



LIKİT PORT DANGEROUS CARGO HANDLING GUIDE



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1. INTRODUCTION

Purpose of the Guide

The purpose of this guide is to ensure maritime transportation of Dangerous Goods by Likit Kimya Industry and Trade Inc. owned coastal facility that (hereinafter referred to as LIKIT PORT) which includes an offshore platform (dolphin), pumping station, pipelines and terminal is economic, rapid, safe, high-quality with minimal negative impact on the environment.

Scope of the Guide

This guide contains the duties, responsibilities, precautions to be taken and the rules to be followed by all parties (shipmaster, cargo representative and coastal facility operator) during the loading/discharging of Dangerous Goods at LIKIT PORT, loading of cargo at the coastal facility, discharging of cargo from ships and transport units, and declarations.

Legal Framework

This guide has been prepared in accordance with Article 7 of the Regulation on Transport of Dangerous Goods by Sea and Loading Safety and the "Dangerous Cargoes Handling Guide" of the Ministry of Transport and Infrastructure.

1.1. General Information About the Facility

FACILITY INFORMATION FORM

1	Facility Operator's Name / Title	Likit Kimya Sanayi ve Ticaret A.Ş.
2	Contact Information of the Facility Operator (address, phone, fax, e-mail, and web page)	Likit Kimya Sanayi ve Ticaret A.Ş. Sultanköy Merkez Mah. İncirli Mandıra Cad. No:64 Marmaraereğlisi/Tekirdağ Phone: 0282 613 41 38 Fax: 0282 613 41 39 info@likitkimya.com www.likitkimya.com
3	Facility Name	LIKİT PORT (Likit Kimya Sanayi A.Ş Coastal Facility)
4	City where the facility is located	TEKİRDAĞ
5	Contact Information of the Facility (address, phone, fax, e-mail, and web page)	Sultanköy Mah. Ekşi elma Cad. No:28 Marmaraereğlisi / TEKİRDAĞ Phone: 0282 613 41 38- Fax: 0282 613 41 39 likitport@likitkimya.com www.likitkimya.com
6	Geographical Region where the Facility is Located	Marmara Region
7	Port Authority of the Facility and Contact Details	TR Ministry of Transport and Infrastructure Tekirdağ Regional Port Authority Address: Hürriyet Mah. 59030 Merkez/Tekirdağ Phone: +90 282 261 20 25 Fax: 282 262 91 62 tekirdag.liman@uab.gov.tr
8	The Municipality to which the Facility is Affiliated and its Contact Details	Marmaraereğlisi Municipality Address: Cedid Ali Paşa Mahallesi, Perinthos Caddesi, No: 51 Marmaraereğlisi/Tekirdağ Phone: (0850) 440 09 59 Fax: (0850) 440 09 99 info@marmaraereglisi.bel.tr
9	Name of the Free Zone or Organized Industrial Zone where the Facility is Located	Facility is not in Free Zone
10	Validity Date of Coastal Facilities Operation Permit / Temporary Operation Permit Certificate	No:3514-D1 Date of issue: 29.09.2021 Validity Date: 06.12.2026
11	Facility Operating Status	Port Management (Own Load and 3 rd Party Load)
12	Facility Supervisor's Name and Surname, Contact Details (phone, fax, e-mail)	Onur EVCİL – Asst. Terminal Manager Phone: 0282 613 41 38 Fax: 0282 613 41 39 Mobile: 0533 435 24 98 likitport@likitkimya.com onur_evcil@likitkimya.com

13	Name and Surname of the Facility's Dangerous Substance Operations Officer, Contact Details (phone, fax, e-mail)	Özgür TEZCAN – Asst. Port Opr. Manager Phone: 0282 613 41 38 Fax: 0282 613 41 39 Mobile: 0532 700 56 ozgur_tezcan@likitkimya.com
14	Facility Dangerous Goods Safety Advisor Name and Surname, Contact Details (phone, fax, e-mail)	Önder İYİCE Mobile: 0 534 501 1736 - 0532 600 24 11 onderiyice@hotmail.com
15	Offshore Coordinates of the Facility	Dolphin: 41° 00' 29" N - 27° 59' 43" E Pump Station: 41° 00' 40" N - 27° 58' 33" E
16	Types of dangerous cargoes handled at the facility (Loads within the scope of MARPOL Annex-I, IMDG Code, IBC Code, IGC Code, IMSBC Code, Grain Code, TDC Code, asphalt/bitumen and scrap loads)	Dangerous Liquid Bulk Cargoes (Chemical and Similar Liquid Dangerous Bulk Cargoes/Oil and Petroleum Products) <u>Class 3:</u> UN 1090, 1120, 1123, 1170, 1173, 1202, 1203, 1212, 1219, 1230, 1247, 1301, 2055, 2348 <u>Class 8:</u> UN 1779, 1805, 1814, 1824, 1830, 2789 <u>Class 6.1:</u> UN 1593, 2821 <u>Class 9:</u> UN 3082
17	Dangerous goods handled at the facility (The loads other than the IMDG Code, among the load types in the 16th article, will be written separately. Additional cargo request will be submitted to the port authority with the Annex-1 form. It will be added to TYER when appropriate)	IBC code is handled
18	Classes for cargo handled, subject to IMDG Code	Class 3 Class 8 Class 6.1 Class 9
19	Groups in characteristic table for handled good subject to IMSBC Code	There is no product discharge within the scope of the IMSBC code.
20	Ship Types That Can Berth at The Facility	Ships carrying liquid chemical cargoes
21	Facility's Distance to the Main Road (Kilometers)	The distance of the storage area to the main road is 100 meters, the distance of the dolphin to the main road is 1300 meters and the distance of the pump station to the main road is 500 meters.
22	Distance of the Facility to the Railway (Kilometers) or Railway Connection (Yes / No)	Çorlu Station Chiefdom 39 km away.
23	Name of the nearest Airport and its Distance to the Facility (kilometers)	Çorlu Airport is 18 km from the facility.
24	Load Handling Capacity of the Facility (Ton/Year; TEU/Year; Vehicle/Year)	4,000,000 tons/year
25	Whether scrap handling is	Scrap handling is not carried out at the facility.

	carried out at the facility						
26	Is There a Border Crossing? (Yes/ No)	No					
27	Is There a Customs Bonded Area? (Yes/ No)	Yes					
28	Cargo handling equipment and capacities	Piping System, pig system					
29	Storage tank capacity (m ³)	The storage capacity of the tanks in the terminal is 83532 m ³					
30	Open storage area (m ²)	Absent					
31	Semi-closed storage area (m ²)	Absent					
32	Closed storage area (m ²)	1400 m ²					
33	Designated fumigation and/or Fumigation Decontamination area (m ²)	No fumigation is done on the facility.					
34	Pilotage and Tugboat Service Provider Name / Title and Contact Details	Pilotage: BOTAŞ LNG Operations Directorate Kamadere Mh. Mimar Sinan Cd. No:1 Pk:17 59740 Marmaraeğlisi/Tekirdağ Phone: +90 282 6115700/5791 Fax: +90 282 6133548 VHF: 09/16 Tugboat Service: Safi Derince Uluslararası Liman İşletmeciliği A.Ş. Orta Mh. D-100 Kuzey Yan Yol Cd. No:26 A1 Blok Kat:13 Pk:34880 Kartal/İstanbul Phone: 0262 2812700 Fax: 0262 2234278 VHF: 09/16					
35	Has a security plan been created? (Yes/ No)	Yes					
36	Waste Reception Facility Capacity (This section will be arranged separately according to the waste accepted by the facility.)	Waste Type: Since Dolphin is not suitable for establishing a waste reception facility due to its open structure, a "Waste Collection Exemption" has been obtained from the Ministry of Environment and Urbanization, valid until 29.04.2024 Capacity (m ³):					
37	Properties of areas such as dock / pier etc.	Required information and features are included in the tables below.					
Unit Name		Pieces	Width x length (m)	Max. Length	Max. Width (m)	Occupied Area (m2)	
Dolphin Structure		Mooring Dolphin	4	12 x 12	273	20	1.447
		Berthing Dolphin	4	6 x 20			
		Platform	1	17 x 23			
Pier / Dock No	Size (meter)	Width (meter)	Maximum Water depth (meters)	Minimum Water depth (meters)	Largest ship tonnage and length to berth (Displacement tonnage)		
North Dock	272	23	17,5	17	54000		
South Dock	272	23	18	17	102000		
Name of the pipeline (between Dolphin and Pump Station)			Number (pcs)	Length (meter)	Diameter (inch)		
Chemical Pipeline (carbon steel)			2	4384	8		
Chemical Pipeline (stainless steel)			2	4384	8		
Liquid Fuel Pipeline (carbon steel)			1	4384	12		
Liquid Fuel Pipeline (carbon steel)			1	4384	16		

1.2. Loading/Discharging, handling and storage procedures for the dangerous cargo that are being handled and stored temporarily in the coastal facility

1.2.1. Dangerous Goods Handled

In LIKIT PORT, Dangerous liquid bulk cargoes (chemical and similar bulk dangerous cargoes/Oil and Petroleum Products) are handled. Packaged cargo, bulk solid cargo, scrap cargo, explosive materials, radioactive cargo, infectious cargo, and fumigated cargoes are not loaded / unloaded.

Handled loads are as in the chart below.

UN NO	PROPER SHIPPING NAME	CLASS	CLASS CODE	PK. GRP.	LABEL
1090	ACETONE	3	F1	II	3
1120	BUTANOLS	3	F1	II	3
1123	BUTYL ACETATES	3	F1	II	3
1170	ETHANOL	3	F1	II	3
1173	ETHYL ACETATE	3	F1	II	3
1202	DIESEL FUEL	3	F1	III	3
1203	GASOLINE	3	F1	II	3
1212	ISOBUTANOL (ISOBUTYL ALCOHOL)	3	F1	III	3
1219	ISOPROPYL ALCOHOL (ISOPROPANOL)	3	F1	II	3
1230	METHANOL	3	FT1	II	3(+6.1)
1247	METHYL METHACRYLATE MONOMER, STABILIZED	3	F1	II	3
1301	VINYL ACETATE, STABILIZED	3	F1	II	3
1593	DICHLOROMETHANE	6.1	T1	III	6.1
1779	FORMIC ACID	8	CF1	II	8 (+3)
1805	PHOSPHORIC ACID SOLUTION	8	C1	III	8
1814	POTASSIUM HYDROXIST SOLUTION	8	C5	II	8
1824	SODIUM HYDROXIDE SOLUTION	8	C5	II	8
1830	SULPHURIC ACID	8	C1	II	8
2055	STYRENE MONOMER, STABILIZED	3	F1	III	3
2348	BUTYL ACRYLATES, STABILIZED	3	F1	III	3
2789	ACETIC ACID, GLACIAL	8	CF1	II	8 (+3)
2821	PHENOL SOLUTION	6.1	T1	II	6.1
3082	ENVIRONMENTALLY HARMFUL SUBSTANCE, LIQUID, BBB (FATTY ALCOHOL)	9	M6	III	9
N/A	SUNFLOWER OIL				
N/A	PALM OIL				
1171	MONO ETHYLENE GLYCOL				
N/A	MONOPROPYLENE GLYCOL (MPG)				
N/A	ISOPROPYL MYRISTATE (IPM)				

Table 1

1.2.2. Loading/Discharging, Handling and Storage Procedure for Dangerous Goods

1.2.2.1. General

The International Convention for the Safety of Life at Sea (SOLAS 74) Section VII Chapter B and Annex II of the International Convention for the Prevention of Pollution from Ships (MARPOL73/78) contain mandatory provisions to ensure the safe transport of bulk liquid dangerous cargoes by sea.

The International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code) has been published to regulate the details of the mandatory provisions referred to by the International Maritime Organization (IMO) and to provide a standard for the transportation of toxic/harmful liquid chemicals by sea.

IBC Code; In order to ensure that the products within the scope of the Code are transported in accordance with their specifications and to minimize the possible negative effects of the said products on ships, ship personnel, other products, and the marine environment; It contains rules on the construction standards and designs of ships and ship equipment.

IBC Code rules will be practiced by those who produce the products within the scope of the Code, ship officials, surveyors, and authorized organizations.

a. Transport of Products Covered by the IBC Code;

Products to which IBC Code provisions are applied, product name and features and other issues related to these products are given in 4 different categories in IBC Code Section 17 (as defined in MARPOL Annex II, Rule 6.1), and information on products to which Code provisions are not applied is given in Section 18. All persons involved in the transportation of the products given in Section 17 of the IBC Code must carry out their transportation activities in accordance with the provisions of the IBC Code.

In Chapter 17 of the IBC Code, the minimum precautions to be taken during the transport of products covered by the Code are specified. (For example, which chemical is allowed to be transported by which type of ship, which type of tank it will be loaded, etc.) In addition to these precautions, special precautions, if any, to be taken for each product are given in the "o" column of the table in Chapter 17. Explanations of these special requirements are given in Chapter 15 of the IBC Code, and those involved in the transportation of products must carry out transportation activities by fulfilling these special requirements. On the other hand, the provisions of the IBC Code cannot be applied to the carriage of the products listed in Chapter 18 of the IBC Code. However, the products in the aforementioned list can be used when carrying out an evaluation regarding the transportation of chemical products in bulk for which the hazards they may pose during their transportation by sea have not been evaluated yet. The substances in question; Although exempt from the provisions of the IBC Code, substances with pollution category Z are subject to certain requirements of MARPOL Annex II. (e.g.: ACETON)

b. Analysis of Mixed Products;

Any product recommended to be transported in bulk must be specified with the correct technical name in the shipping documents. In cases where the product is a mixture, in order to minimize the risks that may be encountered during transportation, an analysis showing the dangerous components of the product will be commissioned by the manufacturer to the accredited laboratories such as TUBİTAK laboratories with sufficient capacity on the subject and approved by the manufacturer or an independent inspection, testing and auditing company expert.

c. Keeping Cargo Samples on Ships;

Samples to be kept on board must be stowed in an area determined in the cargo area as per IBC Code 16.5.1. If the samples are exceptionally desired to be stored elsewhere; must be stored in an area predetermined and approved by the ship's classification society. The provisions of the IBC Code 16.5.2 and 16.5.3 should be considered when determining an area other than the cargo area. In addition, cargo samples should not be kept

on board for more than 3 months and should not be kept in the accommodation area in order not to harm the ship's personnel.

d. Providing Information to the Carrier,

IMO has published the communique numbered MSC-MEPC.2/Circ.7 in order to remind those concerned about the mandatory information to be given to the carrier before the cargo is transported in accordance with the provisions of MARPOL Annex II and IBC Code. In the communique, it is emphasized that the viscosity and melting point information of the product requested in paragraphs 16.2.6 and 16.2.9 of the IBC Code is given to the carrier before the product is transported, and this information, which is important for some operations such as the pre-washing process, must be supplied to the carriers by the shippers.

MARPOL ANNEX-II; It contains rules for the control of marine pollution from bulk toxic liquids. Ships that bring dangerous liquid bulk cargo to LIKIT PORT and LIKIT PORT or those come to take cargo will act in accordance with the rules specified in MARPOL ANNEX-II in order to prevent marine pollution caused by these substances. They will fulfil the detailed points in the Marine Pollution Emergency Response Plans in order to prevent marine pollution caused by spilled toxic liquid substances and, in case of any spillage, to intervene in the pollution, to eliminate and restore the environmental damage caused.

Loading/discharging of Dangerous Goods to be handled at LIKIT PORT;

- International conventions (SOLAS and MARPOL),
- The regulations put into effect by IMO in this context (IBC Code, IMDG Code etc.),
- European Agreement on the International Carriage of Dangerous Goods by Road (ADR),
- Actions will be carried out within the framework of national legislation enacted within the scope of international legislation and IMO regulations.

1.2.2.2. Execution

- a. In the operation meeting held the day before, the equipment to be used, the number of posts and the team are determined. The MSDS form of the cargo in the ship notification is given to the HSE unit by the cargo representative at least 3 days in advance.
- b. After the ship is securely moored to the dolphin with the help of the pilot and moorings, a safety inspection is carried out on the ship. If there is an unsafe situation, the situation is communicated to the ship representative, and it is ensured that he takes precautions. Loading/discharging equipment and pipeline selection suitable for the load are made by the Port Operations Manager. The Ship/Shore Safety Checklist is mutually signed. A communication network is established between the ship and the port facility.
- c. Employees are present next to the flexible hoses to be connected to the ship and act with the ship's crew in connecting liquid cargoes to the ship's inlet and outlet manifolds.
- d. Appropriate pressure adjustment is made with the vessel. Overflow of tanks is prevented and in case of danger, the ship's personnel is informed, and the line is cut off.

1.2.2.3. Requirement

- a. For the purpose of detecting gas leaks that may occur in the coastal facility, fixed and mobile gas detectors will be calibrated and ready for use.
- b. All kinds of vehicles coming to the loading/discharging platform in the facility will be completely free of static electricity, flame arrester apparatuses will be installed on their exhausts, and they will be grounded. Flame arresters will be provided by the Land Tanker operator. Land Tankers without flame arresters will not be taken in LIKIT PORT. This feature will not be sought for tankers in ADR standards.
- c. Necessary warnings and warning signs will be placed around the handling area. In dangerous places and situations, the relevant personnel will wear personal protective clothing and equipment in accordance with occupational safety and worker health criteria. Personnel who do not have personal

protective clothing and equipment suitable for their job descriptions and working areas will not be employed.

- d. Periodic maintenance, repair and calibration of the devices used will be carried out and the certificate, journal, or record book documenting this will be kept up to date.
- e. In case of emergencies or accidents, first aid materials to be used for intervention will be kept in easily accessible places that are known by the personnel.
- f. The communication equipment used in the coastal facility will be radios of the type that are used in the loading / discharging operations of Dangerous liquid bulk cargoes which can be used safely in the flammable or explosive environments.
- g. Flexible hoses used for loading/discharging Dangerous liquid bulk cargoes; a certificate showing type-approval, the pipe type, the maximum working pressure of the pipe, the month and year of manufacture will be checked. The tests, maintenance, and repairs of the pipes in question will be carried out in accordance with the criteria specified in ISGOTT, and the relevant test reports and maintenance and repair records will be kept. Hoses that will be used in loading / discharging operations but are not in service will be stored in accordance with the criteria specified in ISGOTT.
- h. A sufficient number of electrical insulation flanges shall be available for flexible hoses used in loading/discharging Dangerous liquid bulk cargoes.
- i. Port Operations Manager, Port Maintenance and Operation Chief and HSE, who are the operators of coastal facilities where dangerous liquid bulk cargoes are handled, are responsible for additional safety and security measures to be taken at coastal facilities.
- j. Port Operations Manager and Terminal Operations Manager at the facility are responsible for handling dangerous liquid bulk cargoes in their work areas and their duties are defined in the quality management system and will act within these responsibilities.
- k. In cargo operations and emergency situations, the ship's captain, and the Port Operations Manager, depending on their areas of responsibility, will present the following information to the port authority and other relevant parties, if deemed necessary, regarding the dangerous liquid bulk cargoes that are loaded/unloaded or transported.

(1) Master supplies;

- Proper shipping name, UN number and description of the physical and chemical properties (including reactivity) of the Dangerous substance.
- Load transfer, slop transfer, degassing, inerting, ballasting, ballast discharge and tank cleaning procedures.

(2) Port Operations Manager supplies;

- Information on the special equipment required for the safe handling and loading/discharging of loads, and emergency response procedures, including the following points below:
 - What to do in case of spills or leaks specified in the Emergency Plans,
 - Measures to be taken to prevent accidental contact of persons with dangerous goods within the scope of Emergency Plan and Occupational Health and Safety,
 - Firefighting procedures specified in the Emergency Plan and appropriate communication systems to be used in case of fire.
 - l. Before and during the handling and loading/discharging operations of dangerous liquid bulk cargoes, it will be checked that the necessary warning notices/signs, in written and pictograms, are placed at all entrances where the said operation will be performed.
 - m. During the handling and loading/discharging of dangerous liquid bulk cargoes, continuous communication will be provided from VHF channel 16 and the working channel specified in the protocol, and the effectiveness of communication will be ensured during cargo operations.

1.2.2.4. Pipe Installations Used for Dangerous Bulk Liquid Cargoes

Flexible hose:

- a. The temperature and the compatibility of the loads will be considered, and they will not be used for loads that are not appropriate.
- b. If it is prone to damage by impact, it will be appropriately protected,
- c. In load handling, it shall be ensured that it is electrically continuous except that it contains an insulating flange or a non-conductive reel piece. The pipeline on the sea side of the insulation section will be electrically continuous to the ship and the land side will be electrically continuous to the grounding system. The insulating flange shall be tested in accordance with section 17 of the International Safety Guide for Oil Tankers and Terminals (ISGOTT).

1.2.2.5. Port Operations Manager;

- a. Adequate measures will be taken to prevent short-circuiting in the insulation section,
- b. Ensure that insulation and grounding systems are inspected and tested at appropriate intervals to ensure their effectiveness,
- c. Ensure that other metallic connections between the interface and the shore are protected or regulated to ensure there is no possibility of an initiating spark occurring in a flammable atmosphere.
- d. Will act according to the checklists in accordance with ISGOTT.

1.2.2.6. Ignition Sources

The Port Operations Manager will ensure that the Master is informed of conditions that may necessitate taking precautions regarding ignition sources such as ship's furnaces or cooking utensils.

1.2.2.7. Handling

Flexible hoses

Master and Port Operations Manager within their respective areas of responsibility:

- Shall ensure that no flexible hose is used with regard to the temperature and suitability of such cargoes, other than those for which it is suitable, or any working pressure for which it is not suitable.
- Will check that each type of flexible hose with end fittings has been tested and has a certificate showing burst pressure.
- Prior to being placed into service, documentation shall be checked that each flexible hose has been hydrostatically tested in accordance with management requirements.
- Flexible hoses will be visually inspected before they are put into use. Flexible hoses will be inspected at frequent intervals during operation.
- Documents showing the flexible hose, the hose type, the specified maximum working pressure, and the month and year of manufacture will be kept in the facility.
- Must have adequate electrical insulation and the length of the flexible hose shall be sufficient to operate satisfactorily within the defined operating range without overloading the terminal connections.
- A flexible hose equipped for the transport of dangerous liquid bulk cargoes will be adequately supervised.
- To protect the environment, personal safety, and equipment in the event of an emergency, procedures for leak-proof separation of flexible hose coupling will be adequately implemented.

1.2.2.8. Initial Measures

- a. Within their respective areas of responsibility, the Master and the Port Operations Manager will test the cargo transport controls, measuring systems, emergency shutdown and alarm systems before starting the load transfer operation and ensure that they are adequate.

- b. Before starting the dangerous liquid bulk cargo operation, the Master and the Port Operations Manager will agree in writing the transportation times including the maximum loading or discharging rates, considering the following points.
 - Capacity and maximum allowable pressure of the ship's cargo lines and flexible hose,
 - Steam ventilation system layout and maximum loading or discharging rates,
 - Possible pressure increases according to emergency shutdown procedures,
 - Possible electrostatic charge accumulation,
 - Availability of responsible persons during starting operations on board and on shore.
- c. Appropriate security checklist showing the main security measures to be taken before and during such transfer operations will be completed and signed.
- d. In case of an emergency that may occur during handling operations, the steps to be taken and the signs to be used will be accepted in writing.
- e. Ensure that appropriate safety precautions and clothing are used.
- f. Port Operations Manager will ensure that the start controls on the bulk liquid transfer pumps are locked in the "off" position or located in a location accessible only to authorized personnel.
- g. Port Operations Manager will check that the flexible hose's loading/discharging connections are not in use or are safely and sealed blind when in standby service.
- h. "Ship/Shore Safety Checklist" in the International Safety Guide for Oil Tankers and Terminals (ISGOTT) will be filled and signed in accordance with the "Guideline for Completion of the Ship/Shore Safety Checklist" in ISGOTT.

1.2.2.9. Pumping

Master and Port Operations Manager within their respective areas of responsibility will ensure:

- a. Checks are made at agreed periods to ensure that accepted back pressures and loading or discharging rates are not exceeded;
- b. All due care is taken to prevent leakage of all relevant pipes, flexible hoses and connected equipment on board and ashore, and adequate supervision is exercised during the transfer of Dangerous bulk liquid cargoes;
- c. Effective communication is maintained between the ship and shore equipment during transfer operations;
- d. A safety checklist is available for inspection during handling operations;
- e. During the handling of Dangerous liquid bulk cargoes, necessary arrangements are made for measuring tankers to be filled to ensure that the tanker is not overfilled;
- f. Responsible persons are present during operations on board and on shore;
- g. Appropriate safety equipment and clothing are used.

1.2.2.10. Completion of the Operation

Within their respective areas of responsibility, Master and Port Operations Manager will ensure that there is no pressure in the discharging valves and flexible hoses after the Dangerous bulk liquid cargo transfer is completed. Also:

- Before the flexible hose detaches from the ship, the liquids are drained, and the pressure is reduced to zero;
- All safety precautions have been taken, including the blind flange sealing of ship manifold connections and flexible hoses; and
- Appropriate safety equipment and clothing will be used.

2. RESPONSIBILITIES

2.1. Responsibilities of the Cargo Person

The responsibilities of the sender, receiver (or the representative acting on behalf of the buyer) and freight forwarder of the dangerous cargo defined as the cargo person in LIKIT PORT are as follows:

- a. To prepare and has all mandatory documents, information and documents related to dangerous cargoes prepared and ensures that these documents are present with the cargo during the transportation activity.
- b. To provide classification, definition, packaging, marking, labeling and placarding of dangerous cargoes, in accordance with the legislation, if possible, according to their type.
- c. To ensure that dangerous cargoes are safely loaded, stacked, securely fastened, transported and unloaded to the packaging and cargo transport unit, according to the type of load.

2.2. Responsibilities of The Coastal Facility Operator:

- a. Not to berth the ships carrying dangerous cargoes without the permission of the port authority.
- b. To provide written information within the scope of facility rules, cargo handling rules and relevant legislation to the ship that will dock at its facility.
- c. Not to handle dangerous cargoes for which it has not received a handling permit from the administration, and not to make the ships that will berth suffer by planning in this context.
- d. To request mandatory documents, information and documents related to dangerous cargoes from the person concerned and ensures that they are included with the cargo. In case the relevant documents, information and documents cannot be provided by the cargo person, it is not obliged to accept or handle the dangerous cargo at its facility.
- e. To carry out the loading or unloading operation according to the agreement to be reached by sharing all the data that may be required according to the characteristics of the cargo with the ship's person. The ship does not make any changes in the operation without the knowledge of the person concerned.
- f. To determine the working limits by taking into account the safe working capacity of the facility and the weather forecasts, and takes the necessary measures to ensure that the ship is safely moored at the pier and handling.
- g. To control the transport documents containing information that the dangerous cargoes coming to the facility are classified, packaged, marked, labeled, plated and loaded safely to the cargo transport unit.
- h. To ensure that the personnel involved in the handling of dangerous cargoes and the planning of this handling are certified by receiving the necessary training, and does not assign the personnel without documents to these operations.
- i. To ensure that the dangerous cargoes handling equipment in its facility is in working condition and that the relevant personnel are trained and documented on the use of these equipment.
- j. To ensure that the personnel use personal protective equipment suitable for the physical and chemical properties of the dangerous cargo by taking occupational safety measures at the port facility.
- k. To perform activities related to dangerous cargoes at piers, piers and warehouses established in accordance with these works.
- l. To equip the piers and piers reserved for ships that will load or unload dangerous liquid bulk cargoes with appropriate installations and equipment for this work.
- m. To keep the updated list of all dangerous cargoes in the closed and open areas of the ships berthed at its facility and gives this information to the relevant parties upon request.
- n. To notify the port authority of the instant risk posed by the dangerous cargoes that it handles or temporarily stores in its facility and the measures it takes for it.
- o. To notify the port authority of the accidents related to dangerous cargoes, including the accidents at the entrance to closed areas.
- p. To provide the necessary support and cooperation in the controls and inspections carried out by the Administration and the port authority.

- q. To ensure that Class 1 (except Class 1 Compatibility Group 1.4 S), Class 6.2 and Class 7 dangerous cargoes that are not allowed to be temporarily stored are transported out of the port facility as soon as possible, without waiting, and applies to the Administration for permission in cases where it is necessary to wait.
- r. To take fire, environment and other safety measures in accordance with the class of dangerous cargo in the temporary warehouses and storage area in accordance with the separation and stacking rules of the cargo transport units where dangerous cargoes are transported. It keeps fire extinguishing systems and first aid units ready for use at any time in the areas where dangerous cargoes are handled and makes the necessary controls periodically.
- s. To get permission from the port authority before the hot working works and operations to be carried out in the areas where dangerous cargoes are handled and temporarily stored.
- t. To prepare an emergency evacuation plan for the evacuation of ships from coastal facilities in case of emergency and submits it to the port authority and informs the relevant people about the plan approved by the port authority.
- u. To ensure the internal loading of the cargo transport units in accordance with the loading safety rules in its facility.

2.3. Responsibilities of The Ship's Person (Master)

The responsibilities of the ship's person (master) who will discharge or load dangerous goods at LIKIT PORT are as follows.

- a. To ensure that the cargo to be carried by the vessel is certified as suitable for transportation and that the cargo holds, cargo tanks and cargo handling equipment are suitable for cargo transportation.
- b. To request all mandatory documents, information and documents related to dangerous cargoes from the cargo person and ensures that they are present with the cargo during the transportation activity.
- c. To ensure that the documents, information and documents required to be found on the ship regarding dangerous cargoes within the scope of legislation and international conventions are appropriate and up-to-date.
- d. To control the transport documents containing information that the cargo transport units loaded on the ship are appropriately marked, plated and loaded safely.
- e. To inform the relevant ship personnel on the risks of dangerous cargoes, safety procedures, safety and emergency measures, response methods and similar issues.
- f. To keep up-to-date lists of all dangerous cargoes on board and declares them to the relevant parties upon request.
- g. To ensure that the loading program, if any, is approved and documented and kept in working condition.
- h. To notify the port authority and the port facility about the instant risk posed by the dangerous cargoes on the ship berthing to the port facility and the measures taken for it.
- i. In case of leakage in the dangerous cargo or if such a possibility exists, it does not accept the dangerous cargo to be carried.
- j. To notify the port authority of the dangerous cargo accidents that occur on his ship while navigating or at the port facility.
- k. To provide the necessary support and cooperation in the controls and inspections carried out by the Administration and the port authority.
- l. To do not accept to carry dangerous cargoes that are not included in the ship certificates issued by the relevant institutions and organizations.
- m. To ensure that the people of the ship involved in the handling of dangerous cargoes use personal protective equipment suitable for the physical and chemical properties of the cargo.
- n. To provide the requirements regarding the loading safety of the loads loaded on the ships.

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

LIKIT PORT takes precautions in Article 11 of the Regulation on the Transport of Dangerous Goods by Sea and Loading Safety. The principles regarding these measures are carried out as explained below.

- a. Dangerous liquid bulk cargoes (chemical and similar bulk dangerous cargoes/Oil and Petroleum Products) are transferred from ships to the tanks in the storage area or from the tanks in the storage area to the ships via pipelines. Since the storage tanks are far from the dolphin, there is a pumping station in an area between the storage tanks and the dolphin in order to make the transfer safe. Dangerous goods are transferred to the storage tanks without waiting in the dolphin zone.
- b. On the tanks where dangerous goods are stored, there are information describing the dangerous goods, hazard identification labels/plates, and information on risk and safety precautions. In addition, the plates containing the hazard information of the dangerous substance to be transferred at the coastal facility during the transfer are placed in a suitable place to be seen by the employees and third parties until the end of the load transfer.
- c. LIKIT PORT personnel in charge of handling Dangerous Goods, ship personnel and other authorized persons regarding the cargo will wear personal protective clothing and equipment that provide protection against the physical and chemical properties of the cargo and the dangers it contains during loading, discharging and storage. Personnel who do not wear appropriate personal protective clothing and are not properly equipped are not allowed to enter the areas where Dangerous Goods are handled.
- d. Fire extinguishing systems and portable fire extinguishers equipped with firefighter equipment are kept ready for those who will fight fire at the Dangerous material handling areas. In the event of a fire, fire response teams act within the framework of the Emergency Plan.
- e. The emergency evacuation procedure for the evacuation of ships from the coastal facility in emergency situations will be followed. The Procedure for Evacuation of Ships from the Coastal Facility in Emergency Situations is given in Annex-18.
- f. LIKIT PORT takes the necessary fire, safety, and security measures. Within this scope;
 - Determined possible emergencies and created the Emergency Plan.
 - The duties and responsibilities of the Emergency Response Management have been notified.
 - Emergency Response Teams have been notified of their determined duties and responsibilities.
 - Fire Plan has been created.
 - Necessary warning signs have been prepared for fire and other emergencies in the storage area, pump station and dolphin, and placed in appropriate places.
 - Marine Pollution Intervention Plan has been prepared and will be implemented in case of need.
 - Established and implemented the security plan within the scope of ISPS.
 - An Explosion Protection Document has been prepared, and every precaution is taken within the scope of this document.
 - Necessary trainings have been given to the personnel on issues such as emergency, fire, security, etc. The exercises are planned and carried out.
- g. Personnel who do not have the necessary training and certificates are not allowed to work in Dangerous material handling operations and not allowed to enter the areas where these operations are carried out.

4. CLASSES, TRANSPORTATION, LOADING/DISCHARGING, HANDLING AND SEPARATION OF DANGEROUS GOODS

In LIKIT PORT, Dangerous liquid bulk cargoes (chemicals, petroleum) are loaded/unloaded. Packaged cargoes, bulk solid cargoes, scrap cargoes, explosives, radioactive cargoes, infectious cargoes, and fumigated cargoes are not loaded/unloaded.

4.1. Classes of Dangerous Cargoes

- a. Dangerous Goods; Chemical, biological, radioactive, nuclear materials and objects and their wastes that endanger humans, animals, and the environment due to their natural characteristics or their conditions during transportation.
- b. IMDG Code; classifies Dangerous materials into nine important risk classes from 1 to 9. Dangerous cargoes are divided into 9 categories (classes) depending on their damages. Five of these classes (1st, 2nd, 4th, 5th, and 6th grades) were subjected to sub-divisions or sub-classes. Class 3, Class 7, Class 8, Class 9 Dangerous Goods are not subclassified. The same classification system is used by all transport modes.
- c. IMDG Code; classifies Dangerous materials into nine important risk classes from 1 to 9. Dangerous cargoes are divided into 9 categories depending on their damages. These are called 'classes'.
- d. Five of these classes (1st, 2nd, 4th, 5th, and 6th grades) were subjected to sub-divisions or sub-classes. Class 3, Class 7, Class 8, Class 9 Dangerous Goods are not subclassified. Classification in nine (9) titles was made according to the criteria determined by the United Nations (UN). The same classification system is used by all modes of transport, such as land, air and sea.

DANGEROUS GOODS CLASSES AND SUBCLASSES	
CLASS 1	Explosives *Class 1.1 Mass Explosive Hazard *Class 1.2 Projection Hazard *Class 1.3 Fire and/or Minor Blast/Minor Projection Hazard *Class 1.4 Minor Explosion Hazard *Class 1.5 Very Insensitive with Mass Explosion Hazard *Class 1.6 Extremely Insensitive; No Mass Explosion Hazard
CLASS 2	Gas
CLASS 3	Flammable Liquids
CLASS 4	Combustible Solids *Class 4.1 Flammable Solids *Class 4.2 Spontaneously Combustible *Class 4.3 Substances which, in contact with water, emit flammable gases
CLASS 5	Oxidizing Substances and Organic Peroxides *Class 5.1 Oxidizing Substances *Class 5.2 Organic Peroxides
CLASS 6	Toxic Substances and Infectious Substances *Class 6.1 Toxic Substances *Class 6.2 Infectious Substances
CLASS 7	Radioactive Material
CLASS 8	Corrosive (Liquids and Solids) Substances
CLASS 9	Miscellaneous Dangerous Materials

Table 2

4.2. Packages and Packaging of Dangerous Cargoes

- a. Dangerous goods coming to the port facility will be packed and packaged within the scope of IMDG Code Chapter 4. All packages containing dangerous goods must have United Nations (UN) Type Approval, even if they are in any Cargo Transport Unit (CTU).
- b. Dangerous goods belonging to all classes except the self-reactive ones in class 1, 2, 5.2, 6.2 and 7 and class 4.1 are divided into three "packaging groups" according to the degree of danger they represent.
- c. Packing Groups for Class 3, Class 4, Class 5, Class 6.1, Class 8, Class 9:

Group I Packaging: High Hazard

Group II Packaging: Moderate Hazard

Group III Packaging: Low Hazard

4.3. Placard, Plates, Markings, and Labels Related to Dangerous Goods

- a. Packages containing dangerous goods coming to the port facility and all Cargo Transport Units (CTU) will be marked, labelled and placarded as shown below within the scope of IMDG Code Section 5.2 and 5.3.
- b. Hazard Warning Signs/Labels:

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

(2) If used in packages: 10 cm x 10 cm in size



Figure 1

- c. Inscribed Orange Plate:

(1) If it is placed on the transport vehicle, for example, on a tanker, its size will be: 40 cm x 30 cm,



Figure 2

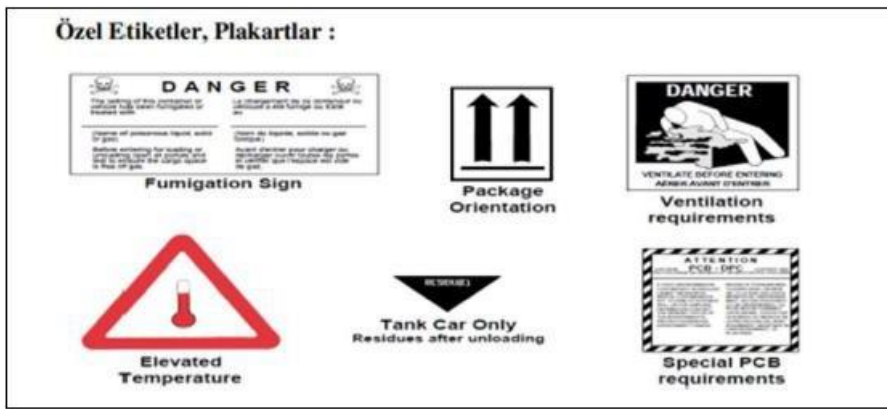
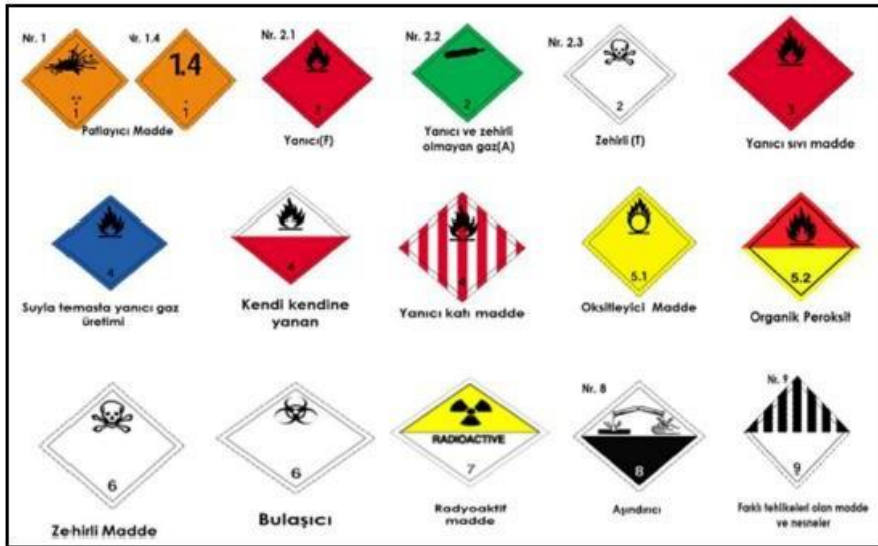
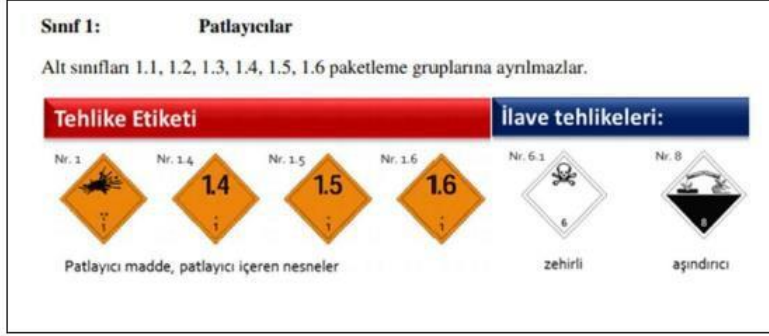


Figure 3-4

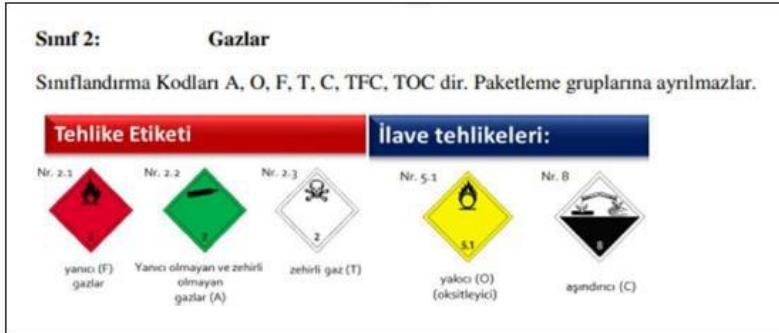
Patlayıcı Madde	Explosive substances
Yanıcı (F)	Flammable gases (F)
Yanıcı ve zehirli olmayan gaz (A)	Non-flammable and non-toxic gases (A)
Zehirli (T)	Toxic gases (T)
Yanıcı sıvı madde	Flammable liquid
Suyla temasta yanıcı gaz üretimi	Substances which, in contact with water emit flammable gases
Kendi kendine yanan	Substances liable to spontaneous combustion
Yanıcı katı madde	Flammable solids
Oksitleyici Madde	Oxidizing substance
Organik Peroksit	Organic Peroxide
Zehirli Madde	Toxic substances
Bulaşıcı	Infectious substances
Radyoaktif madde	Radioactive material
Aşındırıcı	Corrosive substances
Farklı tehlikeleri olan madde ve nesnelere	Miscellaneous dangerous substances and articles
Özel Etiketler, Plakartlar	Special Labels, Plates

4.4. Signs and Packing Groups of Dangerous Goods

- As shown in the table in section 3.5 within the categories (from E0 to E5) in column 7b of the IMDG Code Volume II Dangerous Goods List, a maximum of 1,000 packages suitable for this scope can be transported.
- The letters X, Y and Z in the UN type approved packaging codes to which the dangerous goods will be transported determine the durability of the packaging. The letter X is the most durable packaging and can be used for all Packing Groups. The letter Y is medium strength packaging and can be used for Packing Groups II and III, and the letter Z is the least durable packaging and should only be used for Packing Group III.



Sınıf 1: Patlayıcılar	Class 1: Explosives
Alt sınıfları 1.1, 1.2, 1.3, 1.4, 1.5, 1.6 paketleme gruplarına ayrılmazlar.	Subclasses 1.1, 1.2, 1.3, 1.4, 1.5, 1.6 are not divided into packing groups
Tehlike Etiketi	Danger Label
İlave tehlikeleri	Additional dangers
Patlayıcı madde, patlayıcı içeren nesnelere	Explosive substance, articles
Zehirli	Toxic
aşındırıcı	Corrosive substances



Sınıf 2: Gazlar	Class 2: Gases
Sınıflandırma Kodları A, O, F, T, C, TFC, TOC'dir. Paketleme gruplarına ayrılmazlar.	Classification codes A, O, F, T, C, TFC, TOC. They are not divided into packaging groups.
Tehlike Etiketi	Danger Label
İlave tehlikeleri	Additional dangers
Yanıcı (F) gazlar	Flammable gases (F)
Yanıcı olmayan ve zehirli olmayan gazlar (A)	Non-flammable and non-toxic gases (A)
Zehirli gaz (T)	Toxic gases (T)
Yakıcı (O) (oksitleyici)	Oxidizing substances (O)
Aşındırıcı (C)	Corrosive substances (C)

Sınıf 3: Yanıcı Sıvılar

Paketleme Grubu I, II, II (yüksek, orta, az tehlikeli)

Tehlike Etiketi **İlave tehlikeleri:**

Nr. 3  Yanıcı Sıvı Maddeler

Nr. 6.1  zehirli

Nr. 8  aşındırıcı

Sınıf 3: Yanıcı Sıvılar	Class 3: Flammable Liquids
Paketleme Grubu I, II, II (yüksek, orta, az tehlikeli)	Packing Groups I, II, II (high, medium, low hazard)
Tehlike Etiketi	Danger Label
İlave tehlikeleri	Additional dangers
Yanıcı Sıvı Maddeler	Flammable Liquids
Zehirli	Toxic
aşındırıcı	Corrosive substances

Sınıf 4.1: Alevlenir Katılar ,kendiliğinden tepkimeye giren maddeler v duyarlılığı azaltılmış katı patlayıcılar

Paketleme Grubu I, II, II (yüksek, orta, az tehlikeli)

Tehlike Etiketi **İlave tehlikeleri:**

Nr. 4.1  Yanıcı katı maddeler

Nr. 1  patlayıcı

Nr. 6.1  zehirli


Nr. 8  aşındırıcı


Sınıf 4.1: Alevlenir Katılar, kendiliğinden tepkimeye giren maddeler ve duyarlılığı azaltılmış katı patlayıcılar	Class 4.1: Flammable Solids, self-reactive substances and desensitized explosives and polymerizing substances
Paketleme Grubu I, II, II (yüksek, orta, az tehlikeli)	Packing Groups I, II, II (high, medium, low hazard)
Yanıcı Katı Maddeler	Flammable Substances
Patlayıcı	Explosive
Zehirli	Toxic
aşındırıcı	Corrosive substances


Sınıf 4.2: Kendiliğinden yanmaya yatkın maddeler


Paketleme Grubu I, II, II (kendi kendine yanan, kendi kendine ısınan, kendi kendine az ısınan)

Tehlike Etiketi **İlave tehlikeleri:**

Nr. 4.2  **Kendi Kendine Yanan Maddeler**

Nr. 4.3  **Suyla temas halinde tehlikeli gazların çıkarılması**

Nr. 6.1  **zehirli**

Nr. 8  **aşındırıcı**

Sınıf 4.2: Kendiliğinden yanmaya yatkın maddeler	Class 4.2: Substances liable to spontaneous combustion
Paketleme Grubu I, II, II (kendi kendine yanan, kendi kendine ısınan, kendi kendine az ısınan)	Packing Groups I, II, II (self-combustible, self-heating, low self-heating)
Tehlike Etiketi	Danger Label
İlave tehlikeleri:	Additional dangers:
Kendi Kendine Yanan Maddeler	Self-combusting substances
Suyla temas halinde tehlikeli gazların çıkarılması	Substances which, in contact with water, emit flammable gases
Zehirli	Toxic
aşındırıcı	Corrosive substances

Sınıf 4.3: Su ile temas ettiğinde alevlenir gazlar açığa çıkartan maddeler

Paketleme Grubu I, II, II (su ile aşırı, hafif, yavaş reaksiyon)

Tehlike Etiketi **İlave tehlikeleri:**

Nr. 4.3  **Suyla temas sonucunda yanıcı gazlar çıkaran maddeler**

Nr. 3  **Yanıcı sıvı maddeler**

Nr. 4.2  **Kendi kendine yanan**

Nr. 6.1  **zehirli**

Nr. 8  **aşındırıcı**

Sınıf 4.3: Su ile temas ettiğinde alevlenir gazlar açığa çıkartan maddeler	Class 4.3: Substances which, in contact with water, emit flammable
Paketleme Grubu I, II, II (su ile aşırı, hafif, yavaş reaksiyon)	Packing Groups I, II, II (excessive, mild, slow reaction with water)
Tehlike Etiketi	Danger Label
İlave tehlikeleri:	Additional dangers:
Suyla temas sonucunda yanıcı gazlar çıkaran maddeler	Substances which, in contact with water, emit flammable gases
Yanıcı sıvı maddeler	Flammable liquids
Kendi kendine yanan	Substances liable to spontaneous combustion
Zehirli	Toxic
aşındırıcı	Corrosive substances

Sınıf 5.1: Yükseltgen (Oksidleyici) maddeler
Paketleme Grubu I, II, II (aşırı yakıcı, yakıcı, zayıf yakıcı)

Tehlike Etiketi **İlave tehlikeleri:**

Nr. 5.1  **Yakıcı maddeler**



Nr. 6.1  **zehirli**


Nr. 8  **aşındırıcı**


Sınıf 5.1: Yükseltgen (Oksidleyici) maddeler	Class 5.1: Oxidizing substances
Paketleme Grubu I, II, II (aşırı yakıcı, yakıcı, zayıf yakıcı)	Packing group I, II, II (high burning, burning, low burning)
Tehlike Etiketi	Danger Label
İlave tehlikeleri:	Additional dangers:
Yakıcı maddeler	Burning substances
Zehirli	Toxic
aşındırıcı	Corrosive substances

Sınıf 5.2: Organik peroksitler

Tehlike Etiketi **İlave tehlikeleri:**

Nr. 5.2   **Organik Peroksitler**

Nr. 1  **patlayıcı**

Nr. 8  **aşındırıcı**

Sınıf 5.2: Organik Peroksitler	Class 5.2: Organic Peroxides
Tehlike Etiketi	Danger Label
İlave tehlikeleri:	Additional dangers:
Organik Peroksitler	Organic Peroxides
Patlayıcı	Explosive
aşındırıcı	Corrosive substances

Sınıf 6.1: Zehirli maddeler

Paketleme Grubu I, II, III (çok zehirli, zehirli, az zehirli)

Tehlike Etiketi **İlave tehlikeleri:**

Nr. 6.1  zehirli

Nr. 2.2  Yanıcı katı

Nr. 2.3  Yanıcı sıvı

Nr. 2.4  Kendi kendine yanıcı

Nr. 3.2  Sıvı halinde parçaları düşürür

Nr. 3.3  Yıkarıcı

Nr. 8  İyileştirici

Sınıf 6.1: Zehirli maddeler	Class 6.1: Toxic substances
Paketleme Grubu I, II, III (çok zehirli, zehirli, az zehirli)	Packing Groups I, II, III (highly toxic, toxic, less toxic)
Tehlike Etiketi	Danger Label
İlave tehlikeleri:	Additional dangers:

Sınıf 6.2 Bulaşıcı Maddeler

Tehlike Etiketi **İlave tehlikeleri:**

Nr. 6.2  bulaşıcı

Nr. 2.2  gaz

Sınıf 6.2: Bulaşıcı Maddeler	Class 6.2: Infectious
Tehlike Etiketi	Danger Label
İlave tehlikeleri:	Additional dangers:
Bulaşıcı	Infectious substances
gaz	gases

Sınıf 7: Radyoaktif maddeler

Paketleme gruplarına ayrılmaz, maddenin aktivitesine göre sınıflandırılmaktadır.

Tehlike Etiketi **İlave tehlikeleri:**



Radyoaktif maddeler

Kendi kendine yanma

Yakıcı

aşındırıcı

Sınıf 7: Radyoaktif maddeler	Class 7: Radioactive Material
Paketleme gruplarına ayrılmaz, maddenin aktivitesine göre sınıflandırılmaktadır.	It is not divided into packaging groups, it is classified according to the activity of the substance.
Tehlike Etiketi	Danger Label
İlave tehlikeleri:	Additional dangers:
Radyoaktif maddeler	Radioactive Material
Kendi kendine yanma	Self combusting
Yakıcı	Burning
aşındırıcı	Corrosive substances

Sınıf 8: Aşındırıcı(Korozif) maddeler

Tehlike Etiketi **İlave tehlikeleri:**



aşındırıcı

Yakıcı sıvı

Yakıcı katı

Kendi kendine yanan

Sıyyla temasta yararı gelleri çıkaran

oksidleyici

zehâli

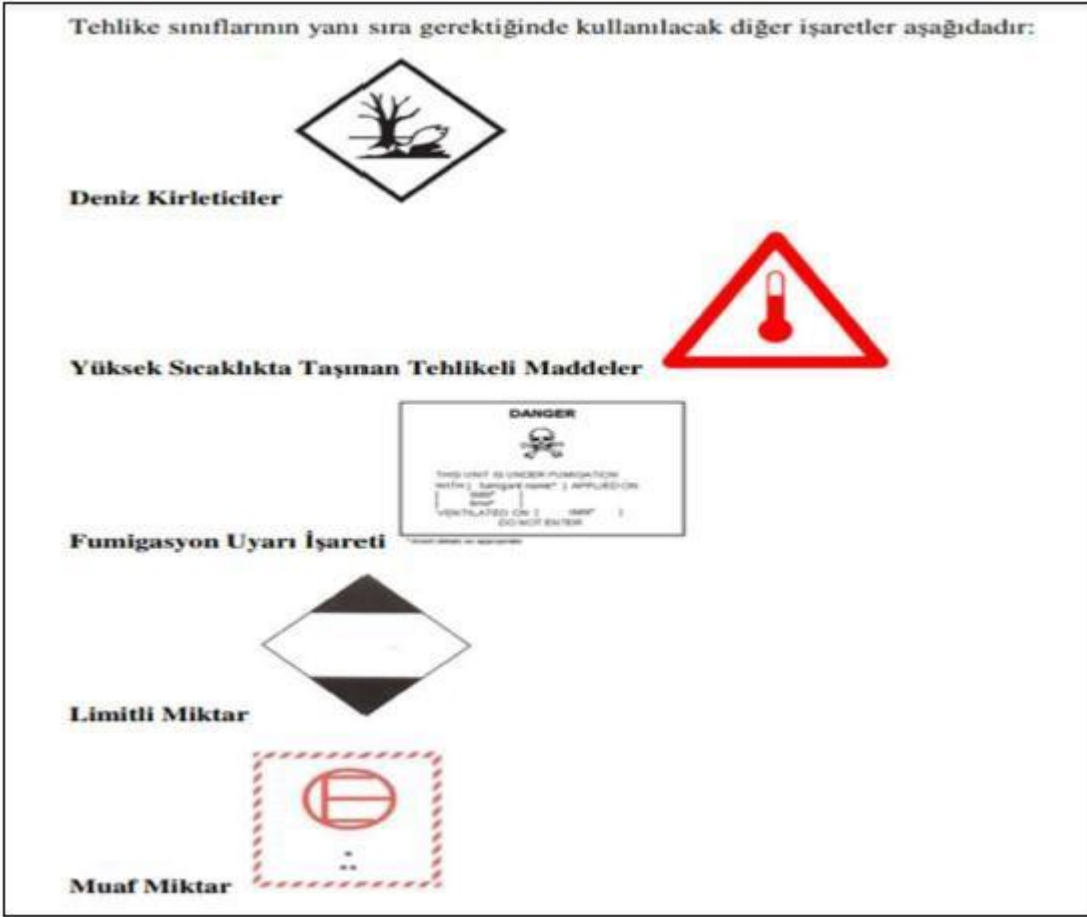
Sınıf 8: Aşındırıcı (Korozif) maddeler	Class 8: Corrosive substances
Tehlike Etiketi	Danger Label
İlave tehlikeleri:	Additional dangers:
aşındırıcı	Corrosive substances

Sınıf 9: Muhtelif tehlikeli maddeler ve nesneler

Paketleme grubu II, III (orta, az tehlikeli)



Sınıf 9: Muhtelif tehlikeli maddeler ve nesneler	Class 9: Miscellaneous Dangerous Materials
Paketleme grubu II, III (orta, az tehlikeli)	Packing groups II, III (medium, low hazard)
Tehlike Etiketi	Danger Label
İlave tehlikeleri:	Additional dangers:
Farklı tehlikeleri olan maddeler	Miscellaneous dangerous substance and articles
Gazlar	Gases
Isıtılmış madde	Elevated temperature substance



Tehlike sınıflarının yanı sıra gerektiğinde kullanılacak diğer işaretler aşağıdadır:	In addition to the hazard classes, other signs to be used when necessary are as follows:
Deniz Kirleticiler	Marine Pollutants
Yüksek Sıcaklıkta Taşınan Tehlikeli Maddeler	Dangerous Goods Transported at High Temperatures
Fumigasyon Uyarı İşareti	Fumigation Warning Sign
Limitli Miktar	Limited Quantity
Muaf Miktar	Exempt Amount

Figure 5

4.5. Tables for Separation of Dangerous Goods for Their Classes on Ships and at Ports

In order to determine the separation conditions of two or more dangerous goods, the Separation Table given in IMDG Code Volume I, 7.2.4 and the provisions of IMDG Code Volume II Dangerous Goods List (DGL) Column 16(b) shall be applied. In case of any conflict, the provisions in Column 16(b) of the Dangerous Goods List (DGL) shall take precedence.

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

Bu tabloda yer alan ayrıştırma terimleri farklı tehlike sınıflarına ait tehlikeli maddeler arasında bulunması gereken mesafeler ile ilgili bilgi vermektedir:

"1": ".....'dan uzak": En az 3 metre yatay mesafe ile aynı ambar içinde veya güvertede taşınabilir.

"2": ".....'dan ayrı": Güverte altında farklı ambarlarda veya güverte üzerinde en az 6 metre yatay mesafe taşınabilir.

"3": "....dan bir tam bölme veya ambarla ayrı": En az 12 metre yatay mesafe ile güvertede taşınabilir. Güverte altında aynı ambar veya bölme içinde taşınmaz.

"4": "araya giren bir tam bölme veya ambarla uzunlamasınadan ayrı": En az 24 metre yatay mesafe ile güvertede taşınabilir. Güverte altında taşınması durumunda uzunlamasına (baş-kıç istikametinde) tehlikeli maddelerin arasına ilaveten başka bir ambar girmesi gerekmektedir.

"X" ve "0" için IMDG Kod'da ve Tehlikeli Yükler Listesinde yer alan özel hükümler çerçevesinde verilmiş istifleme şartları geçerlidir.

Liman sahasında farklı yük taşıma birimi içindeki veya ambalajlı olarak bulunan tehlikeli yükler aşağıdaki ayrıştırma tablosundaki mesafeler baz alınarak istiflenecektir:

Table 3

Patlayıcılar	Explosives
Patlayıcılar	Explosives
Patlayıcılar	Explosives
Yanıcı Gazlar	Flammable Gases
Yanıcı ve Zehirli Olmayan Gazlar	Non-Flammable and Non-Toxic Gases

Zehirli Gazlar	Toxic Gases
Yanıcı Sıvılar	Flammable Liquids
Yanıcı Katı Maddeler	Flammable Substances
Kendi Kendine Yanan Katı Maddeler	Substances liable to spontaneous combustion
Suyla Teması Halinde Yanıcı Gazlar Çıkaran Katı Maddeler	Substances which, in contact with water, emit flammable gases
Oksitleyici Maddeler	Oxidizing Substances
Organik Peroksitler	Organic Peroxides
Zehirli (Toksik) Maddeler	Toxic Substances
Bulaşıcı Maddeler	Infectious Substances
Radyoaktif Maddeler	Radioactive Material
Aşındırıcı (Korozif) Maddeler	Corrosive Substances
Farklı Tehlikeli Madde ve Nesnelere ve Çevreye Zararlı	Miscellaneous dangerous substances and articles
<p>Bu tabloda yer alan ayrıştırma terimleri farklı tehlike sınıflarına ait tehlikeli maddeler arasında bulunması gereken mesafeler ile ilgili bilgi vermektedir;</p> <p>"1": "...dan uzak": En az 3 metre yatay mesafe ile aynı ambar içinde veya güvertede taşınabilir.</p> <p>"2": "...dan ayrı": Güverte altında farklı ambarlarda veya güverte üzerinde en az 6 metre yatay mesafe taşınabilir.</p> <p>"3": "...dan bir tam bölme veya ambarla ayrı": En az 12 metre yatay mesafe ile güvertede taşınabilir. Güverte altında aynı ambar veya bölme içinde taşınamaz.</p> <p>"4": "araya giren bir tam bölme veya ambarla uzunlamasına ...dan ayrı": En az 24 metre yatay mesafe ile güvertede taşınabilir. Güverte altında taşınması durumunda uzunlamasına <baş-kıç istikametinde> tehlikeli maddelerin arasına ilaveten başka bir ambar girmesi gerekmektedir.</p> <p>"X" ve "**" için IMDG Kod'da ve Tehlikeli Yükler Listesinde yer alan özel hükümler çerçevesinde verilmiş istifleme şartları geçerlidir.</p> <p>Liman sahasında farklı yük taşıma birimi içindeki veya ambalajlı olarak bulunan tehlikeli yükler aşağıdaki ayrıştırma tablosundaki meşaleler baz alınarak istiflenecekler:</p>	<p>Segregation terms in this table give information about the distances to be found between dangerous goods belonging to different hazard classes:</p> <p>"1": "away from ...": It can be transported in the same hold or on the deck with a horizontal distance of at least 3 meters.</p> <p>"2": "away from...": Can be transported below deck in different holds or above deck at a horizontal distance of at least 6 meters.</p> <p>"3": "Separate from ...by one full compartment or hatch": Can be transported on deck with a horizontal distance of at least 12 meters. It cannot be transported under deck in the same hold or compartment.</p> <p>"4": "separate longitudinally from ... by an intervening full partition or hatch": May be transported on deck with a horizontal distance of at least 24 meters. In case of transport under deck, there must be another warehouse between the longitudinal (ahead and astern direction) dangerous goods For "X" and "**" the stacking conditions given in the IMDG Code within the framework of the special provisions in the Dangerous Goods List are valid. Dangerous goods in different cargo transport units or in packages in the port area will be stored based on the distances in the segregation table below:</p>

LİMAN SAHALARI İÇİN AYRIŞTIRMA TABLOSU													
	2,1	2,2	2,3	3	4,1	4,2	4,3	5,1	5,2	6,1	8	9	
Alev alabilen gazlar	2,1	O	O	O	S	A	S	O	S	S	O	A	O
Yanıcı ve zehirli olmayan gazlar	2,2	O	O	O	A	O	A	O	O	A	O	O	O
Zehirli gazlar	2,3	O	O	O	S	O	S	O	S	O	O	O	O
Alev alabilen sıvılar	3	S	A	S	O	O	S	A	S	S	O	O	O
Alev alabilen katılar	4,1	A	O	O	O	O	A	O	A	S	O	A	O
Kendiliğinden yanıcı maddeler	4,2	S	A	S	S	A	O	A	S	S	A	A	O
Sıvılaştırma tehlikesi taşıyan gazlar	4,3	O	O	O	A	O	A	O	S	S	O	A	O
Oksitleyici maddeler	5,1	S	O	O	S	A	S	S	O	S	A	S	O
Organik peroksitler	5,2	S	A	S	S	S	S	S	S	O	A	S	O
Toksik (zehirli) maddeler	6,1	O	O	O	O	O	A	O	A	A	O	O	O
Agresif (korozif) maddeler	8	A	O	O	O	A	A	A	S	S	O	O	O
Diğer tehlikeli maddeler ve sıvılar	9	O	O	O	O	O	O	O	O	O	O	O	O

O = Ayrıştırma gerekmez
A = "...dan uzak" (>3m veya ayrıştırma yok)
S = "...dan uzak" (açıkta >6m ambarda >12m veya açıkta >3m ambarda >6m)

Liman Sahaları Ayrıştırma Tablosu Açıklamaları:

1. Ambalaj / IBCler / treylerler / düz veya platform konteynerler için

O = ayrıştırma gerekmez (özel hükümlerde aksi belirtilmedikçe)

A = "...dan uzak" – minimum 3 m mesafe

S = "... dan ayrı" – açık alanlarda minimum 6 m. mesafe; kapalı alan ve depolarda minimum 12 m mesafe ya da yangın geçirmez duvarla ayrılmış

2. Kapalı konteynerler / seyyar tanklar / kapalı kara yolu araçları için

O = ayrıştırma gerekmez (özel hükümlerde aksi belirtilmedikçe)

A = "...dan uzak" – ayrıştırma gerekmez (özel hükümlerde aksi belirtilmedikçe)

S = "... dan ayrı" – açık alanlarda, uzunlamasına ve enlemesine min 3 m mesafe, kapalı alan ve depolarda minimum 6 m mesafe ya da yangın geçirmez duvarla ayrılmış

3. Açık kara yolu vasıtaları / tren vagonları / üstü açık konteynerler için

O = ayrıştırma gerekmez (özel hükümlerde aksi belirtilmedikçe)

A = "...dan uzak" – minimum 3 m mesafe

S = "... dan ayrı" – açık alanlarda, uzunlamasına ve enlemesine minimum 6 m mesafe; kapalı alan ve depolarda minimum 12 m mesafe ya da yangın geçirmez duvarla ayrılmış

Table 4

LİMAN SAHALARI İÇİN AYRIŞTIRMA TABLOSU	SEGREGATION TABLE FOR PORT AREAS
O = Ayrıştırma gerekmez	O = Segregation unnecessary
A = "...dan uzak" (>2m veya ayrıştırma yok)	A = "Away from..." (>3m or no segregation)
S = "...dan uzak" (açıkta >6m ambarda >12m veya açıkta >3m ambarda >6m)	S = "Separated from ..." (>6m in open, >12m in shed; or >3m in open, >6m in shed)
Liman Sahaları Ayrıştırma Tablosu Açıklamaları:	Port Areas Segregation Table Explanations:
1. Ambalaj / IBCler / treylerler / düz veya platform konteynerler için O= ayrıştırma gerekmez (özel hükümlerde aksi belirtilmedikçe) A = "...dan uzak" – minimum 3m mesafe S = "...dan ayrı" – açık alanlarda minimum 6 m mesafe; kapalı alan ve depolarda minimum 12m mesafe ya da yangın geçirmez duvarla ayrılmış	1. For Packaging / IBCs / trailers / flat or platform containers O = no segregation required (unless specified otherwise in special provisions) A = "far from..." - a minimum distance of 3 m S = "separate from..." - a minimum distance of 6 m in open areas; In closed areas and warehouses, a minimum distance of 12 in or separated by a fireproof wall
2. Kapalı konteynerler / seyyar tanklar / kapalı kara yolu araçları için O = ayrıştırma gerekmez (özel hükümlerde aksi belirtilmedikçe) A = "...dan uzak" – ayrıştırma gerekmez (özel hükümlerde aksi belirtilmedikçe) S = "...dan ayrı" – açık alanlarda, uzunlamasına ve enlemesine min 3 m mesafe, kapalı alan ve	2. For closed containers / mobile tanks / closed road vehicles O = no segregation required (unless specified otherwise in special provisions) A = "far from..." - no segregation required (unless specified otherwise in special provisions) S = "separate from..." - a minimum distance of 3 m longitudinally and transversely in open areas, a

<p>depolarda minimum 6m mesafe ya da yangın geçirmez duvarla ayrılmış</p> <p>3. Açık kara yolu vasıtaları / tren vagonları / üstü açık konteynerler için</p> <p>0 = ayrıştırma gerekmez (özel hükümlerde aksi belirtilmedikçe)</p> <p>A = "...dan uzak" – minimum 3 m mesafe</p> <p>S = "...dan ayrı" – açık alanlarda minimum 6 m mesafe; kapalı alan ve depolarda minimum 12m mesafe ya da yangın geçirmez duvarla ayrılmış</p>	<p>minimum distance of 6 m in closed areas and warehouses, or separated by a fireproof wall</p> <p>3. For open road vehicles / train wagons / open top containers</p> <p>0 = no segregation required (unless specified otherwise in special provisions)</p> <p>A = "far from..." - a minimum distance of 3 m</p> <p>S = "separate from..." - a minimum distance of 6 m in open areas; In closed areas and warehouses, a minimum distance of 12 in or separated by a fireproof wall</p>
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4.6. Separation Distances and Separation Terms of Dangerous Goods in Warehouse Storages:



Table 5

AMBAR DEPOLAMASINDA TEHLİKELİ MADDELERİN AYRIŞTIRMA MESAFELERİ	SEPARATION DISTANCES OF HAZARDOUS SUBSTANCES
KOLAY TUTUŞAN MADDE YOKSA	IF THERE IS NO FLAMMABLE SUBSTANCE
YİYECEK MADDESİ YOKSA	IF THERE IS NO FOODS ITEM
KOYU RENK SAYILAR = IMDG SINIFLARI (SINIF 1 VE 7 MADDELERİ AMBARLARDA DEPOLANMAMALIDIR.)	BOLD NUMBERS = IMDG CLASSES (CLASSES 1 AND 7 SHOULD NOT BE STORED IN THE WAREHOUSES)

5. HANDBOOK FOR DANGEROUS CARGOES HANDLED AT COASTAL FACILITY

“Dangerous Goods Handling Guide”, an example of which is given in the Annex-10, has been prepared and presented to the use of the relevant parties in order to learn and recognize the Dangerous cargo classes and labels, signs, dangerous load segregation rules by the relevant coastal facility personnel.

6. OPERATIONAL ISSUES

6.1. Procedures for Safely Berthing, Mooring, Loading / Discharging, Sheltering, and Anchoring of Ships Carrying Dangerous Cargoes in Day and Night

6.1.1. Ship's entrance to the Port area

a. Master of a ship carrying dangerous goods must do the following before entering the Port Area.

- Should prepare all the personnel for the loading and evacuation of dangerous goods in the port area and the legal and administrative obligations regarding ships carrying dangerous goods,
- Check the suitability of the ship in terms of machinery, apparatus, and equipment,
- Evaluates the possibilities against damage or leakage of dangerous cargo and its contents,
- Informs the relevant port authority about the unsuitable machinery, apparatus and equipment in the ship, damage or leakage of dangerous cargo and protection system errors that will endanger the environment, property, and life.

b. Master of a ship carrying dangerous goods while entering the Port Area should do the following unless otherwise requested by the Port Authority.

- Maintains the communication by establishing communication with the port authorities on the VHF channel,
- During the day, signal flag BRAVO and at night, a red lantern visible from all directions will be displayed.

c. Security Shifts:

- Master of the ship should establish an appropriate navigation watching at the entrance / exit to the port and deck and machinery watching during the loading / discharging period,
- Master of the ship should plan for safe watches, considering all aspects of the subject and the amount of dangerous cargo stored.

d. Mooring to the Dolphin:

Should continuously show the appropriate danger signs in the port area as long as it is at the dolphin unless requested by the Port Authority. During the stay at the port;

- For emergencies, there must be a spare rope that is hand-tacked to the ship's side with sufficient slack at the fore and aft of the ship and can be easily salvaged in an emergency. One end of the towing lines should be extended from the deck to the water level and should be kept ready by being fixed in a way that it can be used at any time by being released in any dangerous situation.
- Anchorage equipment should be available so that it can be anchored in case of any emergency.

f. Master of the ship should always keep the ship's machinery ready for the safety of the ship or the proper storage of the cargo or ship ballast handled and should not allow any exhaust from gas or boiler pipes unless permitted by the port authorities.

- Master of the ship should provide safe entry and exit between the ship and the dolphin.

g. Emergency procedures:

- As long as Master of the ship is on the docks, he must keep himself, deck watchkeeping officers and the crew ready to properly implement the emergency response procedures he will establish.
- Master of the ship should consider the necessary arrangements for safe and quick departure, bearing in mind the content of the dangerous cargo and any special situation that may occur on the deck.

Master of the ship should establish emergency response procedures on board to control / prevent incidents involving dangerous cargo and again ensure that officers and personnel are properly trained to perform / accomplish such emergency response procedures.

h. Emergency information procedures:

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

A list of dangerous cargo carried on board

A list of dangerous cargo discharged at the coastal facility area

In addition to the emergency response procedures required for dangerous cargo, Master of the ship should keep appropriate safety information easily accessible. This type of information includes the EmS Guide (Emergency Response Procedures for Ships Carrying Dangerous Goods), the Medical First Aid Guide (MFAG) used in incidents involving dangerous goods, and safety information papers, which are used in connection with the transport documents.

Master of the ship should ensure that deck watchkeeping officer is informed about the exact numbers and status of the crew both on board and land as well as visitors/passengers. (This measure ensures that the exact number of the crew on the ship or on the shore or resting in the cabins in an accident or emergency).

i. Fire Precautions: Master;

Should ensure the detection of areas where smoking is prohibited.

Should ensure that the areas where smoking is prohibited are appointed clearly in illustrated diagrams in important areas and that the areas where smoking is free do not pose any danger. (Considering that the dangerous cargo transported has a risk of fire and explosion, it should be accounted empty tanks may still contain residues and might contain flammable vapours and pose a risk.)

Master of the ship should make sure that the equipment or tools used to check whether there is flammable or explosive in an area or an empty place, do not cause fire or explosion.

If there is a possibility of a flammable or explosive substance in an area or an empty place, the Master should make sure that the equipment or tools to be used, including any sampling or measurement device, are safe, portable electrical equipment that can be used in a flammable atmosphere without causing fire or explosion.

Master should make sure that electrical equipment is not used indiscriminately or accidentally in areas where flammable atmospheres may occur.

Master of the ship ensures that a fire station, which is sufficient and suitably tested, is established, and kept ready for the dangerous cargo on board, and that the relevant personnel are trained in firefighting and arranges practices and fire drills in this regard.

i. Environmental Protection:

Master of the ship carrying dangerous cargo should make sure that all measures are taken to prevent the dangerous cargo from being released accidentally to the environment.

Master should ensure that all the scupper holes are well closed and that the absorbent and disposal materials are kept ready and properly used, considering the safety of the ship and its personnel.

It should be ensured that the appropriate precautions are taken during the cleaning of the spill for the spilled Dangerous substance.

To prevent the accidental release of dangerous cargo to the environment, it is of utmost importance to have highly trained personnel with sufficient knowledge about the risks arising from the dangerous cargo carried,

and the use of correct and safe response procedures in Dangerous substance accidents. Personnel should be regularly trained to use the spill equipments correctly and safely.

j. Reporting of accidents:

- Within the ship, Master should ensure; If there is an accident that endangers the safety of the ship's crew or other ships in the coastal facility or the shore facility or the property or the environment due to the loading / discharging of the dangerous cargo, the personnel responsible for the loading / discharging should immediately stop the operation until adequate safety measures are taken.
- Master of the ship should remind all personnel of their obligation to report the accidents that may occur during the loading / discharging of dangerous goods to the personnel responsible for the operation and to the port authorities.
- It is essential to report the accident accurately and completely to the emergency response centre in shortest time to provide immediate and effective reaction, medical assistance for the injured personnel and reduce damages.

6.1.2. Coastal Facility

a. Mooring to the dolphin

Coastal facility operator; should ensure sufficient and safe anchoring facility (depth and sufficient safe area etc.) and the establishment of adequate and safe transportation between the ship and the coastal facility.

b. Control - Inspection

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

c. Classification, packaging, marking, labelling and placement and certification.

Coastal facility operator should ensure that when dangerous cargo enters its premises, the cargo related person must be certified / approved in accordance with the relevant national and international requirements.

d. Safe handling and separation

The coastal facility operator assigns at least one authorized personnel who has sufficient knowledge of national and international legal requirements for the loading / discharging of Dangerous Goods.

e. Emergency procedures

- The coastal facility operator should ensure that appropriate emergency arrangements are made and bring them to the attention of those concerned. These regulations should cover the following:
- Determination of the appropriate emergency operation area (Operation coordination centre / unit where the response operation will be managed in case of an emergency)
- Notifying the accident or emergency to the appropriate emergency services inside or outside the facility verbally firstly and then in accordance with the accident notification procedure and form specified in the Annex,
- Notification of the accident or emergency to the port authority or to the relevant parties from land or sea part of the coastal facility area,
- Availability of emergency response equipment specified in the Annex according to the requirements of Dangerous Goods being loaded / unloaded,
- Making coordinated arrangements in accordance with the procedures specified in the Port Operation Instruction in any emergency for the release of the ship / emergency departure from the pier,

□ Make sure that arrangements are made to ensure safe entry and exit to the ship and the Coastal Facility at all times.

f. Emergency Information

□ The coastal facility operator should have a list available containing the amount of dangerous cargo in their tanks and the name of the shipment, if any, the secondary risk, if present, and a list of the emergency services currently available.

□ The coastal facility operator should ensure that the emergency response procedures of the facility or pier and the emergency telephone numbers of the facility or pier are hung on tanks or areas where Dangerous Goods are loaded / unloaded or in certain places that are easily visible.

□ The coastal facility operator should clearly mark the fire and spill / spill fighting equipment and stations and ensure that the signs are hung in appropriate positions to attract the attention of the concerned parties.

□ The coastal facility operator should inform the ship's Master about the emergency procedures in effect in the coastal facility area and the services at the pier.

g. Fire Safety

Coastal facility operator;

□ The fire department and emergency services should have access to a ship at anytime from anywhere on the pier,

□ Ensures the establishment of audible and visible alarms for emergency use in the coastal facility area, in other words, to establish rapid communication with emergency services,

□ Regardless of the construction year, for ships of 500 tons and above, within the scope of ship / shore liaison arrangements in accordance with international standards, the pier should be properly equipped to provide the necessary water for firefighting that are compatible with ship's equipment,

□ All areas where dangerous goods are loaded / unloaded should be kept clean and dry,

□ Before the loading / discharging of dangerous goods, Master of the ship is informed about the locations of the nearest emergency services that can be called,

□ During the loading, fire-fighting water/foam guns are ready to be turned to the loading dolphin and ship's manifold,

□ Ensures that the lighting and other electrical equipment at the dolphins where the dangerous cargo is located is equipped with materials that are safe against flammable and explosive environments,

□ Should determine the areas where smoking is prohibited,

□ Should ensure that the areas where smoking is prohibited are appointed clearly in illustrated diagrams in important areas and that the areas where smoking is free do not pose any danger. (Considering that the dangerous cargo transported has a risk of fire and explosion, it should be accounted empty tanks may still contain residues and might contain flammable vapours and pose a risk.)

□ The coastal facility operator should make sure that the equipment or tools used to check whether there is flammable or explosive matter in an area or an empty place, do not cause fire or explosion,

□ Coastal facility operator must ensure that, if there is possibility of a flammable or explosive material being present in an area or an empty place, the equipment, or tools to be used for sampling or measurements, are safe portable electrical equipment that can be used in a flammable atmosphere without causing fire or explosion, and no electrical equipment is used haphazardly or unintentionally in areas where a flammable atmosphere may occur.

h. Firefighting

The coastal facility operator establishes and maintains a sufficient and suitably tested fire station in accordance with the requirements of the regulatory authority of the region where the loading / discharging is made and ensures that the relevant personnel are trained in firefighting and make sure they practice and conduct fire drills.

In addition, the fire line is tested by an independent accredited organization every 5 years and the result report is shared with the Port Authority.

i. Measures on environmental protection

□ The coastal facility operator ensures the loading / discharge of Dangerous Goods in accordance with the requirements of the regulatory authority of the region.

□ The coastal facility operator should not do the loading / discharging of any damaged pipeline or tank used in the discharging of dangerous substances, unless it is ensured that it is made suitable and safe in all aspects in accordance with the regulations of the regulatory authority.

□ It should be ensured that the appropriate precautions are taken during the cleaning of the spill for the spilled Dangerous substance. □ To prevent the accidental release of Dangerous Goods to the environment, it is of utmost importance to use correct and safe response procedures in Dangerous material accidents by well-qualified and trained personnel who have sufficient knowledge about the risks that might arise from the dangerous cargo transport. Personnel should be regularly trained to use the spill equipments correctly and safely.

□ Large-scale spare drums, absorbers or cleaning equipment, equipment to prevent the spreading of liquid Dangerous materials (discharge preventers, absorbers, and oil barriers, etc.) should be kept ready at the dolphin dock and pumping station, and the relevant personnel should be regularly trained in the use of correct and safe equipment.

6.2. Procedures for additional measures required to be taken according to seasonal conditions for the loading / discharging and ship to ship transfer operations of Dangerous Cargoes

- a. Dangerous materials can generally be affected by high temperature (in summer), rain and strong wind (valid all year) depending on the season. The coastal facility is rarely exposed to snow and icing during the winter months due to its geographical location.
- b. Loading / discharging activities will be suspended, taking into account the safety of the personnel in extreme rainy, stormy, unfavourable weather conditions, and weather conditions with the possibility of lightning.
- c. In case of snow and icing, loading / discharging operations are not allowed until the slippery environment is disposed of, and operations are carried out at the safest speed when the environment is safe.
- d. Relevant procedures are specified in the ship - coast check list.

6.3. Procedures for Keeping Flammable / Combustible and Explosive Materials Away from Spark Generating Processes and Operating Tools, Equipment or Devices that Generate Spark in Dangerous Cargo Handling, Stacking and Storage Areas

- a. All hot work to be done at the coastal facility or on the ship is subject to permission.
- b. All subcontractors or ship personnel who will work at the coastal facility or on the ship are informed about a mechanism that will provide insulation and isolation in terms of security, informative signs about the work to be done, a restricted working area, an evacuation plan and, if necessary, filing for permission for working at height.

If it is necessary to work in places where there is a high risk, the necessary permissions will be taken within the framework of the Hot Work Procedure before starting work and the work will start after the necessary measures are taken.

7. DOCUMENTATION, CONTROL AND RECORDING

7.1. Procurement and control of all mandatory documents, information and documents, documents related to Dangerous Goods

- a. The following documents regarding Dangerous Goods are kept up to date. IMDG Code International Maritime Dangerous Goods Code, International Convention for the Prevention of Pollution from Ships (MARPOL), International Convention for the Safety of Life at Sea (SOLAS), ISGOTT International Safety Guide for Oil Tankers and Terminals (ISGOTT), Regulation on the Transport of Dangerous Goods by Sea and Loading Safety, Ports Directive , related laws, statutes, regulations, circulars, communiques, directives, and application instructions.
- b. LIKIT PORT Operations Unit; creates all records regarding incoming, sent, stored and dangerous cargoes completely and keeps them in a way that can be shown when requested.
- c. Current inventory of dangerous goods handled at LIKIT PORT; is kept in such a way as to include the UN Number, the appropriate shipping name, class, (with sub-hazards) whether it is a marine pollutant, consignee, sender, and other additional information needed (ignition degree, viscosity etc.).

7.2. Procedures for Keeping a Regular, Complete, and Up to Date List of All Dangerous Goods in the Coastal Facility Area and Other Relevant Information

- a. Records of incoming dangerous goods are kept within the framework of LIKIT PORT Ship Tracking File and LIKIT PORT Management System. Instant up-to-date data will be shared if requested by the competent authorities.
- b. LIKIT PORT retains and secures a copy of the transport document of the dangerous goods it handles, and the additional information mentioned in the IMDG Code for at least 3 months.
- c. This information is kept in the computer environment and in the file order so that only authorized personnel can access it, and it is presented as real time data when requested by the authorized administrations.

7.3. Procedures for Checking and Reporting Results of Dangerous Goods that are Entering the Facility, Having Correct Shipping Names, Appropriate Classification, Declaration, Safe Loading, and Transportation to Cargo Transport Units

- a. Only Dangerous liquid bulk cargoes (chemical and similar bulk dangerous cargoes/Oil and Petroleum Products) are handled at LIKIT PORT. For this reason, all controls are carried out other than those specific to packaged cargoes.
- b. All shipping documents, especially dangerous cargo transport documents, are checked, and in case of inconsistency between the documents and the reality, this situation is recorded and shared with the relevant parties.
- c. Before the ship arrives at the dolphin, the Port Operations Manager will determine the dangerous cargoes based on the ship's loading/discharging plan. The UN number of dangerous goods will be defined and entered into the facility operating system. When the cargo is discharged, it will be transferred to the appropriate tanks or storage areas allocated for storage.

7.4. Preparation, Keeping and Use of Dangerous Goods Safety Data Sheets (SDS):

- a. Up-to-date Material (MSDS) of all loading/discharging dangerous goods are provided with the cargo, the said MSDSs are filed by the operations unit, and are used when needed. (Measures specified in the Material Safety Data Sheet are taken immediately in case of loading/discharging and in emergencies.)
- b. The UN number and proper shipping names of dangerous goods must comply with the principles in the IMDG Code Dangerous Goods List. In the 14th article of the SDS, the UN number of the dangerous cargo, the appropriate shipping name, the hazard identification signs, and labels and the additional risk identification labels are processed in accordance with the IMDG Code principles. Necessary attention will be paid to this issue in the shipping documents regarding the incoming or outgoing dangerous goods.

7.5. Procedures for Keeping Records and Statistics of Dangerous Goods

- a. Information about dangerous goods is kept regularly and statistical information is prepared and reported as requested by the competent authorities. Reports are stored in a digital environment so that they can be accessed whenever required.
- b. Data entry is made to the e-maritime applications ATLANTIS program of the Ministry of Transport and Infrastructure, each time a ship arrives, and information is entered for the statistical infrastructure. Data are entered into the Coastal Facility Management System for the same purpose every time a ship arrives.

7.6. Information about the Quality Management System

The document owned by Likit Kimya San. Tic. Ltd. Şti. is as follows.

TS EN ISO 9001 2015

Validity date: 14.05.2025

Storage of chemicals, bonded warehouse operations, production of concrete agent, chemical discharge activities from ship, chemicals charging activities to ship, liqued chemicals, shipment to customers by transferring liqued from ship to tank, tank to ship, tank to barge, tank to tank, tank to tanker and isotank container to tanker, warehouse services; sales of chemical raw materials, sales of concrete agents

8. EMERGENCIES, EMERGENCY PREPAREDNESS AND RESPONSE

8.1 Intervention procedures for Dangerous Cargoes that pose / may pose a risk to life, property and/or the environment and dangers and dangerous situations involving Dangerous Cargoes

- a. LIKIT PORT seeks to prevent the occurrence of spills, scattering, explosions, fire, etc., which are likely to occur during the handling of dangerous goods that will pose a risk to life, property, and the environment, and in case of emergencies despite all precautions, to limit the impact of emergencies on humans and the environment, to control the emergency with the least damage;
 - Prepared an Emergency Plan (EP),
 - Prepared an Emergency Response Plan (ERP),
 - Prepared a Fire Plan (FP),
 - As it is a lower tier establishment within the scope of SEVESO, it has prepared the Major Accident Prevention Policy Document (MAPP),
 - Prepared the Explosion Protection Document (EPD),
 - Established the Emergency Management and Emergency Response Management, determined and communicated the duties and responsibilities of the personnel in the management,
 - Established the Emergency Response Teams, completed the training of the personnel in the emergency response teams, communicated their duties and responsibilities,
 - The procedure for using the EmS Guide/Fire and spill response principles charts has been prepared, and the principles of using EmS charts have been explained to the personnel.
 - The procedure for using the Medical First Aid Guide has been prepared.
 - Safe Handling Procedure of Dangerous Bulk Liquid Cargoes has been prepared and implemented.
 - Training and exercise plans have been prepared and implemented.
- b. With all the documents and plans given above, it is aimed to prevent emergency situations and to minimize their effects if they cannot be prevented. The plans and documents in question will be updated with the change of parameters such as technological developments, emerging new risks, etc.

8.2. Information on The Possibility, Capability, and Capacity of The Coastal Facility to Respond to Emergencies

The opportunity to intervene in emergencies that may be encountered for 24 hours is limited by the technical capabilities and manpower of the facility. In natural disasters or in emergencies where the facilities of the facility may be insufficient, public, or other private sector facilities are used. Necessary information regarding emergency detection and response capabilities (system-tool- equipment-materials and manpower) is included in the facility's EP, ERP and FP.

8.3. Arrangements Regarding the First Response to be Made for Accidents Involving Dangerous Cargoes (Points to be Emphasized, Procedures For First Response, its Capacity, and Capabilities)

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

- a. When the injury is caused by any Dangerous substance, the first aid measures specified in Chapter 4 of the Safety Data Sheet of the exposed dangerous substance are applied. Also, it should be considered that the toxicological effects of the substance in Chapter 11.
- b. When a person is injured, first aid training personnel are informed. Personnel who have received first aid training, apply first aid rules according to the nature of the substance with the first aid kit in the

dolphin and the cargo building or call a health personnel who can provide the closest first aid, but if it is not necessary, the injured person is not moved.

- c. At the same time, the closest Health Unit is called. The scene of the incident should be clearly explained to the first aid team, if necessary, the ambulance should be welcomed.
- d. The person who will intervene in the injured must use appropriate personal protective clothing and equipment in order not to be affected by the environmental conditions. If the injured person is affected by the environment (toxic gas, airless or smoky environment), the person should be removed from this environment as soon as possible by personnel with appropriate protective equipment.
- e. If the injured person has encountered a corrosive substance, the contaminated clothes must be removed as soon as possible.
- f. An expert support or an ambulance is called by calling the required phone numbers in Section 8.4.
- g. Even the ones that seems insignificant, all injuries requiring first aid and accidents and incidents that do not cause injury should be reported to the higher authorities.
- h. "Medical First Aid Guide (MFAG)" (Annex-20) in the IMDG Code Annex and the "Emergency Plans (EmS)" (Annex-21) in the IMDG Code Annex for emergencies involving dangerous cargoes are used.

8.4. Notifications to be Made For and Outside the Facility in Emergencies

In case of emergency, the relevant units and numbers listed below can be reached. Emergency contact points and contact information details are in Annex-3.

NO.	UNIT	PHONE
1	LIKIT PORT Shift Supervisor	0282 613 41 38
2	Tekirdağ Regional Port Authority (Harbour Master)	0282 261 20 25
3	Emergency Call Center (Ambulance-Police etc.)	112

8.5. Accident Reporting Procedures

In case of an emergency and/or an accident, the numbers in article 8.4 should be called and keep calm when information is given. The area where the emergency occurs, the building, the caller's contact number and what kind of emergency should be briefly explained to the person called. It is very important that the information to be given at this stage is correct and comprehensible, and within the scope of this information, the decision will be made about what will be the first response. Written notifications are made through the Accident - Incident Notification Form. The Accident Incident Notification Procedure and Form is in Annex-16.

8.6. Coordination, Support and Cooperation with Official Authorities

- a. In case of emergency response, the organizational structure that will manage the emergency and provide coordination, support and / or cooperation with official authorities will be carried out within the organization specified in the Annex-8.
- b. Operations Coordinator manages the emergency response operation and the entire team that reports to him/her. It carries out all activities in accordance with the Emergency Response Plan. It is also the contact point for communication with the relevant official institutions and authorities.
- c. In the absence of the Operations Coordinator, the person to manage the operation is the Incident Site Coordinator.
- d. The institutions that can be contacted, coordinated, requested for support, or just given information in case of emergency, and their contact information are in Annex-3.

8.7. Emergency Evacuation Plan For Evacuation of Ships and Marine Vehicles From the Coastal Facility in Emergencies

The notifications and operation plans to be made before, during and after emergencies and evacuation for the removal of ships and other vessels from the coastal facility are as follows.

- a. Fire on the ship or in coastal facilities in operation

□ The coastal facility employee who sees or hears there is a fire (ship operations employees, crane operators, dolphin security personnel, CCTV personnel, technical personnel or any coastal facility employee who is on the dolphin due to his duty), as quickly as possible, notifies coastal facility officer within working hours or shift supervisor outside working hours about the emergency using the numbers provided in Section 8.4 of this document.

□ If the ship needs to leave the coastal facility with the emergency notification, the Master will decide according to the size and advance of the incident and the consultation with the LIKIT Port Authorities and Port Master, and carry out the following processes:

- If an operation is in progress, it is stopped, and the employees related to the operation are transferred to a safe place.
- If the fire is on the ship, the coastal connections on or near the ship are safely and quickly closed and the crane booms are moved away.
- Fire brigade and firefighting teams are informed for firefighting operations at the dolphin, operation personnel are informed about the location of the fire and the approach of fire fighting vessels to the dolphin.
- Pilotage and towage organization and moorers are informed and the tugboats are requested to arrive at the scene of the incident as soon as possible so that the ship can be pushed off.
- To aid firefighting from the sea, tugboats with fire extinguishing equipment are also requested to come to the scene.
- The Port Master is called and informed that the ship will leave the coastal facility due to an emergency situation. If the ship's machinery is in working and can leave the dolphin with their own means, the dock lines are released as soon as possible, and if the ship's machinery is not working, it is assisted to leave the shore facility with a tugboat.
- All operations are directed by the Coastal Facility officer during working hours and by the Shift Supervisor outside of working hours.

b. Docked ships cutting hawsers due to squalls or storm

Meteorological conditions are constantly monitored at the coastal facility. In case of a severe storm notice, operation personnel, operators and on-duty personnel of the ships moored at the dock are informed. The priority is to increase the hawsers of the ship under all circumstances and to always keep the ship's machinery ready for action, depending on the severity of the coming storm. In the event that the ship moored to the dock cuts hawsers and starts leaving the pier before the operation stops or while ongoing, the following processes are followed:

- If the loading or discharging of the ship continues, the shore connections will be closed quickly and safely, and the ship will announce it will leave the dock via the radio.
- Although the ship notified the pilotage and tug organization through the VHF channel, coastal facility operator makes an emergency call to the active tugboats to converge on the location of the leaving ship as soon as possible.
- Based on the decision of the ship's captain, new hawsers can be supplied to the ship and ensure the ship is moored safely to the dock or the ship can be unmoored and leave the dock.
- If the ship with ongoing operation leaves the dock due to compulsory reasons before the operation is completed, the Port Authority is informed.

8.8. Procedures for the Handling and Disposal of Damaged Dangerous Cargoes and Waste Contaminated by Dangerous Cargoes

- a. Since packaged cargoes are not handled at the coastal facility, there will be no damaged dangerous cargoes. However, many materials and apparatus used in the loading and discharging of dangerous cargoes can come in contact with dangerous cargoes due to possible leaks. The materials and

equipment that are considered as waste among the said materials will be processed in accordance with the LIKIT PORT Waste Management Directive.

b. The following dangers may occur if any dangerous substance leaks during discharging operations:

- Asphyxia, suffocation,
- Poisoning,
- Infection and burning sensation on living tissues,
- Irritation and skin burns,
- Fire in the operational areas,
- Increased intensity and spreading of fire,
- Explosion

c. For this reason, it must be ensured that the leaking Dangerous material is handled safely and securely, protective materials and equipment are complete and in working condition, leakage cases are reported properly, leaking flanges, connections and pipelines are checked, the leakage is eliminated and finally that the leak area is cleaned professionally in accordance with the rules and regulations.

d. The methods and steps to be followed until the end of the process, including cleaning the leak, are specified in the workflow chart below:

The role of the environmental management unit on Dangerous substance leakage:

- Environmental Officer checks the situation at the leak site.
- In case of leaks and spills in serious quantities, the Safety Data Sheet of the flowing / spilled Dangerous substance is obtained before the leakage is controlled.
- Environmental Officer will decide on the type of activity to be carried out according to the hazard class of the Dangerous substance and of its nature.
- If necessary, the fire truck is kept at ready.
- Leaking Dangerous materials or contaminated wastes are removed from the leakage area when they are ready to exit from the gates.
- Records regarding the leakage and the shipment are kept for access when necessary.
- The area where the leak is first detected is also checked by the Environmental Officer, and if environmental pollution has occurred, it must be properly cleaned.
- If necessary, appropriate personal protective materials are used during the operation according to the properties of the substance.
- After the leakage is stopped, every area contaminated with the leaking substance is cleaned properly, either by the emergency response equipment of the facility or by an Emergency Response Firm, depending on the magnitude of the spillage.

The general processes and requirements to be followed in case of environmental pollution are as follows:

At the dolphin and in underwater pipelines:

Since Dolphin is not suitable for establishing a waste reception facility due to its open structure, a "Waste Collection Exemption" has been obtained from the Ministry of Environment and Urbanization, valid until 29.04.2024

At the terminal, the pumping station and on land pipelines:

After the leak is detected, the scene of the incident will be contained at first. The leakage area will be enveloped with a security strip to prevent unauthorized personnel's entry and the relevant units will be informed.

Risks are determined by a risk assessment:

The type of leaked or spilled material, its source and the amount of the leak are determined. Safety Data Sheet about Dangerous cargo is provided.

Necessary Personal Protective Equipment is provided: Appropriate personal protective equipment and materials are obtained before the leakage is intercepted.

Where possible, leakage is limited and its spread is prevented: In order to prevent the leakage from spreading around, it is surrounded by barriers at first.

If possible, the leak is stopped.

The process of cleaning the leak is started: The leak is never cleaned with flammable materials such as sawdust; dry and neutral absorbent materials such as absorbent kit, sand, and sorbent pads are used. Absorption is done by adding absorbent material / substance on liquid spills. In large spills, a border / barrier is created around it. The leaking / spilled material is blocked from mixing with the soil, underground and surface waters.

Disposal of wastes: Packages in which Dangerous materials will be placed and sent for disposal must be UN approved. The cleaned Dangerous material is collected in suitable waste bags or boxes and sent to the Temporary Waste Storage Area within the coastal facility.

In accordance with the Environmental Law and Regulations on Waste Disposal, wastes are delivered to licensed hazardous waste disposal facilities by firms licensed in transportation of hazardous wastes, therefore removed from the facility.

8.9. Emergency Drills and Their Records

The emergency drills planned within the scope of the coastal facility practice program will be made at the specified frequency. The drills will be recorded by LIKIT PORT, distributed to the relevant participants, kept for 3 years and then the records will be terminated.

8.10. Information on Fire Protection Systems

Emergency and firefighting equipment are as follows:

- Fire Hydrants
- Fire Extinguishers
- Fire Cabinets and Fire Hoses
- Remote controllable foam extinguisher towers
- Fire Detectors, Emergency Lights and Tools to Break Glass on the Operational Areas
- Electrical Fire Pumps
- Diesel Fire Pumps
- Miscellaneous

Emergency Response Equipment

- List of Emergency Numbers
- Coastal Facility Fire Plan
- Emergency Safety Signs
- Emergency Sirens

Detailed information about the fire detection and fire response systems, their facilities and capabilities are available in the LIKIT PORT Fire Plan. Fire Plan is in Annex-5/6.

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

Emergency and firefighting equipment

Fire Hydrants: Facility Directorate will keep a list of all fire hydrants.

Controls and tests will be done in three-month periods, monthly controls will be performed, and their records will be kept.

Fire Extinguishers: A list of all fire extinguishers will be kept and made through monthly controls. All fire extinguishers will have a label with the last control date and identification number of the personnel performing the control.

Fire Cabinets and Fire Hoses: A list of all fire cabinets will be kept. Controls and tests will be done in three-month periods, monthly controls and repairs will be performed, and their records will be kept.

Fire Detectors, Emergency Lights and Tools to Break Glass on the Operational Areas: Their maintenance will be performed according to the maintenance schedule.

Electric Fire Pumps: Their maintenance will be performed according to the maintenance schedule and their records will be kept. Pumps are checked on a weekly basis.

Diesel Fire Pumps: Their maintenance will be performed according to the maintenance schedule and their records will be kept.

Other emergency equipment:

List of Emergency Numbers: Facility Directorate is responsible for ensuring that the relevant departments and emergency phone lists are accurate and up to date.

Coastal Facility Fire Plan: A copy of the applicable Fire Plan is at the entrance of the administrative building. It is the responsibility of the Port Manager or the relevant unit's manager to always keep the fire plan up to date.

Emergency Safety Signs: Each department manager or unit manager is responsible for ensuring that all safety signs are at the location of the unit to which they are assigned.

8.12. Precautions to be Taken in Cases Where Fire Protection Systems do not Work

When there is an urgent need emergency response and fire protection systems do not work, the nearest team (Fire Station) will be informed by calling the phone numbers written in Article 8.4.

8.13. Other Risk Control Equipment

Firefighting at sea

In accordance with the provisions of the "Regulation on Preventative, Extinguishing and Rescue Measures to Be Taken Against the Fires That May Occur in Land, Fires That May Occur in Sea, Docks or Coast That Can Spread to Land or Fires That May Occur in Land That May Spread to Coast, Dock and Sea", in case of fire in the coastal facility administrative area, all public and private institutions aid in firefighting efforts. Fixed and portable fire extinguishers, first aid units and equipment are kept in full, ready, and working condition in coastal facilities.

Fire extinguishing activities that may occur in coastal facilities are carried out with fire extinguishing teams equipped with the necessary tools and equipment created in accordance with the relevant legislations. Firms engaged in tugboat activities, with which LIKIT PORT has an agreement, also participate in extinguishing activities in line with the instruction of the port authority.

9. OCCUPATIONAL HEALTH AND SAFETY

9.1. Occupational Health and Safety Measures:

- a. All occupational health and safety rules are valid and strictly applied in LIKIT PORT. 45001 Quality Management System is applied.
 - b. To be successful in this regard depends on understanding, accepting and actively participating and applying the health, safety, security, and environmental protection management system of the coastal facility. For this, it is coordinated with the OHS unit and HMSC.
 - c. It should not be forgotten that other people, as well as the environment, may be negatively affected by your work or mistakes. The following rules and prohibitions should be observed in order to pay attention to these and not to cause any unsafe incidents, accidents, or injuries:
- Alcoholic beverages and drugs are not allowed to be used in LIKIT PORT.
 - "SMOKING IS ABSOLUTELY PROHIBITED" within the borders of LIKIT PORT.
 - It is forbidden to use portable radio or other electronic devices, mobile phones, headphones or similar devices and devices that do not have ex proof feature in LIKIT PORT.
 - The list below is the personal protective equipment that should be used at the minimum level in LIKIT PORT:
 - Life jacket suitable for SOLAS
 - Reflective vest or high visibility clothing
 - Hard Hat, Safety Goggles and Chin Protector
 - Safety Shoes

Symbolic Safety Signs

Symbolic safety signs are used to inform the people around or to indicate instructions thanks to their size, colours, and appropriate symbols. Images and pictures (pictograms) are used for practical solutions to problems encountered in providing information for the purpose of health, safety, and environmental protection, and especially to overcome different language barriers. This type of signs is used for the protection of everyone:

- Do not ignore symbolic safety signs!
- Do not remove symbolic safety signs if you are not a person authorized to do so as per your duty!
- Do not scratch, erase, paint or distort symbolic safety signs!

Prohibition Signs

These symbolic safety signs are round, the background is white, the circumference is red and has a cross strip. Pictogram is black, in the center of the sign and below the diagonal strip. This sign means that something should not be done.

Some prohibition signs, including but not limited to, are as follows:

Warning Signs

These symbolic safety signs are triangular, the background is yellow, and the circumference is black. Pictogram is black, located in the center of the sign. This sign warns of a specific risk or danger. Some warning signs, including but not limited to, are as follows:

General Information Signs

These symbolic safety signs are square or rectangular in shape and the background is green. Pictogram is white, located in the center of the sign. This sign provides specific information. For example, the locations of certain facilities, centers, emergency routes and exits, first aid and rescue equipment, etc. are marked with these signs.

Fire Prevention and Fire Protection Signs

These symbolic safety signs are square or rectangular in shape, the background is white, yellow, and the circumference is red. Pictogram is red and located in the centre of the sign. This sign indicates the location of firefighting equipment and fire centres. A few examples of these markings used in the coastal facility are given below.

PROHIBITION SIGNS		
NO SMOKING	NO NAKED LIGHTS	NO ENTRY
NO LOOSE CLOTHING	NO ENTRY TO UNAUTHORIZED PERSONNEL	NO VEHICLES ALLOWED
NO CAMERAS	DO NOT RELEASE PRESSURIZED GAS TOWARDS YOU BODY	NO ALCOHOLIC BEVERAGES

WARNING SIGNS		
GENERAL WARNING	CORROSIVE SUBSTANCE	FIRE HAZARD
EXPLOSION RISK	TOXIC SUBSTANCE	FALLING OBJECTS
FORKLIFT TRUCK OPERATION	OVERHEAD LOAD	MOVING CRANE LOAD

WARNING SIGNS		
SAFETY HELMET MUST BE WORN	FOOT PROTECTION MUST BE WORN	HAND PROTECTION MUST BE WORN
HEARING PROTECTION MUST BE WORN	HIGH VISIBILITY CLOTHING MUST BE WORN	FACE SHIELD MUST BE WORN

GENERAL INFORMATION SIGNS		
FIRE PREVENTION AND FIRE PROTECTION SIGNS		
FIRE FIGHTING EQUIPMENT	FIRE EXTINGUISHER	FIRE HOSE
FIRE HYDRANT	SPRINKLER STOP VALVE	FIRE PUMP CONNECTION

YASAKLAMA İŞARETLERİ		
 SİĞARA İÇMEK YASAKTIR	 ATEŞLE YAKLAŞMA	 YAYA GİREMEZ
 BOL/GEVŞEK KİYAFET GİYMEK YASAKTIR	 YETKİSİZ KİMSE GİREMEZ	 ARABA GİRİŞİ YASAKTIR
 FOTOĞRAF ÇEKMEK YASAKTIR	 BASINÇLI GAZI VÜCUT ÜZERİNE PÜSKÜRTMEK YASAKTIR	 ALKOLLÜ İÇECEK KULLANMAK YASAKTIR

Figure 6

UYARI İŞARETLERİ		
 GENEL TEHLİKE	 KOROZİF MADDE	 YANGIN TEHLİKESİ
 PATLAMA TEHLİKESİ	 ZEHİRLİ MADDE TEHLİKESİ	 BAŞA ALET DÜŞME TEHLİKESİ
 ÇALIŞAN FORKLİFTE DİKKAT EDİNİZ	 ASILI YÜK TEHLİKESİ	 HAREKETLİ BOM TEHLİKESİ

UYARI İŞARETLERİ		
 BARET TAKMAK ZORUNLUDUR	 KORUYUCU AYAKKABI GİYMEK ZORUNLUDUR	 GÜVENLİK ELDIVENİ TAKMAK ZORUNLUDUR
 KULAK KORUMASI TAKMAK ZORUNLUDUR	 REFLEKTÖRLÜ YELEK GİYMEK ZORUNLUDUR	 YÜZ KORUMASI TAKMAK ZORUNLUDUR

Figure 7

GENEL BİLGİ İŞARETLERİ		
 GENEL YÖN	 KAÇIŞ YÖNLERİ	 BEKLEME ALANI
 YAYA YOLLARI	 ÇEŞME SUYU	 ERKEK TUVALETİ

Figure 8

YANGIN ÖNLEME VE YANGINDAN KORUNMA İŞARETLERİ		
 YANGINLA MÜCADELE EKİPMANLARI	 YANGIN TÜPÜ	 YANGIN HORTUMU
 YANGIN HİDRANTI	 YANGIN SİSTEMİ KAPATMA VALFİ	 YANGIN POMPASI BAĞLANTISI

Figure 9

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

The Personal Protective Equipment types, standards, places of use and usage procedures to be used to protect the employees from the hazards in the work environment and from the activities performed are the same as in the "Personal Protective Equipment Use Procedure". The procedure is in Annex-15. In case of any emergency or spillage, work clothes resistant to acid, fire and static electricity in the storage area, dolphin and pump station are used.

9.3. Procedures and Measures for Permission to Enter Enclosed Space

Work permit documents should include the following topics:

- Details of the work to be done
- Precautions to be taken when the work is done
- Situations of foreseen hazards
- Conditions of control measures to be applied

Permission should be used for work to be done on matters not covered by standard operational procedures. A work permit is required for routine and non-standard works to be carried out at the coastal facility and anywhere on the sea, which carry potential risks and dangers. Work permits are available for different jobs. Issues that require work permits, including but not limited to the following jobs:

- Work to be done in limited areas
- Hot work
- Work to be done about dangerous goods
- Work to be done on or near the sea
- Work to be done in pressurized systems
- Excavation works throughout the terminal
- Electrical work
- Working at height
- Bunkering and Oil Supply

For all non-routine work, not all subcontractors and third parties may do business without a work permit.

10. OTHER ISSUES

10.1. Validity of Dangerous Goods Conformity Certificate Obligation to Obtain Document and Permit

Likitport Coastal Facility Dangerous Goods Compliance Certificate

Document No: DGM.24569.KTTMUB.462

Document Validity Date: 29.09.2024 (This Document is valid for the same period of validity as specified in the Coastal Facility Operation Permit/Coastal Facility Temporary Operation Permit by our Ministry.)

10.2. Tasks defined for the Dangerous Goods Safety Advisor

The main duty of TMGD is to help the business in question to carry out these activities in the safest way, in accordance with the applicable obligations, with appropriate tools and actions within the relevant activity limits of the business manager.

In terms of activities within the enterprise, the specific tasks of TMGD are:

- Monitoring compliance with the requirements for the carriage of dangerous goods;
- Providing suggestions to the business regarding the transportation of dangerous goods;
- Preparing an annual report to the management of the enterprise, or to a local public institution, on the activities of the business within the scope of the transport of dangerous goods.
- Compliance procedures with the requirements governing the identification of dangerous goods transported;
- Whether the entity has taken into account the special requirements regarding the dangerous goods transported when purchasing means of transport;
- Control procedures of equipment used in the transport, packaging, filling, loading and unloading of dangerous goods;
- Appropriate training of employees of the enterprise, including changes in legislation, and keeping records of such training;
- Implementation of appropriate emergency procedures in the event of an accident or an event affecting safety during the transport, packaging, filling, loading or unloading of dangerous goods;
- Investigating and, where necessary, preparing reports on serious accidents, incidents or serious violations that occur during the transport, packaging, filling, loading or unloading of dangerous goods;
- the implementation of the necessary measures against the reoccurrence of accidents, incidents or serious violations;
- The extent to which legal rules and special requirements regarding the transport of dangerous goods are taken into account in the selection and use of subcontractors or third parties;
- Verification that employees involved in shipping, handling, packaging, filling, loading or unloading of dangerous goods have detailed knowledge of operational procedures and instructions;
- Taking measures to be more prepared for the risks involved in the transport, packaging, filling, loading or unloading of dangerous goods;
- Implementation of verification procedures to ensure that the documents and safety equipment required during the transport are on the transport vehicle and that these documents and equipment comply with the regulations;
- Implementation of verification procedures to ensure compliance with the requirements governing packaging, filling, loading and unloading
- TMGDs authorized within the scope of the IMDG Code prepare a quarterly report regarding the responsibilities of the coastal facilities they serve or serve as determined in this Regulation and notify this report to the Administration.

10.3. Matters Regarding Those Carrying Dangerous Goods Coming to the Coastal Facility or Leaving the Coastal Facility by Road

Dangerous goods are sent and received by road from the storage area. In the process of receiving and sending dangerous goods by road, the principles of ADR and the regulation on the transport of dangerous goods by road are valid. Within the scope of ADR and the said regulation, the following issues must be complied with.

- Vehicles (tankers) used in the transport of dangerous goods have ADR certificate,
- Tanker driver to have SRC-5 certificate,
- Transfer of dangerous goods from storage tanks to tankers and from tankers to storage tanks in accordance with the prepared safe transfer principles,
- Transfer of dangerous goods from storage tanks to tankers and from tankers to storage tanks in accordance with the prepared safe transfer principles,
- Complete shipping documents (Dangerous goods transport document, ADR vehicle certificate, Dangerous goods / hazardous waste insurance policy, driver SRC certificate, written instruction etc.)
- Vehicle personnel involved in the transfer of dangerous goods and personnel in the storage area use personal protective clothing and equipment that protect against the hazards of dangerous goods,
- For each vehicle, at least one chock suitable for the diameter of the wheel and the maximum mass of the vehicle, Two self-standing warning signs, Eye rinse liquid, a warning vest, portable lighting equipment, a pair of protective gloves and eye protection equipment, a gas mask, shovel, collection container, manhole cover

There is no dangerous goods entry or exit to Dolphin by road. The dangers, threats and attacks from land and sea and the measures to be taken regarding these are included in the coastal facility ISPS plan. Action will be taken against threats from land and sea within the framework of the approved ISPS Coastal facility security plan.

10.4. Matters Regarding for Those Carrying Dangerous Goods That Will Come to / Leave the Coastal Facility by Sea (Lights and Signs to be Displayed by Ships and Sea Vehicles Carrying Dangerous Goods at the Port or Coastal Facility, Cold and Hot Working Procedures on Ships, etc.)

- a. If a ship is actively participating in an operation or will participate in an operation related to the transportation or handling of dangerous goods at the coastal facility area, a special sign that can be seen both day and night will be used.
- b. The reason for using the day or night signal is to inform the maritime traffic and personnel within the coastal facility area about the increased danger due to the presence and handling of dangerous goods. The signals and signs to be used are as follows:
 - Daytime: "B" flag (taking, discharging, or carrying dangerous cargo) and
 - Flashlight with red light without strobe that is visible from 360° at night

Cold and hot working procedures for ships carrying dangerous goods in the port:

- a. Ships and other vessels that will perform degassing operations for the purpose of maintenance or repair with hot and cold processes comply with the provisions of the Regulation on the Construction, Modification, Maintenance, Repair and Dismantling of Ships and Sea Vehicles published in the Official Gazette dated 21.12.2004 and numbered 25677.
- b. Except for special cases to be permitted, hot work and gas freeing are not allowed at the Liquid Kimya coastal facility. In cases where hot work is required, "Hot Work Procedure" is applied, and "Hot Work Permit Form" is filled. The procedure and work permit form given in the Annex-18.

10.5. Matters to be Added by the Coastal Facility

ANNEXES

ANNEX-1: Coastal Facility General Layout

ANNEX-2: Panoramic Photos of the Coastal Facility

ANNEX-3: Emergency Contact Points and Contact Information

ANNEX-4: General Layout of the Ares Where Dangerous Goods are Handled

ANNEX-5: Emergency Plan

ANNEX-6: General Fire Plan

ANNEX-7:Emergency Plan

ANNEX-8: Emergency Exits and Meeting Locations

ANNEX-9: Emergency Management and Emergency Response Teams Chart and Contact Information

ANNEX-10: Dangerous Goods Handbook

ANNEX-11:Leake Areas and Equipment, Entry/Exit Drawings for CTU and Packages

ANNEX-12: Inventory of Service Vessels

ANNEX-13: Administrative Boundaries of the Port Authority, Anchorage Places and Marine Coordinates of the Harbour Pilot Landing / Boarding Points

ANNEX-14: Emergency Response Equipment Against Marine Pollution

ANNEX-15: Personal Protective Equipment (PPE) Use Procedure

ANNEX-16: Dangerous Good Incident Incident Notification Form

ANNEX-17: Control Results Notification Form for Hazardous Cargo Transport Units (CTUs)

ANNEX-18:Other Required Attachments

Hot Work Working Procedure

Hot Work Work Permit Form

Emergency Evacuation Procedure of Ships

EmS Guide

ANNEX-19: Dangerous Cargo Handling Guide Additional Cargo Notification (When Necessary)

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Table 1 Dangerous Cargos Handled

Table 2 Dangerous Goods Classes and Subclasses

Table 3 Separation Table of Dangerous on Board According to Their Classes

Table 4 Parsing Tables for Port Areas

Table 5 Separation Distances of Hazardous Substances in Warehouses

Figure 1 Hazard Labels

Figure 2 Orange Plate

Figure 3 Hazard Labels

Figure 4 Private Labels

Figure 5 Signs of Dangerous Cargoes

Figure 6 Prohibition Signs

Figure 7 Warning Signs

Figure 8 General Signs

Figure 9 Fire Protection Signs

ABBREVIATIONS

ADR: □ European Agreement Concerning the International Carriage of Dangerous Goods by Road

CTU: Cargo transport unit

EmS: Emergency Response Procedures for Ships Carrying Dangerous Goods

SDS: Safety Data Sheet

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

IGC Code: 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

IOPP Certificate: International Oil Pollution Prevention Certificate

ISPS Code: International Ship and Port Facility Security Code

MARPOL: International Convention for the Prevention of Pollution from Ships

MFAG: Medical First Aid Guide for Use in Accidents Involving Dangerous Goods

OCIMF: Vessel Inspection Questionnaires for Oil Tankers, Combination Carriers, Shuttle Tankers, Chemical Tankers and Gas Tankers

RID: Regulation Concerning the International Carriage of Dangerous Goods by Rail

ISGOTT: International Safety Guide for Oil Tankers and Terminals

SOLAS: International Convention for the Safety of Life at Sea

HMSC: Hazardous Materials Safety Consultant

HMSA: Hazardous Materials Safety Agency

DEFINITIONS

Bulk Cargo: Solid, liquid, or gaseous substances that are intended to be transported without containment in a ship's tanks or silos, which are structural parts of the vessel that can be located both on deck and/or inside.

Handling: Operations performed for transporting the dangerous goods by changing their location, transferring from large containers to small containers, venting, separating, sieving, mixing, and renewing, replacing, or repairing cargo transport units and packages, without changing their original characteristics.

Fumigation: Process of applying chemicals in solid, liquid, or gaseous form to a closed cargo transport unit or ship's hold in order to destroy harmful organisms.

Coastal Facility: Docks, piers, buoys, platforms and anchorages, approach areas, closed and open storage areas, buildings and structures used for administrative and service purposes, the boundaries of which are determined by the Administration, where the ships can safely exchange cargo and passengers or seek shelter.

Hazardous Waste: Classified as specified in the Basel Convention and whose transport class and conditions are determined within the scope of SOLAS, are not intended for direct use or dangerous goods or packaging and cargo transport units carrying dangerous goods, transported to be disposed of by recovery, disposal, incineration, or other means and refers to its parts, solutions, mixtures and used packaging and cargo transport units.

Dangerous Cargo (Dangerous Goods): Petroleum and petroleum products included in Annex-I of the International Convention for the Prevention of Pollution from Ships (MARPOL 73/78), packaged substances listed in the International Maritime Dangerous Goods Code (IMDG Code), bulk materials with UN Number given in Annex-1 of the International Maritime Solid Bulk Cargoes Code (IMSBC Code), the substances given in Chapter 17 of the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code), the substances given in Chapter 19 of the International Code for the Construction and Equipment of Ships Carrying Liquefied Gas in Bulk (IGC Code) and substances that have not yet been included in these lists but due to their physical and chemical properties or their potential to damage life, property and environment during their transport and their improperly cleaned packages and containers are defined as Dangerous Goods.

Inerting: Pumping of inert gas in a tank with the objective of satisfying inert conditions.