator requests all necessary documents and information relevant to dangerous cargoes from the cargo assignor and ensures that all these documents will be in conjuction with the cargo",

For dangerous cargoes that come to harbor reach via seaway ship agency will provide the following:

a) To Port Authority

- Dangerous Goods Declaration Form.

- Permission slip by Ministry of Internal Affairs for Class 6.2

b)To Support Services

- Dangerous Goods Manifest/ Consignee Declaration

- Dangerous Goods List

- Permission slip by Ministry of Health for Class 6.2

-MSDS/SDS Form

- Emergency Cards

- Container / Vehicle Filling Certificate

- Dangerous Goods Plan Storage Plan should be sent to Port Facility Management via e-mail to terminal.mudurlugu.sekreteri@toros.com.tr

Notification obligation of dangerous goods transported by road to harbor reach:

Shipping agent must notify Port Authority, Support Services Division and relevant institutions and organizations by at least 3 hours before the entrance of dangerous cargoes to be loaded on board

a) To Port Authority

- Dangerous Goods Declaration Form

b) To Support Services Department

- Dangerous Goods Manifest/ Consignee Declaration

- Dangerous Goods List

- Permission slip by Ministry of Health for Class 6.2

-MSDS/SDS Form

- Emergency Card

- Container/Vehicle Certificate and Container Filling Introduction Service Request Form (IMDG Class and UN no areas will be filled) will be sent to terminal.mudurlugu.sekreteri@toros.com.tr e-mail address or will be handed as a physical copy.

Emergency Evacuation Plan:

Port Regulations article 19 states"Coastal facility operators prepare emergency evacuation plan for evacuation of ships and vessels from coastal facilities in case of emergency cases and submit it to Port Authority for approval; Ceyhan Port Facility Emergency Evacuation Plan is prepared and approved by the Port Authority. In emergency cases where the harbour needs to be evacuated, Ceyhan Port Facility Emergency Evacuation Plan will be put into effect.

Case of Emergency in Harbour:

In emergency cases such as earthquakes, fires, explosions, storms, lightning, floods, flooding, hazardous materials incidents, accidents, sabotage, terrorism, war, explosions, etc., "Port Emergency Case Plan" is put into effect.

The sound of a siren is the emergency alarm in the harbour. Emergency case alarm button is placed in designated areas in each pier. In emergency cases, emergency case fire alarm button will be pushed and harbour shift supervisor will immediately contacted.

In case of fire on board, the ship giving warning with the whistle or the alarm will do the first emergency response on board with the crew and ask for help from the coast subsequently.

In case of fire on the coast or on the other ships, charging/discharging operations will be put on hold. Everybody will act in accordance with the instructions of Support Services. The ship will make arrangements for an immediate departure. Port tugs will be on standby.

If necessary, General Directorate of Coastal Safety tugs will be summoned.

Emergency Response Against Fire and Marine Pollution:

Following safety, fire and security measures are taken in the harbor reach where dangerous cargo operations take place.

Emergency Response Against Fire and Marine Pollution:

- In all harbour reach and docks, fire circuit, expansion tanks with fire circuits, fire hydrants, fire cabinets (nozzle, fire hose), oil spill kit, alarm buttons and announcement systems are available.
- If required, one electrical and one diesel fire pump to feed the fire circuit with sea water and tug with the ability to put out fires that may break out in anchored ships in harbor are available.

Responsible Personnel:

By Support Services Department;

a. At least one responsible staff who knows national and international legal requirements very well and dangerous cargo transport, including the separation of inappropriate cargoes will be employed.

b. Should ensure that the responsible staff for the port area or areas where the dangerous cargoes are transported have information about the measures to be taken and be present at the scene of emergency cases.

c. Should notify captains of ships carrying dangerous cargo regarding the current applicable emergency case procedures and emergency services at pier.

d. Explosive substances or liquids in tank should not be handled during thunderstorms and unprotected cargo that dangerously react with water should not be handled during rain.

Spills/Leaks Cuased By Dangerous Goods:

In case of spills/leaks caused by dangerous goods operations, to prevent environment and marine pollution procedures stated in EmS Guide will be followed for intervention; for leakage that may be caused by dangerous goods listed in IMDG Code, procedures stated in

EmS For Spillage will be followed for intervention. The incident will be reported to Port Authority.

Fires Caused By Dangerous Goods:

In case of fires caused by dangerous goods operations, EmS Guide procedures for preventing marine and environmental pollution and EmS Fire procedures of emergency evacuation plan against for the fire caused by the dangerous goods which are listed in IMDG Code will be put into practice and will be reported to the Port Authority.

In case of leaks or spills of dangerous goods; if it is a serious threat to marine and environmental matters, Marine Pollution Emergency Plan will be put into practice as it is evaluated in the scope of 1. level incidents and all necessary interventions are made accordingly.

Emergency Response Procedures:

In case of the accidents involving dangerous cargoes, procedures listed below will be followed:

- The person who notices the accident, must immediately report the situation to the Pier Operation Manager
- Pier Operation Manager stops all operations around the incident area.
- Pier Operation Manager immediately goes to the scene of accident so as to check the notification, to evaluate the situation and to report/confirm the information that he received
- If anyone was injured or not, or if they are infected with any infectious substances, the exact location of the incident on the ship/ in the pier, the container number of the vehicles and any other information about the dangerous cargo, IMDG Class on the containers or packages ad other relevant information (e.g UN Number) , specification of leak/ spill specification (if available), amount, colour, structure, odour, smoke. etc are immediately identified by the person responsible.
- Pier Operation Manager finds out the exact dangerous cargoes and danger types that is contained by controlling the papers.
- In a case where the local emergency service team are called, there should be a ready to use printout or a copy.
- Pier Operation Manager reports the incident to General Manager.

- In case it is reported as a serious incident by the Pier Operation Manager, Pier Operation Manager will evacuate the area and make the area safe in accordance with the instructions of General Manager.

- Precautions will be taken within the scope of emergency plans in the area.

- By implementing the Port Facility Emergency Response Plan; Emergency fire, ambulance, first aid, safety and other systems are put into action.

- If the harbour emergency response team is needed to intervene the accident; in order to protect themselves from risks, protective clothing and equipments are given from the nearest area.

- Port management may team intervene the accident at the scene of the accident or due to potential dangers, the relevant team may need to move the cargoes /injured persons from the scene of the accident to a safe area as soon as possible.

- If it is a serious accident, Pier Operation Manager may call the local emergency service team by using the system agreed with the Supporting Services and giving clear details.

    - Case of emergency,

    - Reporting point where a guide may meet with the emergency service team,
    - IMDG Classes of Dangerous Cargoes present,

    - Dangerous Goods are identifed as soon as possible.

- When the emergency service team get to the agreed point, a copy of IMDG data will be given to them and they will be accompany them to the scene of the incident.

- Then, the emergency service team intervenes the accident and make the area safe.
- Meanwhile, Pier Operation Manager contacts the shippers or other relevant parties through the assigned responsible persons and notifies the accident. He/She also consults them on how the dangerous cargo will be removed and be processed accordingly.

- There is a work safety specialist in the pier to consult. Concerned work safety specialist should be contacted and should be asked to go to the scene of the incident.

- In case of insufficient first aid /lack of first aid at the scene of an accident, the injured person or persons should be sent to the the nearest hospital / medical centre.

- When it is safe to do so, the damaged vehicle packaging and/or containers are immediately removed then moved to a safe area.

- (Outside Pier area) In the case of a leak, the scene of the accident is cleaned up accordingly by using absorbent materials, chemical foams, or water.

- In case of fire, the fire is thoroughly extinguished and the scene of the accident is cleaned.

- After analyzing and declaring that the scene of accident is secure, General Manager may give the instruction to resume the operations.

9. OCCUPATIONAL HEALTH AND SAFETY:

Occupational Health and Safety at Harbour and Personal Protective Equipments(PPE):

Port facility has TS EN OHSAS 18001:2007 Occupational Health and Safety Management System Certificate and continious improvement of worker health and safety operations is aimed. The facility's aim for worker health and safety practices is "0" accidents. For this purpose, the Occupational Health and Safety operations arecarried out, ongoing training is given to employees and awareness is ensured by having instructions for safe operations present in the harbour reach.

Port Facility Institution,

Within the areas that they are responsible with, it is the responsibility of the institution to have all personal protective equipment with sufficient numbers and quality present at the facility ready to be used.

Within the above mentioned scope in Ceyhan Operation Port Facility;

a. According to No. 6331 Occupational Health and Safety Act and related regulations within the scope of Occupational Safety and Health, Occupational Health and Safety Management System (OHSMS) is applied in terms of plant property and environmental safety in the harbour reach.

b. It is mandatory for all port users accessing to our port facility to wear Personal Protective Equipments (helmet, luminous vest, occupational safety steel toe shoe) conforming to TSE standarts.

c. Coastal facility staff responsible for handling dangerous goods and the other authorized persons should have the appropriate protective equipment complying with pyhsical and chemical characteristics of the dangerous cargo during loading and unloading. The information regarding the use of protective equipments will be provided to the harbour staff during tarinings, drills/practices.

d. In order to prevent the dangerous goods dangers that are handled at the harbour reach, the following basic emergency equipments are kept in the appropriate places (IMDG storing area etc.):

Each staff member who takes part in the dangerous goods handling chain knows how to use the above mentioned protective equipments.

“Personal Protective Equipment Use Map” which shows the distribution of Personal Protective Equipment in the port facility (PPE) of can be found in the Appendix.

10. OTHER ISSUES

Dangerous Goods Compliance Certificate:

After the commencement of legal obligations as of the date 01/01/2016;

a. The coastal facility will apply to the Ministy in order to get the "Dangerous Goods Compliance Certificate“ which shows that all handling and transport operations regarding dangerous cargoes are done accordingly.

The Obligation to Employ Dangerous Goods Safety Advisor:

According to Dangerous Goods Carriage by Sea Regulations, after the date of 01.01.2018, in all activities performed within the scope of dangerous goods transportation within the port facility , ‘Dangerous Goods Safety Advisor’ will be employed or consulting services will be purchased.

Required Document and Equipments for Road Vehicles Carrying Dangerous Cargo For Entry To Harbor Reach:

Ceyhan harbor port facility security staff will make all necessary checks and records at inbounds-outbounds for the road vehicles carrying dangerous cargo to the harbour or from the harbour.

According to The European Agreement concerning the International Carriage of Dangerous Goods by Road and Dangerous Goods Carriage By Road Regulations:

a. Dangerous Goods Transport Driver Training Certificate (SRC5) / ADR Driver Training Certificate

b. Valid cargo transport document belonging to vehicle (Vehicle Compliance Certificate / Certificate of Conformity ADR)

(1) ***(Different article:RG-31/12/2015-29579)*** *Owners of vehicles that is used in domestic dangerous goods transport that is registered to traffic registry and do not have “Vehicle Conformity Certificate/ ADR Conformity Certificate” when these regulations go into effect; will have to apply to an institution/institutions assigned by the Ministry by the date of 1/7/2016 to evaluate their vehicles’ conformity to ADR.*

(2) ***(Different article:RG-31/12/2015-29579)****Owners of vehicles that is used in domestic dangerous goods transport that is registered to traffic registry and do not have “Vehicle Conformity Certificate/ ADR Conformity Certificate” when these regulations go into effect and acquired “Vehicle Status Certificate” according to the first article of this entry;*

a) For 2005-2014 model vehicles until the date of 31/12/2016,

b) For 1996-2004 model vehicles until the date of 31/12/2017,

c) For 1995 and older model vehicles until the date of 31/12/2018 have to acquire Vehicle Conformity Certificate/ADR Conformity Certificate with methods and principles to be set by Ministry

c. As defined in ADR Class 1, Class 6 and Class 7 concerning the carriage of dangerous cargo, a copy of annual permission document taken from transport authorities,

d. Dangerous Goods and Hazardous Waste Compulsory Liability Insurance Policy
e. Unwritten orange plate at the front and rear of the vehicle carrying dangerous goods

f. Dangerous Goods Transport Document

g. Written instructions, concerning how to act at the time of the accident or hazard, given by the carrier to the driver.

h. Specific personal protective equipment to be used during the emergency cases.

i. Multimode Dangerous Goods Trasport Form when the dangerous goods are transported with more than one mode according to ADR as stated in Section 5.4.5.

Speed Limit in Harbor Reach:

Maxium speed limit is 10 km/h for the road vehicles entering to the harbour to load/unload cargoes. The administrative sanctions will be applied to the vehicles exceeding the speed limits.

Lanterns and signs that dangerous cargo carrying ships need to show at the harbor:

The ships carrying explosive, flammable, inflammable and the similar dangerous goods must show B (Bravo) flag during daytime and must show red light lantern while pointing in all directions (360 degrees) at night according to The International Regulations for Preventing Collisions at Sea (Col-Reg.).

Cold and hot work on board ships at the harbor carrying dangerous cargo:

According to Port Regulations stated in the article 22 “The ships/vessels at the harbour can not do any repair, blasting, painting and the other hot works, lowering process of lifeboat/boat or the other maintanence jobs without the permission of the Port Authority. If the Ships and boats doing these works are on the coastal facility, they are to coordinate with the coastal facility;

- The above mentioned works including the ships carrying dangerous goods at the harbour are subject to the permission of the Port Authority. Unless the coordination between harbour and the port facility is ensured, the ship can not do these works on board.

Minimum Safety Requirements for Hot Works:

a. Before doing hot works on deck or pier, the company officer or ship agency that will do the work needs to receive a written permit stating that they can do the work in question from port authority.

b. In addition to the security measures requested by port authority, before doing hot works, company officer that will do hot works alongside ship and/or harbormaster is to take all additional security measures needed in ship and/or pier.

These measures include the following:

- To verify that the areas are purged from flammable and/or explosive environments and where suitable it has sufficient oxygen, in addition to tests that are performed by accredited test institutions, examination of local and adjacent areas.

- The work areas of dangerous cargoes and other flammable substances and objects must be separated from the adjacent areas.

- Flammable construction elements (eg beams, wooden partitions, floors, doors, wall and ceiling coverings) must be protected effectively against accidental ignitions

- In order to prevent spread of the flames, sparks and hot particles to the adjacent areas and works areas, open pipes, transitions, valves, joints, gaps, and open parts must be sealed.

- A plate where hot jobs authorization information and safety measures are written on should be posted in the work area as well as all of the work space entrances. This authorization information and safety measures will be easily visible and clearly understood by everyone involved in the hot work process.

Following points must be considered while doing hot works:

- Inspections must be done in order to verify that the situations have not changed.

- At least one fire-extinguisher or other fire fighting equipment should be available in an easily accesible place in order to use them during hot work process.

- After completion of hot jobs, during the hot works and or when after sufficient time has passes after the hot work is completed, the detectors should be placed in the hot area where the hot work is performed and in the adjacent areas where danger may arise as a result of heat transfer.

Coastal Facility / Limited or Confined Areas Entry Procedure:

By Port Facility Management;

a. No entry should be allowed to limited or confined areas areas such as cargo tanks, empty spaces around the tank, cargo handling area, ballast tanks or areas that have/may have dangerous vapors or oxygen consuming cargoes unless the danger in

question is purged, sufficient oxygen is in the area and trained personnel with enough knowledge allows entry.

b. For operational reasons, if areas that have not been purified from dangerous vapors need to be entered without an approval for entry, only the personnel with sufficient breathing apparatus and other protective equipments should enter the said area.

c. In port facility, while seperate detectors for oxygen and gas measurement can be used, multi purposed detectors that can detect gasses emitting from handled dangerous goods can also be used. These detectors' calibrations should be done in periods and methods specified by manufacturer.

d. During entery to confined space, if necessary flammable/explosive/toxic gas measurements can be made except for oxygen measurement.

Cases That is Not Covered in This Guidebook:

For cases that is not covered in this guidebook, International Maritime Dangerous Goods Code (IMDG Code) and other related legislations will be applied.

Updating and Distribution of This Guidebook:

A copy of this guide at BOTAŞ Port Authority, while the other copy will be available at Ceyhan Port Facility Terminal Management. This guidebook will be distributed and announced to all relevant port officers, facility users, cargo assignors and public authorites by the Terminal Management.

In line with changing conditions and regulations, the amendments for this guidebook will be made by the Terminal Management.

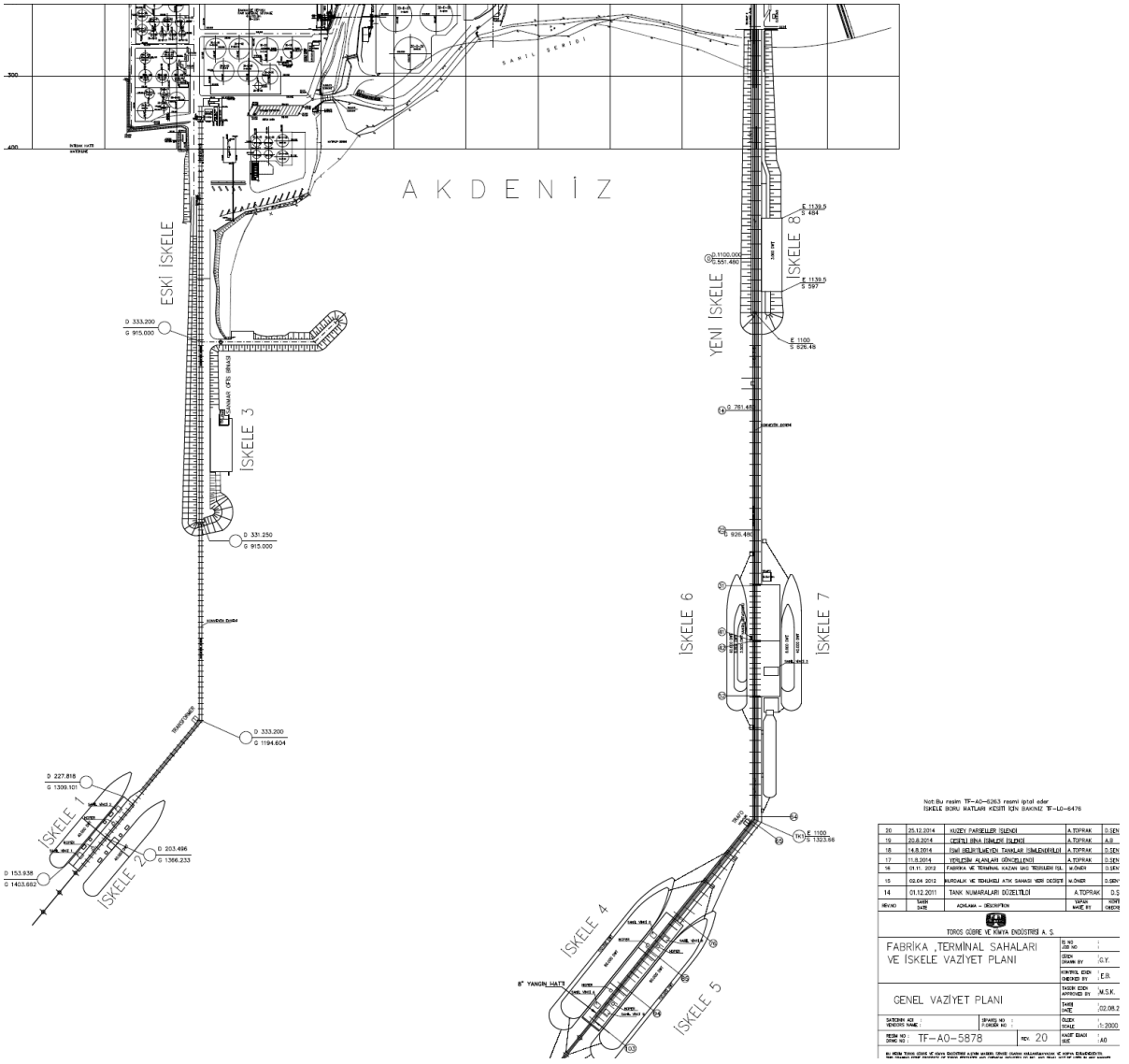
All relevant facility personnel, cargo assignors, public authorities and facility users will be given access to this guidebook via Ceyhan Port Facility web site.

Approval and Execution

The approval authority of this guidebook is BOTAŞ Port Authority. This guidebook will go into effect after approval by the Çanakkale Port Authority. BOTAŞ Port Authority and Ceyhan Port Facility Terminal Management officials are responsible for the execution of this guidebook.

ANNEXES

ANNEX-1: Ceyhan Port Facility General Layout



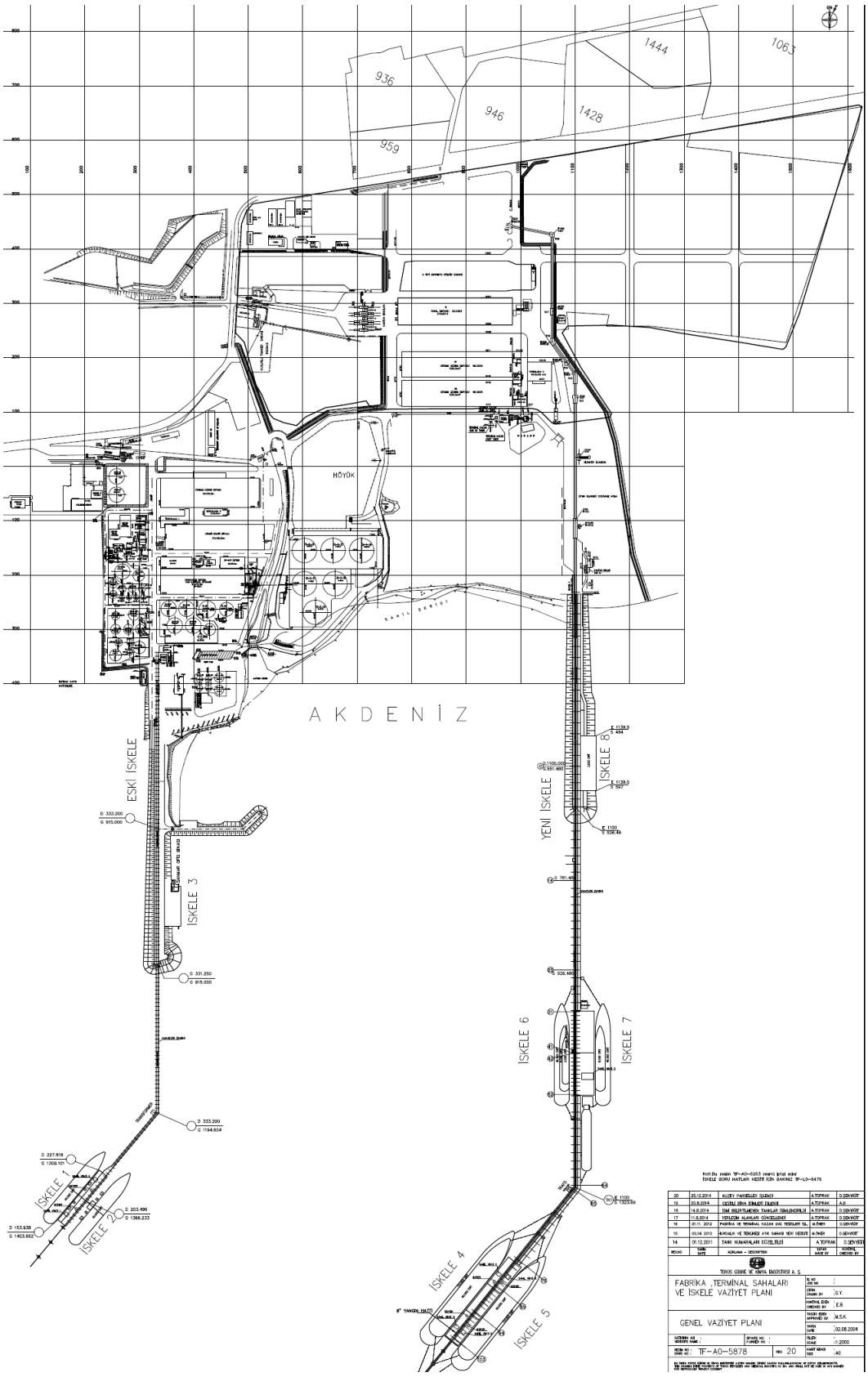
ANNEX-2: Ceyhan Port Facility Panoramic Photo

ANNEX-3: Emergency Contact Points and Contact Information

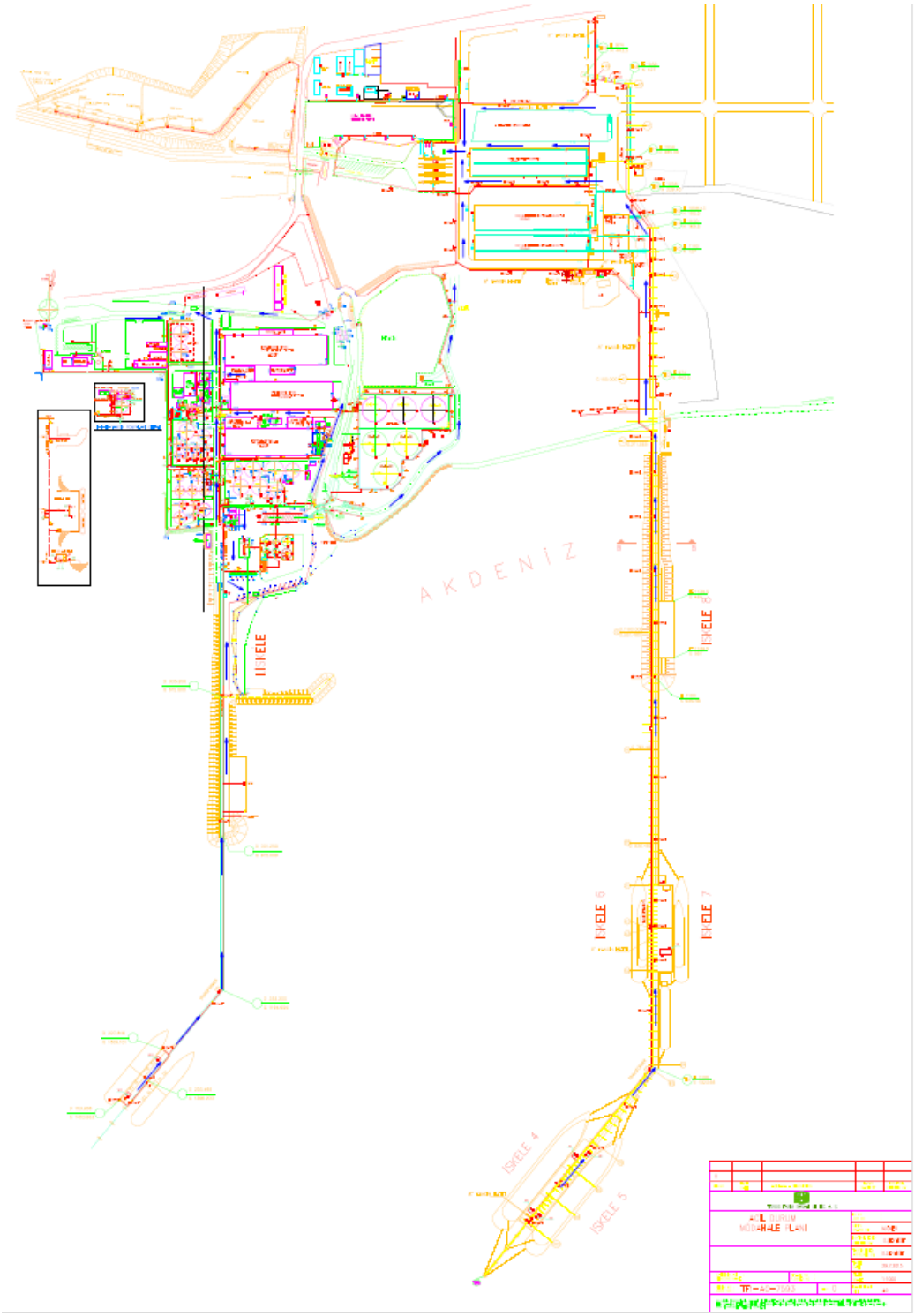
INSTITUTION NAME	DUTY	TELEPHONE NUMBER
FIRE REPORT LINE		110
EMERGENCY SERVICE		112
COAST GUARD REPORT LINE		158
CONSTABULARY		156
POLICE		155
TRAFFIC POLICE		154
FOREST FIRE REPORT LINE		177
BOTAŞ Port Authority	Central	0.322.639 21 38-39
BOTAŞ Oil Firms Ceyhan	Central	0.322.639 24 65
BOTAŞ Coast Guard Command	Central	0.322.613 58 59
TAYSEB Ovary Free Zone Management	Central	0 322 634 20 80
TAYSEB Ovary Free Zone Revenue Office	Central	0 322 634 21 27
Ceyhan Public Hospital	Central	0 322 613 13 62
Ceyhan Çınar Private Hospital	Central	0 322 611 30 30
Ceyhan District Governorship	Central	0 322 613 90 90
Ceyhan Mayorship	Central	0 322 613 40 20
Ceyhan District Police Department	Central	0 322 613 10 06
Ceyhan District Constabulary Command	Central	0 322 613 11 08
Customs Enforcement	Central	0 322 634 22 22
Main Search and Rescue Coordination Centre (Ankara)	Central	0 312 231 91 05-232 47 83
Undersecretariat of Maritime Affairs Regional Directorate	Central	0 324 341 58 11 -341 58 76
Adana Governorship	Central	0 322 459 27 43-22 88-13 99
Adana Police Headquarters	Central	0 322 435 31 95

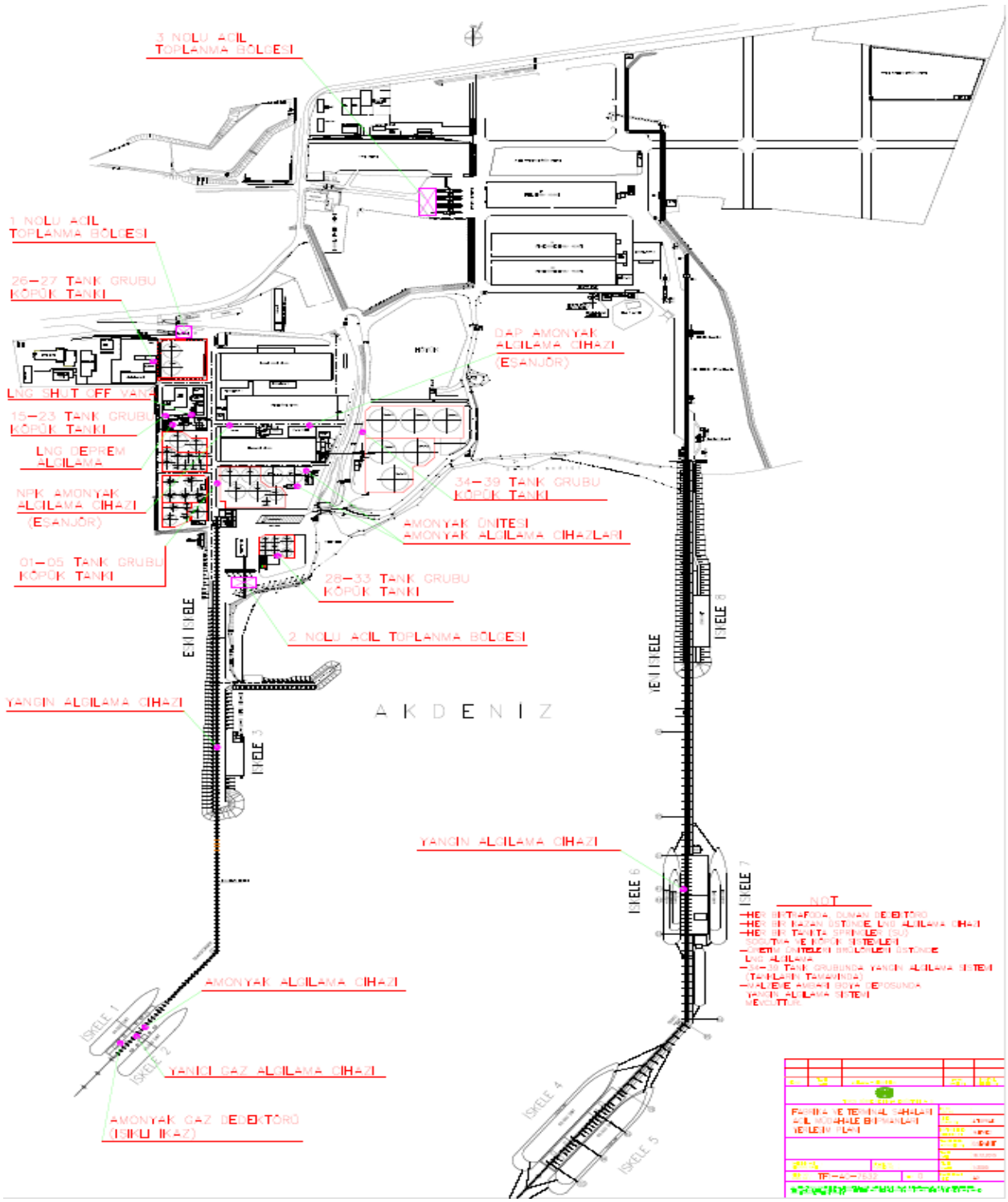
Adana Environment and Urbanisation Provincial Directorate	Central	0 322 235 14 06
Adana Disaster and Emergency Provincial Directorate	Central	0 322 227 28 54-55
Adana Civil Defense Search and Rescue Unity Directorate	Central	0 322 394 36 74-75
Adana Provincial Directorate of Health	Central	0 322 344 03 03
Provincial Directorate of food, agriculture and livestock	Central	0 322 344 16 16 -344 17 17-344 18 18
Adana Meteorology 6th District Office	Central	0 322 321 13 98

ANNEX-4: General Layout of Handling Areas of Dangerous Cargoes

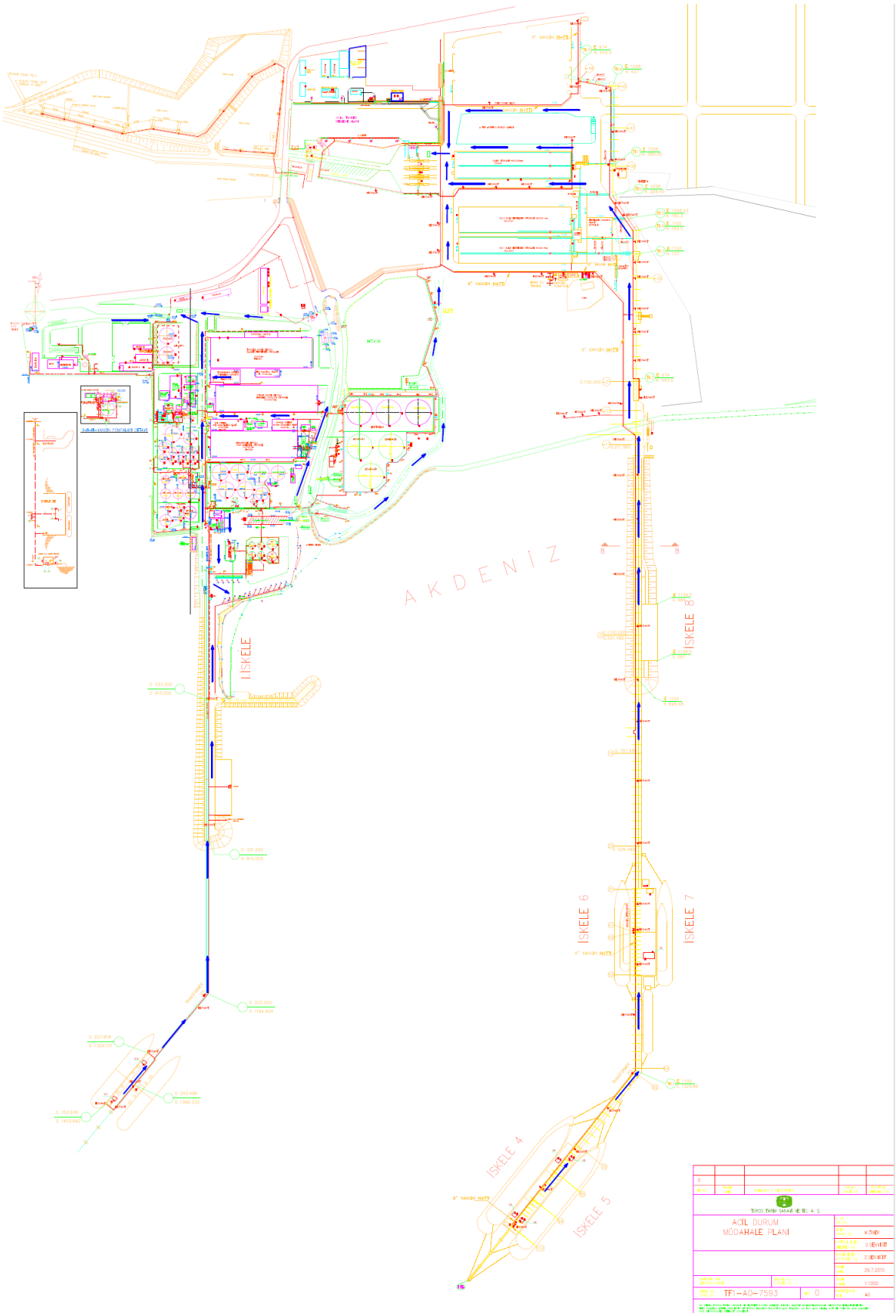


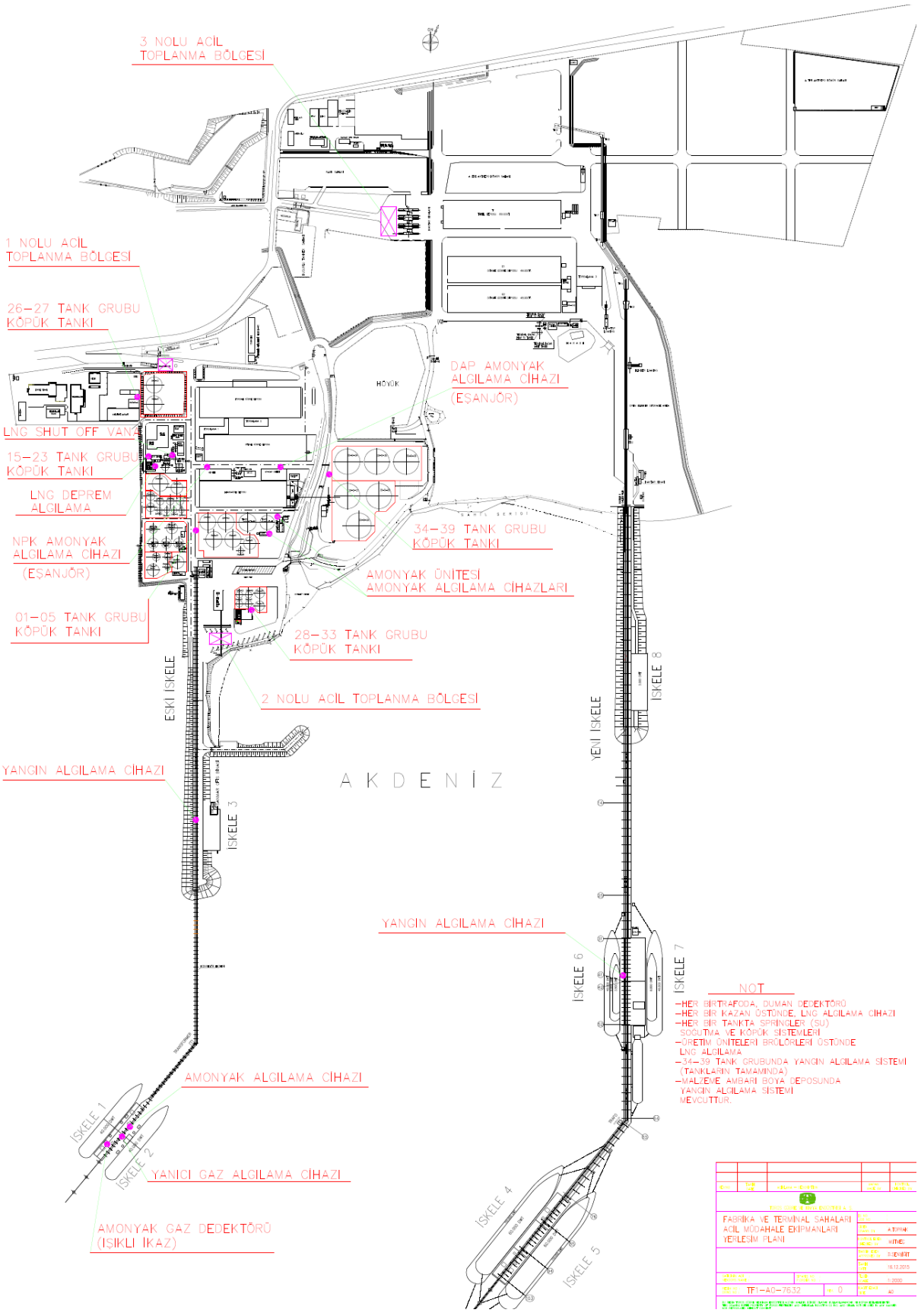
ANNEX-5: Fire Plan of Handling Areas of Dangerous Cargoes



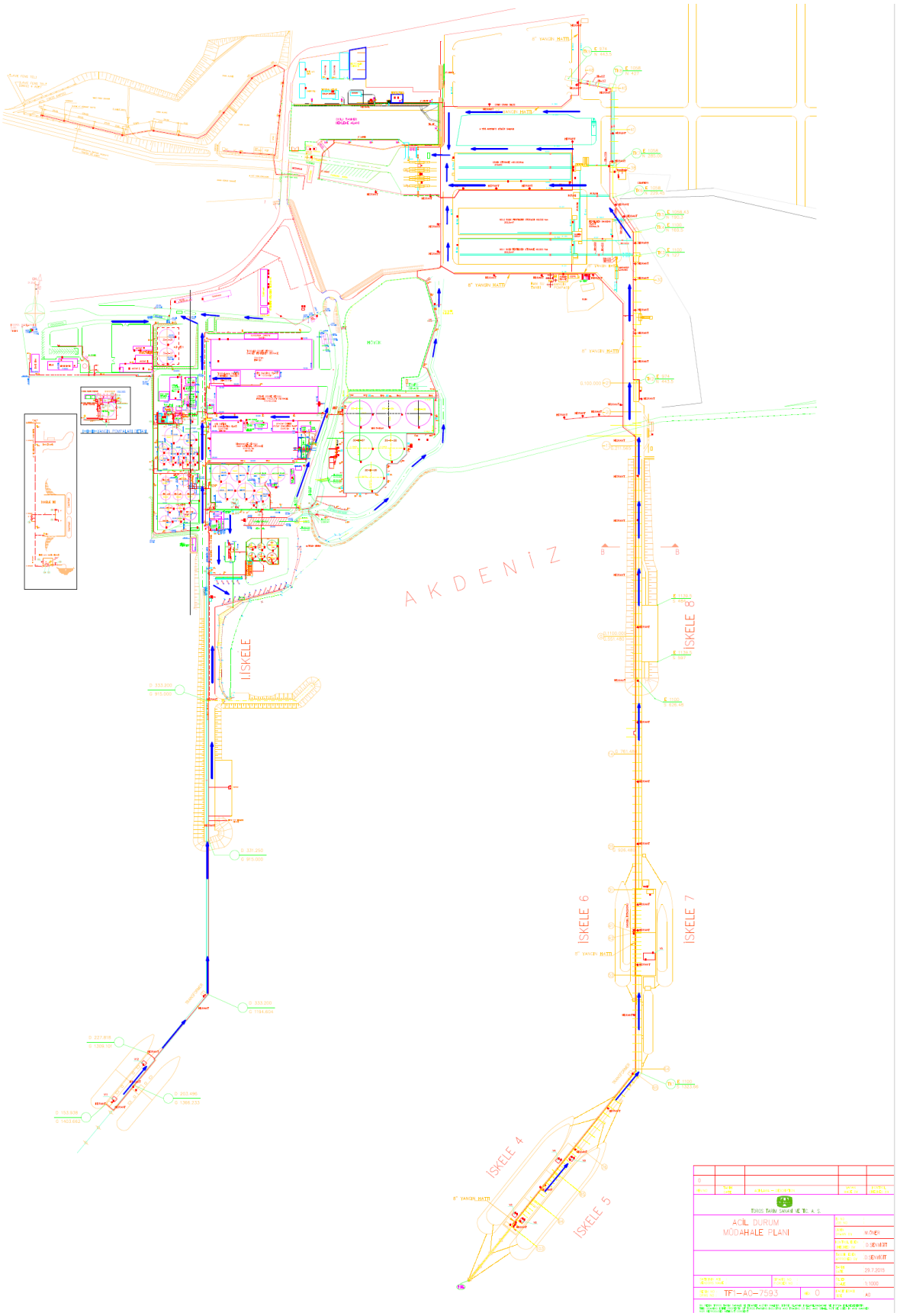

3 NOLU ACIL TOPLANMA BÖLGESI
1 NOLU ACIL TOPLANMA BÖLGESI
26-27 TANK GRUBU KÖPÜK TANKI
DAP AMONYAK ALGILAMA CIHAZI (ESANJÖR)
LNG SHUT OFF VANA
15-23 TANK GRUBU KÖPÜK TANKI
LNG DEPREM ALGILAMA
NPK AMONYAK ALGILAMA CIHAZI (ESANJÖR)
34-39 TANK GRUBU KÖPÜK TANKI
AMONYAK ÜNITESI AMONYAK ALGILAMA CIHAZLARI
01-05 TANK GRUBU KÖPÜK TANKI
28-33 TANK GRUBU KÖPÜK TANKI
2 NOLU ACIL TOPLANMA BÖLGESI
YANGIN ALGILAMA CIHAZI
AKDENIZ
YANGIN ALGILAMA CIHAZI
AMONYAK ALGILAMA CIHAZI
YANICI GAZ ALGILAMA CIHAZI
AMONYAK GAZ DEDEKTÖRÜ (ISIKLI IKAZ)
ISKELE 1
ISKELE 2
ISKELE 3
ISKELE 4
ISKELE 5
ISKELE 6
ISKELE 7
ISKELE 8
NOT

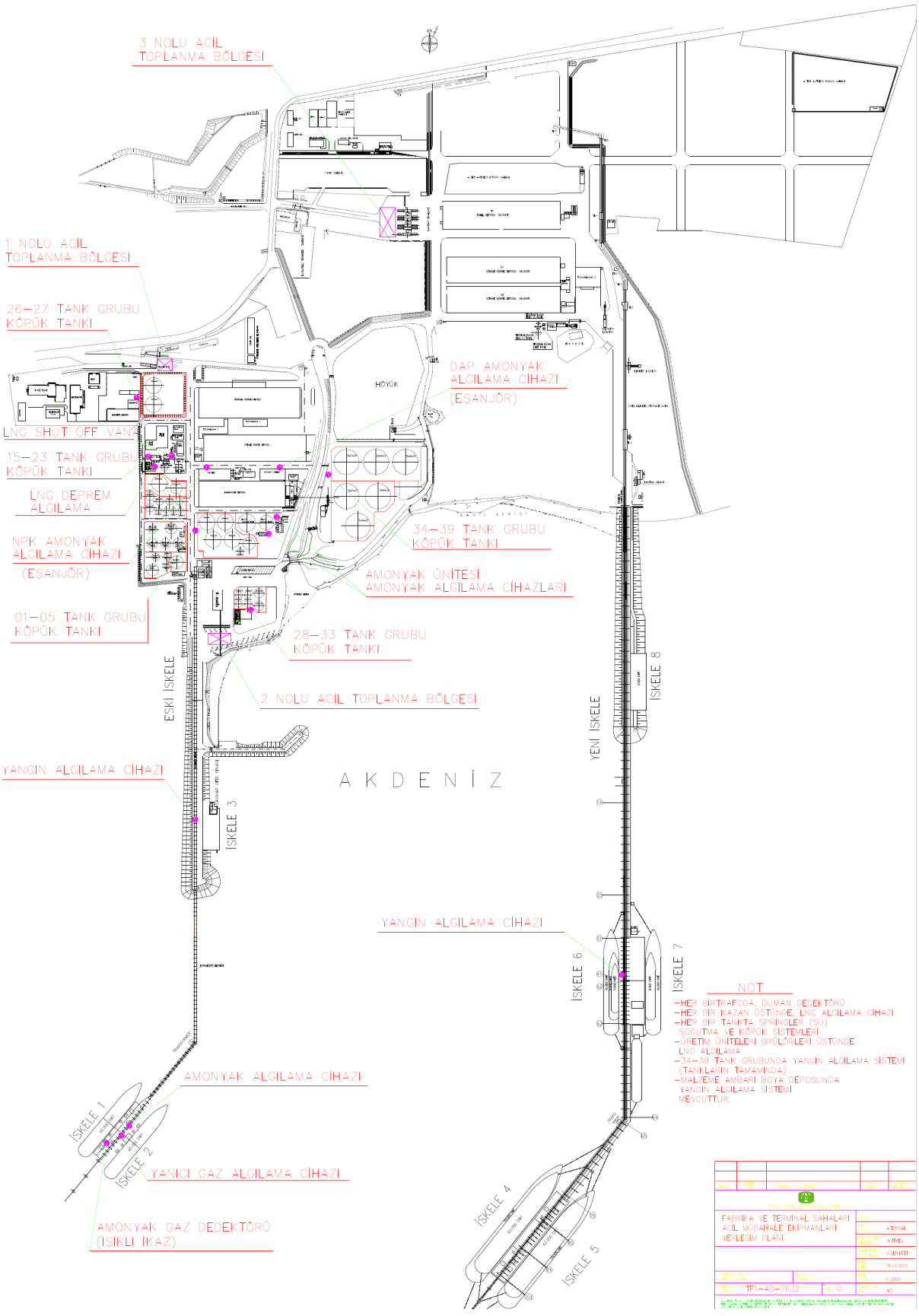
ANNEX-6: General Fire Plan of The Facility




3 NOLU ACİL TOPLANMA BÖLGESİ
1 NOLU ACİL TOPLANMA BÖLGESİ
26–27 TANK GRUBU KÖPÜK TANKI
LNG SHUT OFF VANA
15–23 TANK GRUBU KÖPÜK TANKI
LNG DEPREM ALGILAMA
NPK AMONYAK ALGILAMA CİHAZI (EŞANJÖR)
01–05 TANK GRUBU KÖPÜK TANKI
HÖYÜK
DAP AMONYAK ALGILAMA CİHAZI (EŞANJÖR)
34–39 TANK GRUBU KÖPÜK TANKI
AMONYAK ÜNİTESİ AMONYAK ALGILAMA CİHAZLARI
28–33 TANK GRUBU KÖPÜK TANKI
2 NOLU ACİL TOPLANMA BÖLGESİ
ESKİ İSKELE
YENİ İSKELE
İSKELE 8
YANGIN ALGILAMA CİHAZI
AKDENİZ
İSKELE 3
YANGIN ALGILAMA CİHAZI
İSKELE 6
İSKELE 7
NOT
–HER BİR TRAFODA, DUMAN DEDEKTÖRÜ
–HER BİR KAZAN ÜSTÜNDE, LNG ALGILAMA CİHAZI
–HER BİR TANKTA SPRİNGLER (SU) SOĞUTMA VE KÖPÜK SİSTEMLERİ
–ÜRETİM ÜNİTELERİ BRÜLÖRLERİ ÜSTÜNDE LNG ALGILAMA
–34–39 TANK GRUBUNDA YANGIN ALGILAMA SİSTEMİ (TANKLARIN TAMAMINDA)
–MALZEME AMBARI BOYA DEPOSUNDA YANGIN ALGILAMA SİSTEMİ MEVCUTTUR.
AMONYAK ALGILAMA CİHAZI
İSKELE 1
İSKELE 2
YANICI GAZ ALGILAMA CİHAZI
AMONYAK GAZ DEDEKTÖRÜ (IŞIKLI İKAZ)
İSKELE 4
İSKELE 5
FABRİKA VE TERMİNAL SAHALARI ACİL MÜDAHALE EKİPMANLARI YERLEŞİM PLANI
TF1–AC–7632
rev. 0

ANNEX-7: Emergency Plan




3 NOLU ACİL TOPLANMA BÖLGESİ
1 NOLU ACİL TOPLANMA BÖLGESİ
26–27 TANK GRUBU KÖPÜK TANKI
LNG SHUT OFF VANA
15–23 TANK GRUBU KÖPÜK TANKI
LNG DEPREM ALGILAMA
NPK AMONYAK ALGILAMA CİHAZI (EŞANJÖR)
01–05 TANK GRUBU KÖPÜK TANKI
HÖYÜK
DAP AMONYAK ALGILAMA CİHAZI (EŞANJÖR)
34–39 TANK GRUBU KÖPÜK TANKI
AMONYAK ÜNİTESİ AMONYAK ALGILAMA CİHAZLARI
28–33 TANK GRUBU KÖPÜK TANKI
2 NOLU ACİL TOPLANMA BÖLGESİ
ESKİ İSKELE
YENİ İSKELE
İSKELE 8
İSKELE 7
İSKELE 6
İSKELE 3
YANGIN ALGILAMA CİHAZI
A K D E N İ Z
YANGIN ALGILAMA CİHAZI
AMONYAK ALGILAMA CİHAZI
İSKELE 1
İSKELE 2
YANICI GAZ ALGILAMA CİHAZI
AMONYAK GAZ DEDEKTÖRÜ (IŞIKLI İKAZ)
İSKELE 4
İSKELE 5
NOT
–HER BİR TRAFODA DUMAN DEDEKTÖRÜ
–HER BİR KAZAN ÜSTÜNDE LNG ALGILAMA CİHAZI
–HER BİR TANKTA SPRİNGLER (SU) SOĞUTMA VE KÖPÜK SİSTEMLERİ
–ÜRETİM ÜNİTELERİ BRÜLÖRLERİ ÜSTÜNDE LNG ALGILAMA
–34–39 TANK GRUBUNDA YANGIN ALGILAMA SİSTEMİ (TANKLARIN TAMAMINDA)
–MALZEME AMBARI BOYA DEPOSUNDA YANGIN ALGILAMA SİSTEMİ MEVCUTTUR.
FABRİKA VE TERMİNAL SAHALARI ACİL MÜDAHALE EKİPMANLARI YERLEŞİM PLANI
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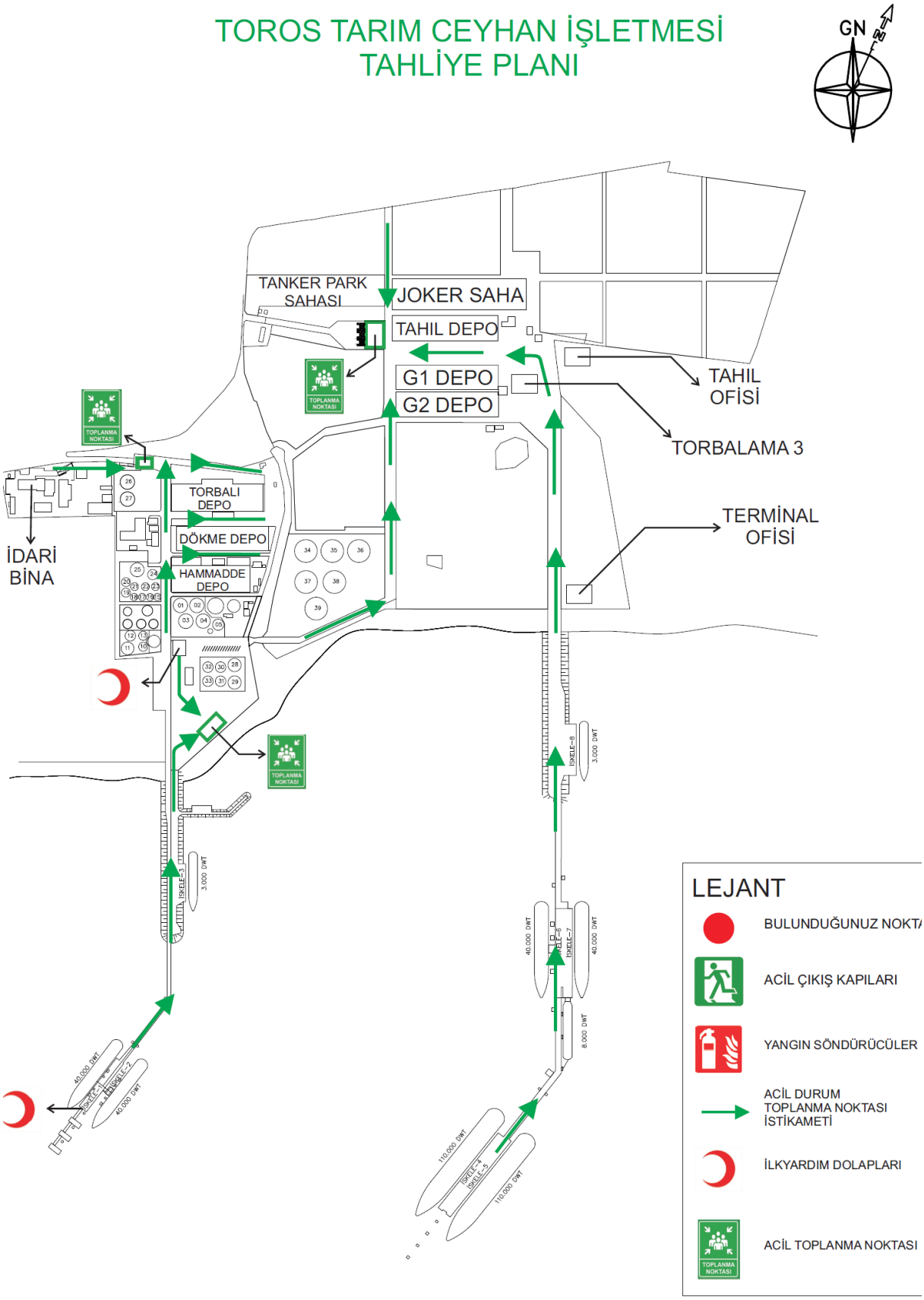
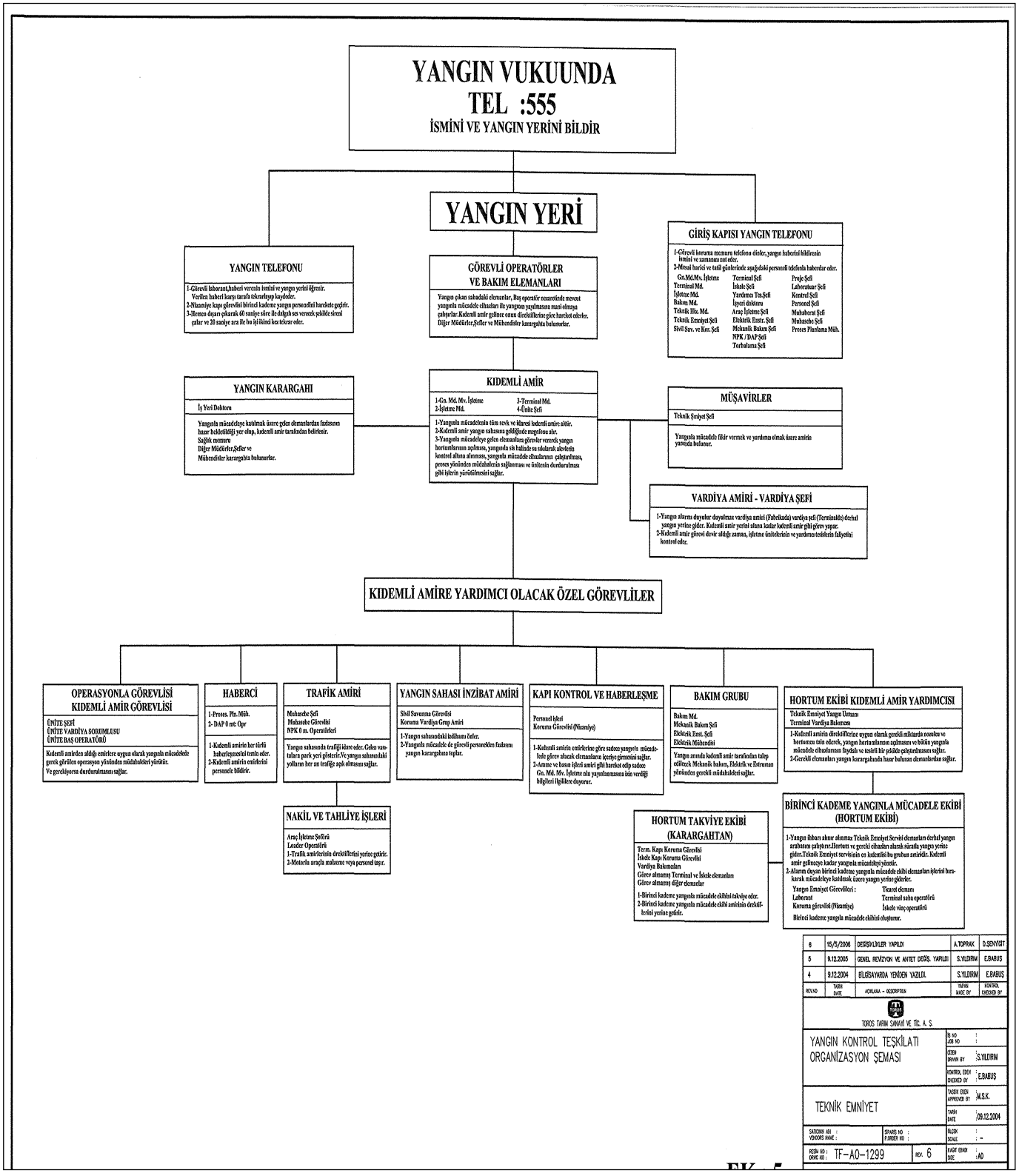
ANNEX-8: Emergency Muster Points Plan



ANNEX-9: Emergency Management Scheme



ANNEX-10: Dangerous Goods Manual

For pier personnel to learn and recognize dangerous cargo class, labels, marks, dangerous cargo segregation rules a pocket sized “Dangerous Goods Manual” has been prepared and given to personnel. A copy of the manual is given below.

Classes and labels of dangerous goods

IMDG Code divides dangerous goods into nine major risk groups from Class 1 to Class 9.

Depending on the damage, the dangerous cargoes are divided into 9 categories. These are called as ‘class’.

Five of these classes (Class 1, 2, 4, 5 and 6) are divided to sub-sections or sub-classes. Class 3, 7, 8 and 9 are not divided to sub-sections. The classification of nine (9) classes is made in accordance with United Nations (UN) criteria. This classification is used by all modes of transportation such as road, sea and air.

Class 1:	Explosives
Class 2:	Gases
Class 3:	Flammable liquids
Class 4.1:	Flammable solids,self-reactive substaces and solid desensitized explosives
Class 4.2:	Substances liable to spontenous combustion
Class 4.3:	Substances that emit flammable gases when come in contact with water
Class 5.1:	Oxidizing Substances
Class 5.2:	Organic Peroxides
Class 6.1:	Toxic Substances
Class 6.2	Infectious Substances
Class 7:	Radioactive Substance
Class 8:	Corrosive Substances
Class 9:	Miscellanenous dangerous substances and articles

Packages and Packaging of Dangerous Goods

Dangerous cargo that will enter the premises of the port facility will be packed within the scope of IMDG Code Section 4

All packages that have dangerous substance inside it should have United Nations (UN) Type Approval even if they are within any Cargo Transport Unit (CTU).

Dangerous goods except for Class 1, 2, 5.2,6.2 , 7 and self -reactive substances of Class 4.1 are divided into three packing groups according to the degree of danger they represent:

Packing Groups of Class 3, Class 4, Class 5, Class 6.1, Class 8 and Class 9:
Packing Group I: High Level Danger
Packing Groups II: Middle Level Danger
Packing Group III: Low Level Danger

4.3 Placards, License Plates, Brands and Labels Related To Dangerous Goods

Packages and all Cargo Transport Units (CTU) that include dangerous cargo will be branded, labeled, placarded within the scope of IMDG Code Section 5.2 and 5.3 as shown below.

Hazard Warning Placard / Labels:

1-CTU (container..etc.), if it is used on the vehicles, minimum dimension should be 25 cm x 25 cm.

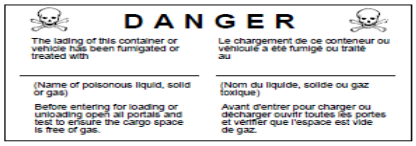
2-If it is used on the package or packaging, minimum dimension 10 cm x 10 cm.

Orange-colored plate:

1- Minimum dimension should be 40 cm x 30 cm if it is used on transportation vehicle for instance on a tank.

2- For Cargo Transport Units (CTU) and containers, minimum dimension should be 25cm x 25cm.

Special Labels, Placards :



Fumigation Sign


Package Orientation

Ventilation requirements


Elevated Temperature

Tank Car Only
Residues after unloading

Special PCB requirements

4.4 Marks and Packaging Groups of Dangerous Goods

Within the scope of categories on IMDG Code Volume II Dangerous Cargoes List's column 7b (from E0 to E5) as shown in the chart in section 3.5 maximum of 1.000 units can be carried appropriately within this scope.

The letters X, Y and Z that are on UN type approved package codes that will carry dangerous substances represent package durability. X is the most durable package and can be used for all Package Groups. Y is medium durability package and can be used in Package Groups II and III and Z is the least durable package and should only be used for Package Group III.

Class 1: Explosives

Sub categories 1.1, 1.2, 1.3, 1.4, 1.5, 1.6 are not divided into packaging groups.

SUB CATEGORIES OF CLASS 1 EXPLOSIVES

Category 1.1:Substances and articles which have a mass explosion hazard (TNT, hexogen, pentrite)

Category 1.2: Substances and articles which have a projection hazard nut not a mass explosion hazard (Specific ammunition of some guns)

Category 1.3: Substances and articles which have a fire hazard and either a minör blast hazard or a minör projection hazard or both, but not a mass explosion hazard. (Some sign flares)

Division 1.4: Substances and articles which present only a slight risk of explosion (Fireworks, detonating cords)

Division 1.5: Very insensitive substances having a mass explosion hazard (specific explosives)

Division 1.6: Extremely insensitive articles which do not have a mass explosion hazard (insensitive explosives)

Class 1 substances are also divided into “compatibility groups”. Substances which belong to same compatibility group can be stacked and carried together even if they belong to other divisions and these groups are stated in capital letters.

A: Cannot be mixed and carried with another group.

L: Should not even be mixed with itself.

H: Cannot be mixed except for group S

K: Forbidden to be carried.

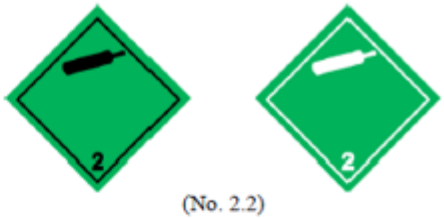
Class 1 explosives, except for 1.4S, cannot be carried with another substance.

Explosive risk degree: (High) 1.1, 1.5, 1.2, 1.3, 1.6, 1.4 (Low)

CLASS 2- GASES

Classification Codes are A, O, F, T, C, TFC, TOC. They are not divided into packaging groups.

(No. 2.1)
Division 2.1
Flammable gases
Symbol (flame): black or white;
(except as provided for in 5.2.2.2.1.6 (d))
Background: red; Figure '2' in bottom corner



(No. 2.2)
Division 2.2
Non-flammable, non-toxic gases
Symbol (gas cylinder): black or white;
Background: green; Figure '2' in bottom corner

(No. 2.3)
Division 2.3
Toxic gases
Symbol (skull and crossbones): black;
Background: white; Figure '2' in bottom corner

CLASS 2 GAS DIVISIONS

By storing, segregating and transporting purpose;

Division 2.1: Flammable Gases (propane, butane, acetylene)

Division 2.2: Non-flammable and non-toxic gases (compressed air, carbone dioxide, argon)

Division 2.3: Toxic-gases (chloride, ammonium dioxide, cyanide)

CLASS 3 FLAMMABLE LIQUIDS:

Flammable liquids which have a flash point below 61°C and desensitized liquid explosives. Not divided into sub categories.

Packaging Groups I, II, III (High, medium, low risk)

Dangerous Liquid Bulks Goods (Petroluem Products)	CONDENSATE	UN1268
	FUEL OIL	UN3082
	JET A-1 (KEROSENE)	UN1863
	MOTOR SPIRIT	UN1203
	DIESEL FUEL	UN1202
	PETROLEUM CRUDE OIL	UN1267

CLASS 4.1-FLAMMABLE SOLIDS

Packaging Groups I, II, III (High, medium, low risk)

Class 4.1: Flammable solids (sources of external burn sources and easily ignitable substances-dry cotton, jute, hemp fiber, straw and hay, matches, rubber waste, sulphure etc.)

CLASS 4.2: SUBSTANCES PRONE TO SPONTANEUOUS COMBUSTION

Packaging Groups I, II, II (spontaneously combustible, self heating, low self heating)

Class 4.2: Spontaneously explosive substances (burning by dampening with water or damp air, fish feed, white posphorus, coal, celluloid waste, cotton moist or submerged in oil, iron oxide, some types of plastics etc.) If there are leakages in their containers may pose a risk of fire as it comes into contact with air.

4.2 substances severely react with air, for this reason the packages need to be airtight!

CLASS 4.3 – SUBSTANCES WHICH IN CONTACT WITH WATER EMIT FLAMMABLE GASES

Packaging Groups I, II, II (Over, mild, slow reaction with water)

Class 4.3: Substances which in contact with water emit flammable gases (Calcium carbide which flashes in specific conditions, by-products with alluminium and calcium powders, ferrosilicon, lithium, magnesium products, potassium, metallic sodium etc.)

Substances severely react with air, for this reason the packages need to be airtight!

CLASS 5.1: OXIDIZING SUBSTANCES

Packaging Group I, II, II (High causticity, caustic, causticity)

Class 5.1: Oxidizing substances (substances that emit oxygen when they flash and severely react with damp environments. Ammonium nitrat, fertilizer, ammonium sulphate, barium chlorate etc.)

CLASS 5.2 ORGANIC PEROXIDES

Class 5.2: Organic peroxides

Class 5.2: Organic peroxides (Substances that are explosive, rapidly burn sensitive to friction and impact, severely reactive with other substances)

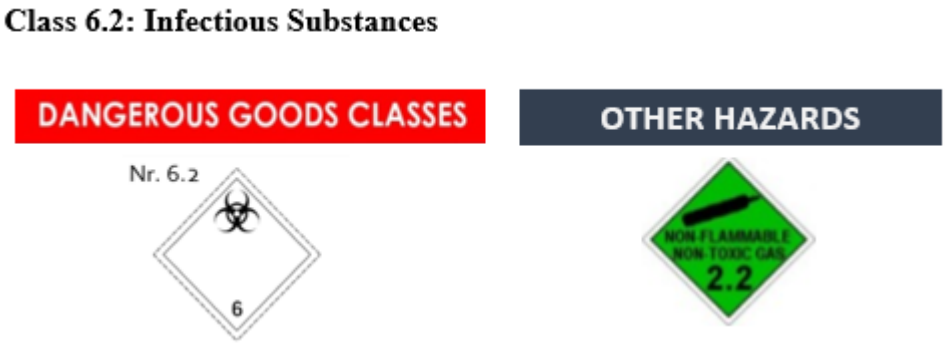
Some of the organic peroxides are unstable. They need to be carried below **control temperature**.

If **control temperature** is exceeded, cooling measures must be taken before reaching **Emergency Temperature!**

CLASS 6.1: TOXIC SUBSTANCES

Class 6.1: Toxic substances (Substances that lead to injury or death when swallowed, inhaled or come in contact with skin. Arsenic, aniline, barium oxide, phenol, nicotine, lead, cyanide, mercury products, pesticides etc.)

CLASS 6.2 INFECTİOUS SUBSTANCES



Class 6.2: Infectious substances (substances that contain microorganisms or toxins, bone, bone oil, meat wastes, animal skins, blood products, blood powder, medical waste, bacterias, fungi, viruses, microbes etc.)

6.1-Pesticides, chemical products,

6.2- Bacteria, viruses, parasites, fungi that cause sickness

> Category A: An infectious substance in a form capable of causing permanent disability or life-threatening or fatal disease in otherwise healthy humans or animals when exposure to it occurs. An exposure occurs when an infectious substance is released outside of its protective packaging, resulting in physical contact with humans or animals. A Category A infectious substance must be assigned to identification number UN 2814 or UN 2900, as appropriate. Assignment to UN 2814 or UN 2900 must be based on the known medical history or symptoms of the source patient or animal,

endemic local conditions, or professional judgment concerning the individual circumstances of the source human or animal.

Category B: An infectious substance that is not in a form generally capable of causing permanent disability or life-threatening or fatal disease in otherwise healthy humans or animals when exposure to it occurs. This includes Category B infectious substances transported for diagnostic or investigational purposes. A Category B infectious substance must be described as "Biological substance, Category B" and assigned identification number UN 3373. This does not include regulated medical waste, which must be assigned identification number UN 3291

CLASS 7: RADIOACTIVE SUBSTANCES

Substances that self fission during the process of emitting radiation energy or particle energy. They are classified by Atomic Energy Agency. Urannium, thorium compounds, some natural minerals (Coltan), medical equipments, fire detectors.

Carried with the permission of Ministry of Energy. Turkish Atomic Energy Authority needs to be informed.

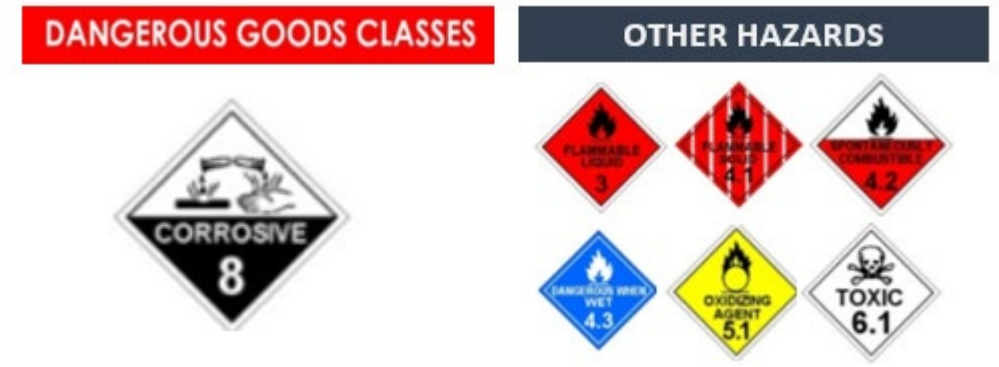
FISSILE : Urannium reactor fuel is transported in barrels.

- Despite there are no sub divisions for Class 7, the substances within the class are categorized depending their potential danger levels from I (low radiation level) to III (higher radiation level).
- Please note that this classification is different from packaging groups where I is the highest and III is the lowest.
- Other features of diamond shaped label differentiates radiation risk's three "categories":
- **For substances with low radiation levels (Category I),** the label is White and after the word "RADIOACTIVE" there is a red vertical line.
- **Category II (medium radiation levels),** label's top half is yellow, lower half is white. It is shown following the legend with a diamond shaped label with two red vertical lines on it.
- **For category III (high radiation levels) substances**, yellow/White diamond shape similar to Category II is used but there are three vertical lines on this one.

Not divided into packaging groups, classified according to substance's activity.

CLASS 8-CORROSIVE SUBSTANCES

Liquid or solid substances that cause great harm by injuring or dissolving living tissues. They are harmful substances that are irritating, toxic or emitting toxic vapors, corroding metals, reacting with water that harm living tissues. Because it is dangerous to inhale these substance's vapors o reye coming in contact with these substances they need to approached with goggles, masks, protective clothes and acid proof gloves.



CLASS 9- MISCELLANEOUS DANGEROUS SUBSTANCES AND ARTICLES

This is the miscellaneous substance and article group; this class includes cargo that are deemed to be dangerous but does not conform to definitions in other classes.

Dangerous Goods which are classed as Miscellaneous are substances and articles which during transport present a danger or hazard not covered by other classes. This class encompasses, but is not limited to, environmentally hazardous substances, substances that are transported at elevated temperatures, miscellaneous articles and substances, genetically modified organisms and micro-organisms and (depending on the method of transport) magnetized materials and aviation regulated substances

Commonly Transported Miscellaneous Dangerous Goods

Dry ice / cardice / solid carbon dioxide

Expandable polymeric beads / polystyrene beads

Ammonium nitrate fertilizers

Blue asbestos / crocidolite

Lithium ion batteries

Lithium metal batteries

Battery powered equipment

Battery powered vehicles

Fuel cell engines

Internal combustion engines

Vehicles

Magnetized material

Dangerous goods in apparatus

Dangerous goods in machinery

Genetically modified organisms

Genetically modified micro-organisms

Chemical kits

First aid kits

Life saving appliances

Air bag modules

Seatbelt pretensioners

Plastics moulding compound

Castor bean plant products

Polychlorinated biphenyls

Polychlorinated terphenyls

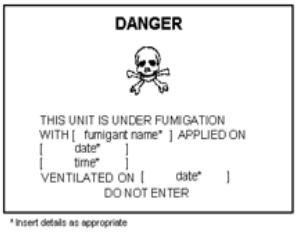
Dibromodifluoromethane

Benzaldehyde

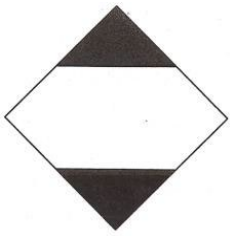
Besides danger classes, other signs that are to be used when necessary are as follows:

Marine Pollutants

Dangerous Goods That Are Carried With High Temperature



Fumigation Warning Sign



Limited Amount

Exempt Quantity

4.5 Segregation Charts of Dangerous Goods On Board and At Port According to Class

To determinethe segregation conditions for two or more dangerous cargoes, segregation conditions, IMDG Code Volume I, the Segregation Table presented in 7.2.4 and decrees in IMDG Code Volume II Dangerous Goods List (DGL) Column 16(b) shall be consulted.

In the case of discrepancy, decrees in Dangerous Goods List (DGL) Column 16(b) will take precedence.

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

Segregation terms in this chart provides information on the necessary distance between different danger class dangerous goods.

“1”: “Apart by…..”: It can be carried in the same compartment, warehouse and deck with a minimum of 3m horizantal segregation distance.

“2”: “Seperated by…..”: It can be carried under the deck in a separated warehouse or compartment or on the deck with a minimum of 6m horizantal segregation distance.

“3”: “Seperated by…… via full compartment or warehouse”: Can be carried on deck with a minimum of 12m seperation**.** Cannot be carried within the same warehouse or compartment under the deck.

“4”: “With an intervening full compartment or warehouse vertically seperated from….: Can be carried on dech with a minimum of 24m horizontal distance. In the case of under the

deck carrying another warehouse must be additionally be between dangerous goods lengthways. (fore to aft)

For "X" and **"*"** stacking conditions within the framework of Special decrees in IMDG Code and Dangerous Cargo List

Dangerous cargoes that are in different transport units or packages within harbor reach will be stacked according to the distances in the following segregation chart.

SEGREGATION TABLE FOR DANGEROUS GOODS IN PORT AREAS

Classes	2.1	2.2	2.3	3	4.1	4.2	4.3	5.1	5.2	6.1	8	9
Flammable gases 2.1	0	0	0	s	a	s	0	S	s	0	a	0
Non-toxic, non-flammable gases 2.2	0	0	0	a	0	a	0	0	a	0	0	0
Toxic gases 2.3	0	0	0	s	0	s	0	0	s	0	0	0
Flammable liquids 3	s			0	0	s	a	S	s	0	0	0
Flammable solids, self-reactive substances, and desensitized explosives 4.1	a	0	0	0	0	s	0	A	s	0	a	0
Substances liable to spontaneous combustion 4.2	s	a	s	s	a	0	a	S	s	0	0	0
Substances which in contact with water,emit flammable gases4.3	0	0	0	a	0	a	0	S	s	0	a	0
Oxidizing substances 5.1	s	0	0	s	a	s	s	0	s	a	s	0
Organic peroxides 5.2	s	a	s	s	s	s	s	S	0	a	s	0
Toxic substances (liquid and solids) 6.1	0	0	0	0	0	a	0	A	a	0	0	0
Corrosives (liquid and solids) 8		0	0	0	a	a	a	S	s	0	0	0
Miscellaneous dangerous substances 9	0	0	0	0	0	0	0	0	0	0	0	0

Segregation Table For Harbour Reach Legend

1. For Packages/ IBCs/Trailers/ Flat or Platform Containers

0 = No need for segregation (Unless stated otherwise in special decrees)

A = "Apart by…" – minimum 3m distance

S = "Apart by…" – for open areas >6m, for the warehouses>12m or closed areas>3m warehouses >12m. seperated by a fireproof wall

2. For close containers / mobile tanks / close road vehicle

0 = No need for segregation (Unless stated otherwise in special decrees)

A = "Apart by…" – no need for segregation (Unless stated otherwise in special decrees)

S = "Apart by…" – for open areas >3m horizontally, for the warehouses and closed areas>6m >12m. or seperated by fireproof wall

3. For open road vehicle / train coaches / hypethral containers

0 = no need for segregation (Unless stated otherwise in special decrees)

A = "Apart by…" – minimum 3m distance

S = "Apart by…" –for open areas >6m horizontally and vertically, for the warehouses and closed areas>12m or seperated by fireproof Wall.

a) Entry permit to harbor reach for goods that belong to Class 1 (Except for 1.4S), 6.2 and 7 should only be given for through shipping and delivery by port authority. These classes are not included in the chart. However, in unforeseen instances, if these goods need to be held in harbor reach temporarily, they should be held in designated areas.

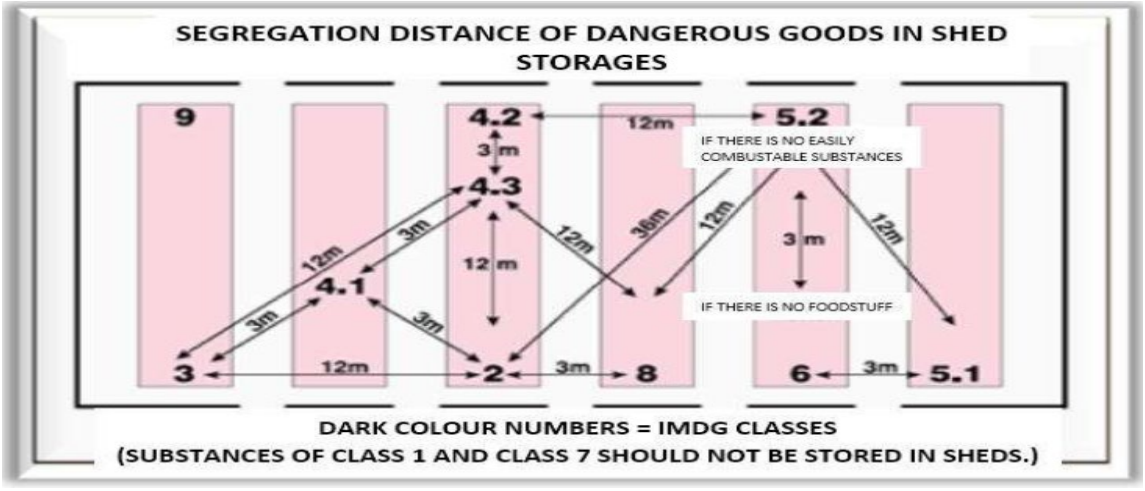
b) For goods that carry secondary hazards, segregation need for secondary hazard should be appiled if it is more restrictive. Cargo transport units that include more than one classes of dangerous cargo, the most restrictive segregation need should be applied.

c) Dangerous cargoes that carry toxic labels or placards should be seperated from food stuff and animal feed.

d) Segregation necessities are only valid for dangerous cargo that are on storage areas of the harbor and vehicles.

e) Except for special packages, all dangerous goods, where applicable, to make access possible, should be seperated by at least 1m.

Dangerous Cargo Segregation Distances and Segregation Terms for Warehouse Storaging



ANNEX-11 Inventory of Port Service Ships

Ro-Ro

General Cargo Ship

Bulk Freighter

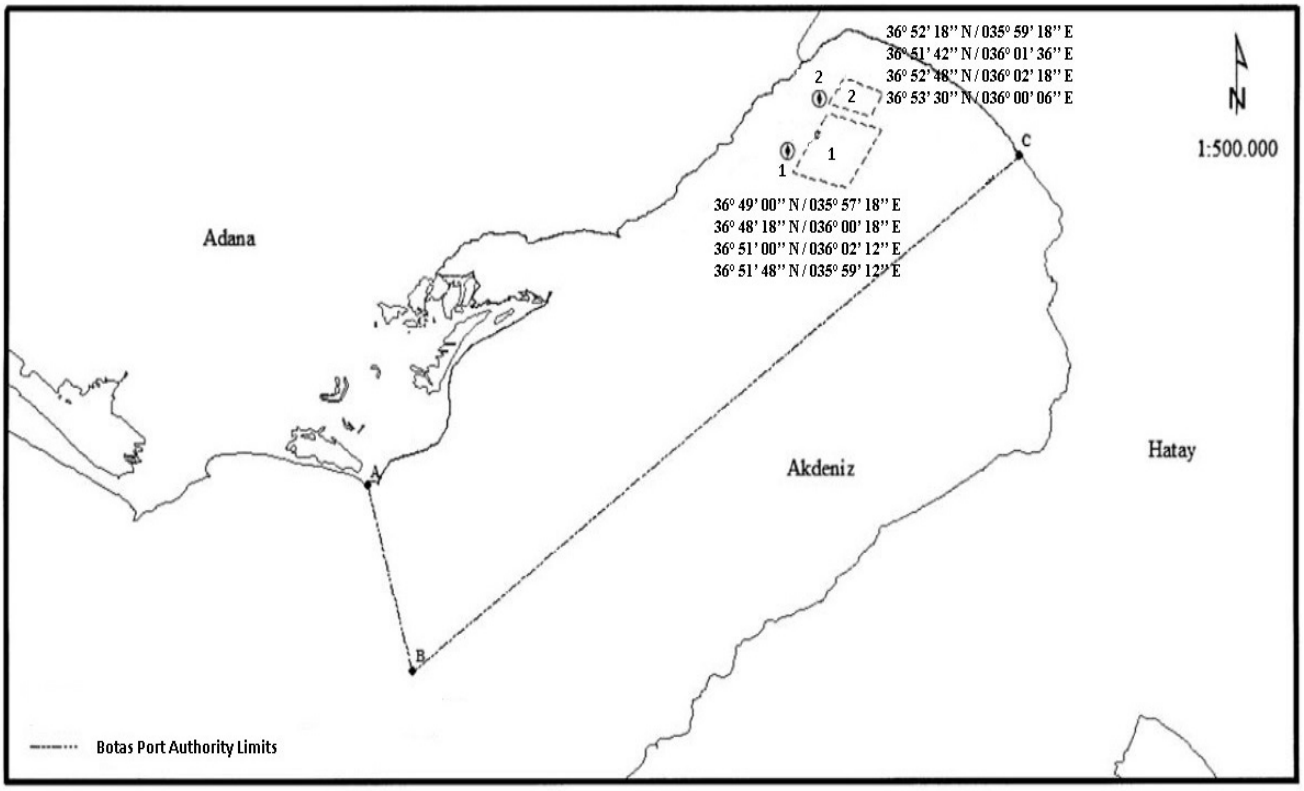
Oil/Product Tanker

Chemical Tanker

ANNEX-12: Port Authority executive borders, and sea coordinates of anchoring areas and maritime pilot landing/boarding areas

Botaş Port Authority Borders

APPENDIX 1 - TOROS TARIM PORT LOCATION



Botaş Port Authority Limits

A - 36° 34' 03'' N / 035° 33' 24'' E
B - 36° 25' 15'' N / 035° 35' 57'' E
C - 36° 49' 48'' N / 036° 10' 00'' E

Anchorage Areas

1 - Ships carrying dangerous goods
2 - Ships carrying non-dangerous goods

Pilot station 1 — 36° 50' 00'' N / 035° 57' 00'' E
Pilot station 2 — 36° 52' 30'' N / 035° 58' 48'' E

Anchorage areas

Ships entering the terminal must anchor in the area for which the coordinates are given below.

.

1-) Dangerous Goods Vessels	36° 49’ 06’’ N	035° 57’ 00’’ E
	36° 47’ 00’’ N	036° 58’ 48’’ E
	36° 47’ 00’’ N	036° 01’ 12’’ E
	36° 51’ 12’’ N	036° 01’ 12’’ E
	36° 51’ 48’’ N	035° 59’ 12’’ E

Pilot Station: 36° 52’ 30’’ N / 035° 58’ 48’’ E

2-) Non-Dangerous Goods Vessels	36° 49’ 30’’ N	035° 54’ 42’’ E
	36° 49’ 30’’ N	035° 55’ 17’’ E
	36° 48’ 30’’ N	035° 54’ 24’’ E
	36° 48’ 30’’ N	035° 53’ 50’’ E

Pilot Station: 36° 51’ 21’’ N / 035° 57’ 18’’ E

3-) Non-Dangerous Goods Vessels	36° 52’ 18’’ N	035° 59’ 18’’ E
	36° 51’ 42’’ N	036° 01’ 36’’ E
	36° 52’ 48’’ N	036° 02’ 18’’ E
	36° 53’ 30’’ N	036° 00’ 06’’ E

Pilot Station: 36° 50’ 18’’ N / 036° 56’ 24’’ E

4-) Non-Dangerous Goods Vessels	36° 46’ 00’’ N	035° 52’ 00’’ E
	36° 46’ 00’’ N	035° 53’ 12’’ E
	36° 47’ 36’’ N	035° 54’ 30’’ E
	36° 47’ 36’’ N	035° 53’ 24’’ E

Pilot Station: 36° 47’ 00’’ N / 035° 56’ 00’’ E

Geographical Position of The Pier

Toros (Ceyhan) Pier is under the authority of Botaş Port Authority. The coordinates is given below.

West Pier (Berth No 1-2-3)	Land Side	36 55’ 00’’ N	035 58’ 54’’ E
	Sea Side	36 54’ 24’’ N	035 59’ 06’’ E
East Pier (Berth No 4-5-6-7-8)	Land Side	36 55’ 12’’ N	035 59’ 18’’ E
	Sea Side	36 54’ 30’’ N	035 59’ 34’’ E

ANNEX-13: Emergency response equipments against marine pollution in port facility

Current Equipment		
Barrier (foam padding)	428 m	Fribord: 30 cm Draft : 70cm Buoyancy: 4:1 Tension Strength:23.000 N ASTM-Z type connection: N/A
Sorbent boom	97 units	d: 30 cm L: 3 m
Roll sorbent pad	12 units	50 cm x 50 m
Gas meter	1 unit	DRAGER X-AM 300
Mobile gas meter	1 unit	Can measure %LEL, %O_2, H_2S ppm, CO ppm
Clean air tube and breathing set	6 units	
Fire outfit set	6 units	Helmet, suit, boots, gloves; full set
Gas mask	25 units	Full face, ammonia and acid purposed
Work shoes	60 pairs	Antistatic, skidproof sole, oil resistant
Gloves	40 pairs	Resistant to oil products
Fire truck	1 unit	To response to fires, a fire truck with monitor on it. It has 5.000lt water capacity and 500 lt foam tanks.

TOROS TARIM Toros Tarım Sanayi ve Ticaret A.Ş. P.K. 83 Ceyhan 01920 Adana	KİŞİSEL KORUYUCU DONANIM KULLANIM LİSTESİ	DOKÜMAN NO	SEC1-Lİ-001
		REVİZYON NO	1
		YÜRÜRLÜK TARİHİ	14.11.2006
		SAYFA NO	1/1

NO	ÜNİTE ADI	KİŞİSEL KORUYUCU DONANIM 1-Baret, 2-İş Elbisesi, 3-Isıya Dayanıklı İş Elbisesi, 4-Kaymaz Tabanlı Çelik Burunlu Antistatik Ayakkabı, 5-Kaymaz Tabanlı Çelik Burunlu Ayakkabı, 6-Elektrikçi Ayakkabısı, 7-Gözlük, 8-Kulaklık, 9-Montaj Eldiveni, 10-Petrol Ürünlerine Dayanıklı Eldiven, 11-Toz Maskesi, 12-Asit Eldiveni , 13-Tam Yüz Maskesi(Amonyak), 14-Tam Yüz maskesi(Asit), 15-Asit Çizmesi, 16- Kaynak Gözlüğü,													
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	NPK ÜNİTESİ	X	X			X		X	X	X		X	X	X	X	X	
2	DAP ÜNİTESİ	X	X			X		X	X	X		X	X	X	X	X	
3	AMONYAK ÜNİTESİ	X	X			X		X		X				X			
4	ASİT ÜNİTESİ	X	X			X		X		X			X		X	X	
5	TORBALAMA ÜNİTESİ	X	X			X				X		X				X	
6	MEKANİK ATÖLYE	X	X			X		X		X						X	X
7	ELEKTRİK ENS. ATÖLYESİ	X	X				X	X		X							X
7	MALZEME AMBARI	X	X			X				X							
8	TERMİNAL ÜNİTESİ	X		X	X			X			X						
9	İSKELE1-2-3	X		X	X			X		X	X	X	X	X	X	X	
10	İSKELE4-5-6-7-8	X	X			X		X		X	X	X	X		X	X	
11	REVİR						X										
12	GÜBRE DEPOLARI	X	X			X		X		X		X					
13	TAHIL DEPOLARI	X	X			X		X		X							
14	KAZAN DAİRESİ	X	X			X		X	X	X							
15	TEKNİK EMNİYET	X		X	X						X						
16	MÜTEAHHİT ATÖLYE	X	X			X		X	X	X							
17	BANT POLYESTER ATÖLYESİ	X	X			X		X		X		X					
18	ARAÇ İŞLETME ÜNİTESİ	X	X			X											
19	İNŞAAT ATÖLYESİ	X	X														
20	LABORATUAR	X	X			X		X	X								
21	KUMLAMA BOYAMA SAHASI	X	X			X		X	X	X		X					

AÇIKLAMALAR

X : GEREKTİĞİNDE KULLANILACAK KKD

X: KULLANILMASI ZORUNLU KKD

REVİZYON BÖLÜMÜ

Tarih	Rev. No	Rev. Nedeni	Kontrollü Kopya Sayısı	
			Miktar	Dağıtım
20.12.2012	1	Gözden Geçirme		

HAZIRLAYAN : TEKNİK EMNİYET VE KORUMA MÜHENDİSİ	ONAYLAYAN: GENEL MÜDÜR YARDIMCISI-İŞLETME

ANNEX-15: The Notification Form For Dangerous Goods Incidents

			28.12.2015
	THE NOTIFICATION FORM FOR DANGEROUS GOODS INCIDENTS	Revision Date	0
		Revision No :	0
		Page No :	

Port Facility Name	
Facility SuperIntendent	
1.The nature of the Incident and Time of Occurance	
2.The Scene of the Incident /Exact Location	
3.The information regarding the cargo types, amount and status that are affected by the Incident	
4.Certain Exisiting Hazards/Marine Pollutants	
5.The details of Dangerous Cargo Labels and Marks	
6.If the cargo classified by IMDG Code, proper shipment name, Class (if assigned, for Class 1 sections and compability groups of the products),UN No and Packaging Group	
7.The Manufacturer of Dangerous Cargo	
8.Damage/Pollution Rate	
9.The Sequence of Events Lead To the Incıdent	
10.The numbers and types of Injuiry /Death	
11.Emergency Response	
12.Other issues required to be specified	
13.Requests and Needs	
14.Person giving information Position/Name Surname/Signature/Contact Details	

Note: Being able to respond quckly and effectively, treatment of injured personnel, making brief and clear definitions to the emergency response units, to the Port Authority in the shortest time is extremely important. If present, the definition should include the above mentioned details.

ANNEX-16:

T.C MINISTRY OF TRANSPORT, MARITIME AFFARS AND COMMUNICATIONS
Dangerous Goods and Combined Transport Regulation Head Office

INSPECTION RESULTS FOR CARGO TRANSPORT UNITS (CTUs) CARRYING DANGEROUS GOODS
(Form Front Page)

Year/Term	...../.....			
Concerned Port Authority				
Coastal Facility Name				
INSPECTION SUBJECTS	Inspected (Unit)	Defective (Unit)	Inspected (%)	Defective (%)
CTU Plate and PlacardCompliance				
Non conforming / Damaged Packagaes				
Package Labels and Brands				
Documentation (Dangerous Cargo Declaration)				
Inappropriate or Damaged Portable Tank or Road Tankers				
CTU/Vehicle/ Container Inner Stacking and Binding				
Cargo Segregaration (Conforms to Cargo Segregation Rules)				
Containers Safety Convention (CSC) Approval Plate				
Road Tanker Mooring Apparatus and Plug-Ins				
..../.../.....				
Prepared by the Port Management / Port Authority				

This form; according to IMO MSC.1 / Circ.1442 with circular dated and Dangerous Goods and Combined Transport Regulation Head Office date of 04/03/2013 80,063,613 / and Post No. 115.01.1099; will be reported by the port facilities where the dangerous cargo are handled after making the necessary inspections for compliance of Cargo Transport Units (CTUs) subject to IMDG Code to the Port Authority to where the coastal facility affiliated. Port Authority where the notification is made will report the inspection results to the Dangerous Goods and Combined Transport Regulation Head Office.

(Back Page)

INSPECTED CTU FILLING COUNTRY INFORMATION	Container Unit	Other CTU (Unit)	Vehicle (Unit)
Filled In The Country			
Filled Abroad Country: ……			
Country ……			
Country ……			
Country ……			
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