Date of Issue: 30.12.2015
(See revision page)

Murat TUTU
Port Manager

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DİKİLİ LİMAN ve TURİZM İŞLETMELERİ TİCARET A.Ş.
Atatürk Caddesi No:11 Dikili-İzmir/TÜRKİYE
Phone: +90 232 671 44 00 , Fax: +90 232 671 420 29
Web: www.portofdikili.com, Email: info@portofdikili.com
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1. INTRODUCTION

1.1. General Information

## PORT FACILITY

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<tbody>
<tr>
<td>1</td>
<td>Title (Operator)</td>
</tr>
</tbody>
</table>
| 2 | Port Facility Contact Details (As operators) | Address: Atatürk Caddesi No:11 Dikili / İZMİR  
Phone: +90 232 671 44 00  
Fax: +90 232 671 20 29  
Email: murat_tutu@portofdikili.com  
Web: www.portofdikili.com |
| 3 | Name of Port Facility | Dikili Limanı |
| 4 | City of Port Facility | İzmir |
| 5 | Port Facility Contact Details | Address: Atatürk Caddesi No:11 Dikili / İZMİR  
Phone: +90 232 671 44 00  
Fax: +90 232 671 20 29  
Email: info@portofdikili.com  
Web: www.portofdikili.com |
| 6 | Region of Port Facility | İzmir |
| 7 | Port Authority Contact Details | Dikili Harbour Master  
Address: Şehit Sami Akbulut Caddesi No:81  
Dikili/İZMİR  
Phone: +90 232 671 41 01  
Fax: +90 232 671 41 32  
Email: dikili.liman@udhb.gov.tr |
| 8 | Contact Details of Mayor | The Mayoralty of Dikili  
Address: Salimbey Mh. 15. Sokak No.4-6  
PK. 35980 DIKILI- İZMIR  
Phone: +90 232 671 40 20, +90 232 671 40 56, +90 232 671 29 82  
Fax: +90 232 671 20 36  
Email: sekreterlik@izmir-dikili.bel.tr, baskanlik@izmir-dikili.bel.tr |
| 9 | Free Trade Zone | - |
| 10 | Port Facility Certified Until | 05.12.2018 |
| 11 | Port Status | Own Cargo & Third Parties |
| 12 | Port Manager Contact Details | Murat TUTU  
Address: Atatürk Caddesi No:11 Dikili / İZMİR  
Phone: +90 232 671 44 00  
Fax: +90 232 671 20 29  
Email: murat_tutu@portofdikili.com  
Web: www.portofdikili.com |
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<th>No.</th>
<th>Description</th>
<th>Details</th>
</tr>
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<tr>
<td>13</td>
<td>Operation Manager (Pic Details) of Dangerous Goods</td>
<td>Rıfat KAPAN</td>
</tr>
<tr>
<td></td>
<td>Address : Atatürk Caddesi No:11 Dikili / İZMİR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Phone : +90 232 671 44 00</td>
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<tr>
<td></td>
<td>Fax : +90 232 671 20 29</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Email : <a href="mailto:rifatkapan@portofdikili.com">rifatkapan@portofdikili.com</a></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Web : <a href="http://www.portofdikili.com">www.portofdikili.com</a></td>
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</tr>
<tr>
<td>14</td>
<td>Contact Details of D.G. Safety Advisor</td>
<td>Dr. Ayfer BARTAN</td>
</tr>
<tr>
<td></td>
<td>AYEMİS Mühendislik Bilişim Enerji Danışmanlık Ticaret Limited Şirketi</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Address1: Kültür Mh. Ziya Gökalp Cd. Ataç 2 Sk. 43/6 Çankaya/Ankara</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Address2: Kaynarca Mahallesi, Aydınlı Yolu Cd. No: 137/46 34890 Pendik/İSTANBUL</td>
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</tr>
<tr>
<td></td>
<td>Phone : 0530 567 62 89</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Phone : 0312 231 31 92</td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>Port Location By WGS 84</td>
<td>39° 04’ 18” K 026° 53’ 05” D</td>
</tr>
<tr>
<td>16</td>
<td>Handling of Dangerous Goods</td>
<td>- Amonyum Nitrat (Un 1942)</td>
</tr>
<tr>
<td></td>
<td>- Iron Ore</td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>Types of Ships Subject To Be Serviced</td>
<td>Ro-Ro Ship, Bulk Carrier, General Cargo, Passenger Ship, Tankers (Bitum &amp; Natural Vegetable Oil)</td>
</tr>
<tr>
<td>18</td>
<td>Distance To Main Road</td>
<td>4 Km</td>
</tr>
<tr>
<td>19</td>
<td>Distance To Railway</td>
<td>76 km. Soma, 55 km. Aliaga</td>
</tr>
<tr>
<td>20</td>
<td>Airport Connection</td>
<td>Adnan Menderes International Airport 130 Km.</td>
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<tr>
<td>21</td>
<td>Cargo Handling Capacity</td>
<td>374.342,92 ton / 2018</td>
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<tr>
<td>22</td>
<td>Handling of Scrap Cargo</td>
<td>N/A</td>
</tr>
<tr>
<td>23</td>
<td>Immigration Office</td>
<td>Yes</td>
</tr>
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<td>24</td>
<td>Custom Protection / Office</td>
<td>Yes</td>
</tr>
<tr>
<td>25</td>
<td>Certified Equipment to Handling of Cargo</td>
<td>Sennebogen 2 pcs, TCM Forklift 3 pcs, Volvo L25B</td>
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<tr>
<td>26</td>
<td>Storage Tank / Special Area (Cargo)</td>
<td>N/A</td>
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<tr>
<td>27</td>
<td>Open Storage Area (m2)</td>
<td>3.000 (Out of port – Special Area)</td>
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<tr>
<td>28</td>
<td>Partly Closed Storage Area(m2)</td>
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<tr>
<td>29</td>
<td>Enclosed Storage Area (m2)</td>
<td>19.000 (Tesis Dişi Özel Alan)</td>
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<td>30</td>
<td>Defined Fumigation Area (m2)</td>
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<td>Pilotage &amp; Towage</td>
<td>Pilotage &amp; Towage Certificate valid until 03.07.2029. Supplied by Dikili Port Management</td>
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<td>32</td>
<td>ISPS Certificate</td>
<td>Valid Until 01.02.2020</td>
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<td>Port Reception Facility For Waste</td>
<td>Waste Type</td>
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<tr>
<td></td>
<td>Capacity (m3)</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>Dirty Ballast</td>
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**DİKİLİ LİMANY ve TÜRİZM İŞLETMELERİ TİCARET A.Ş.**  
Atatürk Caddesi No:11 Dikili-İzmir/TÜRKİYE  
Phone: +90 232 671 44 00, Fax: +90 232 671 420 29  
Web: www.portofdikili.com, Email: info@portofdikili.com
1.2. Procedures, Handling and Stowage of Dangerous Goods

Product Name: AMMONIUM NITRATE (UN 1942-CLASS 5.1)

General Requirements

a) It is the responsibility of the master of a vessel to advise stevedores and other persons working on board of the presence and to warn them of the risks involved and the precaution to be taken in respect of such cargo.

b) The person in charge of cargo handling on board a ship which has dangerous goods on board or is to load dangerous goods should be satisfied that all persons under his supervision are warned of the nature of the dangerous goods, the risks involved and the precautions to be taken.

c) Special care must be taken in the handling of dangerous goods, giving due consideration to the type of packing, the nature of the goods and the hazards associated with them.

d) Workers should familiarize themselves with the internationally agreed labelling scheme for dangerous goods so as to be able to recognize the hazards associated with dangerous goods of various types.
e) In the event of spillage or damage to a package of dangerous goods, the officer in charge of the vessel must immediately be informed.

f) Unusual smells or any effect of dizziness or illness suffered by any person should immediately be reported to the officer in charge.

g) If spillage occurs or a package or receptacle is sufficiently damaged or defective that leakage or spillage of the dangerous goods is likely, the person in charge should cease cargo operation in the vicinity and all persons leave the immediate area, and report the incident to the Emg. Services Department.

h) Should not smoke and carry with naked lights or equipment to make fire at dangerous goods store and when handling dangerous goods.

**Handling and Storage**

Precautions for safe handling:

Avoid skin and eye contact and breathing in dust. Avoid handling which leads to dust formation.

Conditions for safe storage, including any incompatibilities:

Store in a cool, dry, well ventilated place. Store away from sources of heat or ignition. Ammonium Nitrate is incompatible with, and must be stored away from, tetranitromethane, dichloroisocyanuric acid, trichloroisocyanuric acid, any bromate, chlorate, chlorite, hypochlorite or chloroisocyanurate or any inorganic nitrite. If using wooden pallets, these must be hardwood and periodically washed down with large amounts of water to remove all traces of the material. Keep containers closed when not in use - check regularly for spills. This product when stored in a confined, unventilated space/hold can give off ammonia or other odour and lead to the depletion of oxygen within this space and other confined spaces. It is therefore essential that ventilation is carried out prior to entry to all ship holds.

Ensure ammonium nitrate is stored securely and in accordance with regulations/controls issued by relevant authority.

**Dangerous Goods Labels**

Dangerous Goods Labels issued by the International Maritime Organization (IMO) are enclosed in hand book. The industry should know and understand in
details the type of dangerous goods it represents and its associated hazards. As regards classifications, characteristics and safe handling of various type of dangerous goods, please refer to the International Maritime Dangerous Goods (IMDG) Code published by the IMO.
Personal Protective Equipment

a) Where necessary, due to leakage or spillage, stevedores should be provided with adequate protective clothing and personal protective equipment to shield them from the effects of such leakage or spillage of hazardous goods.

b) Stevedores should be instructed in the use and care of personal protective equipment and clothing.

c) Protective clothing and equipment should be kept clean and properly maintained and should be washed and disinfected when necessary.

d) Stevedores should not misuse or intrude with the safety equipment provided by the proprietor.

Restrictions

Loading/Unloading carried out; cargo (big bags) direct to ship to truck/truck to ship by means of ship/shore cranes. If damages occur, it transfers to special area (temporary storage) immediately for corrective action.

2. RESPONSIBILITIES

Port operator, cargo interests, master of a ship load dangerous goods-related business and operations are safe, secure and making it harmless to the environment to prevent accidents and to minimize the damage as much as possible when the accident happened, which is necessary to take all the measures required.

In this context;

2.1. Responsibilities of Cargo Interests

Standing in the port of Dikili, concerns related carriage of dangerous goods as defined shipper, consigner, transportation broker and representatives responsibilities are as follows:

a) All required documents regarding dangerous goods; prepare the information and documents and transport of these documents together with the load in the period of the activity is to provide.

b) Dangerous goods classified in accordance with the Regulations, identification, packaging, marking, labeling.

c) Dangerous goods approved and appropriate packaging, container and cargo transport unit to be installed securely, to be stacked, to be secure, enable it to be transported and emptied.
d) All relevant personnel, and transported towards the sea of Dangerous Goods risks, safety measures, safe working, emergency measures, security and similar issues, provides training on, and shall maintain training records.

e) The rules are inappropriate, unsafe or poses a risk to persons or the environment, which will allow you to take the necessary safety measures for dangerous goods.

f) In the event of an emergency or accident shall provide the necessary information and support to interested parties.

g) The Ministry shall notify of accidents dangerous goods liability in the field of.

h) Submit the requested information and documents during investigations by the authorities and will provide the necessary cooperation.

2.2. Responsibilities of Port Facility (Operator)

Operator's responsibilities are as follows.

a) The appropriate ships, sheltered, and enables you to connect to the safe berthing. (Always afloat, safe pier and safe berth)

b) Between ship to shore access of the system ensures that appropriate and safe.

c) Dangerous goods handling activities involved in education for persons with allows you to receive.

d) Dangerous goods of a business in the field of suitably qualified, trained and appropriate safety measures taken by the staff in a way safe transportation, handling, parsing, to be stacked, provides for inspection and be kept in a temporary manner.

e) All required documents regarding dangerous goods, and related information and documents requested from the load allows you to load together.

f) Maintains a current list of all dangerous goods in the field of business.

g) All plant personnel handled the Dangerous Goods risks, safety measures, safe working, emergency measures, security and similar issues, provides training, maintains training records.

h) That is defined in accordance with the procedure of entering of dangerous cargo facilities, are packed, and that has been tagged, has been stated, if
approved and appropriate packaging, container and cargo transport unit is securely installed makes control of the relevant documents in order to confirm that you are moving.

i) The rules, inappropriate, unsafe or which poses a risk to persons or the environment by taking the necessary safety precautions for hazardous substances shall notify the harbour master.

j) The emergency regulations to be made to all the relevant people to be informed on these issues and allows.

k) Reporting Dangerous Goods accidents in the field of responsibility to the harbour master.

l) Enables collaboration and the necessary support during investigations by the authorities.

m) Dangerous Goods-related activities have been established in accordance with this, docks, piers, warehouses.

n) Bulk loading or unloading of petroleum and petroleum products ships and marine vehicles that will make reserved for docks and piers, plants and equipment suitable for the job equips.

o) In the field of port, dangerous goods that are not allowed or are not able to be temporarily stored, waiting to transfer out of the facility in the shortest possible time without port permits.

p) That dangerous goods ship and floatings never get alongside without the permission of the Port Authority.

q) Dangerous goods ships and floatings, unloading, or limbo, with the ship's officers loading, unloading, or do the limbo, those who take the necessary safety measures against heat and other hazards, especially during the hot Seasons. Flammable substances are kept away from spark renderer and the process that generates a spark in the field of dangerous cargo handling tool or the tool will not run.

r) From port facilities ships and floatings in emergency situations for evacuation prepare an emergency evacuation plan.

2.3. Responsibilities of Ship Master

Responsibilities of ship master for loading/unloading dangerous goods at port are as follows.
a) The ship, equipment and devices ensures that it is suitable for the transport of Dangerous Goods.

b) All required documents regarding dangerous goods, information and documents related to the load demands from port facility, allows dangerous cargo to accompany.

c) Loading of dangerous goods in ships, stack, segregation, handling, transporting and unloading for the full implementation of the safety measures to be maintained and allows necessary checks and controls.

d) Dangerous goods are defined in accordance with the procedure of entering the ship that are packed, marked, labeled that has been stated has been approved and appropriate packaging, container and cargo transport unit is securely installed check that you are moving.

e) All ship personnel, transported, loaded, discharged loads, hazardous risks, safety precautions, safe work, emergency measures, and to be knowledgeable and be trained on similar subjects.

f) Dangerous goods loading, transportation, unloading and handling of the individuals who have received training and qualified in the necessary security measures have taken the job.

g) Without the permission of the Port Authority cannot go outside their assigned area, drop the anchor, can’t get alongside the pier.

h) Dangerous to safely carry the load of the ship cruising, maneuvering, anchoring, berthing and departure during all the rules and the measures thereunder.

i) Securely between the ship to shore access.

j) Dangerous goods on the ship-related applications, security procedures, emergency intervention measures and informs about methods of staff.

k) Maintains current lists of all dangerous goods on the ship, and declares it to interested parties.

l) The rules, inappropriate, unsafe ship, which poses a risk to persons or the environment by taking the necessary safety precautions for dangerous goods shall notify the harbour master.

m) The ship shall notify the harbour master for Dangerous Goods accidents.

n) By the authorities on board the necessary support and enables collaboration.
2.4. Tasks and Responsibilities of Dangerous Goods Safety Advisor

In accordance with the Regulation on the transport of dangerous goods by sea, after the date 01.01.2018, dangerous goods transportation, port operations and all activities to be performed within the scope of ‘dangerous goods safety advisor’ to be employed or consulting services will be purchased.

2.5. Tasks and Responsibilities of D.G.S.A. (Dangerous Goods Safety Advisor)

2.5.1. Dangerous goods; carrying, shipper, packing, loading, filling and emptying operations of their businesses, human health, and the environment in a safe manner without causing harm to other living beings is a Contracting Party to international agreements and relevant legislation under the provisions of the port do the business of assisting, advising or service to be purchased that will be employed for the purpose of dangerous goods safety advisers (DGSA) tasks and responsibilities are as follows.

The primary role of the advisor, under the responsibility of the person in charge of Port operations, the tools and activities most appropriate to the requirements of the work and use the most secure way of ensuring to facilitate the management of these dangerous activities.

2.5.2. In considering the activities within the port company, the Principal Consultant performs the following tasks:

a) International agreements and contracts on the transport of Dangerous Goods (IMDG Code, etc.) watch that the provisions are observed.
b) According to the provisions of dangerous goods IMDG Code in relation to provide recommendations to the business.
c) The Annual Report of the business associated with the transportation of dangerous goods, within the first three months and by the end of the year to prepare to be presented to the Ministry in electronic environment. The annual report in question includes the following minimum considerations:

- The IMDG class of dangerous goods and its properties.
- The total amount of dangerous goods according to the class.
- Edited reports of accidents that have occurred in the business according to the IMDG Code.
- Transport of dangerous goods, transported with a type.
- Within the scope of the exemption proposed in the IMDG Code, unable to move any load being moved, quantity, and class.
- Includes an assessment of required additional security for the business security advisor.

d) The detection of dangerous goods to be transported, determine procedures for compliance with the requirements of the IMDG Code in relation to this matter.

e) The activity of the Port Authority which are the subject of the transportation of hazardous substances transportation vehicles that you will use in when buying guide.

f) Handling of dangerous goods, determine the procedures for handling equipment used in loading and unloading.

g) National and international legislation and about changes to them, port workers, task-oriented training and maintain records of this training will ensure that you are giving or receiving.

h) Dangerous goods handling, loading or unloading in the case of an event that is likely to affect safety during an accident or emergency procedures that will be applied to identify, periodically do drills and keep records of employees related to them.

i) Measures to prevent the occurrence of OHS accidents or serious violations to ensure that workplace are taken in coordination with the specialist.

j) Sub-contractors or third parties in the operation and selection of the special conditions provided for by the legislation relating to the transportation of dangerous goods are taken into account to ensure that.

k) Transportation of Dangerous Goods, involved in the filling or evacuation of employees, ensure that information about operational procedures and instructions.

l) Dangerous goods handling, loading or unloading to be prepared against the possible risks, take measures to increase the awareness of the relevant personnel.

m) That must be present in the vehicle during the transport of dangerous goods substances according to the class of documents and security instructions for the transport of the equipment to be maintained in create.

n) Port Facility Security Officer (PFSO) in coordination with the joint operational Security Plan of the port that is specified in the code and prepare the implementation of the plan to guide
o) Training activities, including audit and control does all kinds of work, to record and store these records for a period of 5 years to be presented to the Ministry upon request.

p) To do with the task in Control at the Port Authority, controlled by the person and specifying the date and time keep a record about the work.

q) In the event of any danger until the hazard is corrected to ensure that work is stopped, the danger is remedied or the hazard is corrected with their consent or any stage in the process to start and last until the competent authorities notify in writing to businesses.

r) IMDG cargo is loaded into the transport vehicle in accordance with the provisions of the code; packaging, labeling, marking, and loading and business operations related to the procedures for determine.

2.5.3. DGSA, in the enterprise that is responsible for handling, loading or unloading of an accident that occurred during the lives, property and environment in case of damage; business management by collecting information about the accident or give a report to the Ministry.

3. RULES & REGULATIONS

3.1. Dangerous goods have a certificate of in compliance port facility, shall take the following measures.

   a) Port facility, d.goods, since it doesn’t store the empty space on the dock or Pier, the harbor area just outside the port provide transportation of these substances in the shortest possible time without waiting.

   b) The dangerous goods are properly packed and the packaging on the item information that identifies safety measures and information on dangerous risk is taken into account.

   c) Dangerous goods handling the personnel employed in the port area, crew members, and other authorized persons of the load, loading, unloading and physical and chemical characteristics of the load during storage wear suitable protective clothing.

   d) In the field of d.goods Handling, firefighting, firefighter equipment and are equipped with fire extinguishers and first aid units and equipment are kept always ready for use.

   e) The port facility, ships and other service boats in emergency situations an emergency evacuation plan for evacuation from port facilities must be prepared and, subject to the approval of the Port Authority.
f) Port facility; fire, security and safety are obliged to take measures.
g) Port facility to obtain the approval of the issues mentioned in this article shall inform the Port Authority.
h) The provisions of this article control is made by the Port Authority, and any non-compliance is detected, by discontinuing the operation of handling, is provided to rectify the noncompliance.
i) Dangerous goods transported by sea 28201 published in the Official Gazette dated 11.2.2012 on training and authorization within the scope of the International Code with respect to training and personnel who do not have the certifications required according to the Regulation on d.goods handling operations and to work and do not allow entry into areas where this operation was carried out.

Rules Relating To Dangerous Cargo Handling

3.2. IMDG by sea and road to the port area from discharge of radioactive substances Class 1 explosives and Class 7 subject to the code for the installation and will not be made.

3.3. In the port field, IMDG class 6.2 infectious substances class 2 gases with the storage of the code is prohibited. Installs only from ships under the transport unit, depending on 6.2 class 2 and is dissipated as installed on the ship or if it will be directly from the door of the vehicle by logging into the ship.

3.4. IMDG Code class 5.1 oxidizing substances from the fertilizer loading under load as/to be released, and will be stored in the port field. IMDG containers imported into the territory
3.5. In the port field, toxic and infectious substances class 6.1 and 6.2 will be made to the interior of the empty refill.

3.6. Dangerous cargo carrying cargo of a ship docked state with the points in the deck smoking, fire, spark extractor, such as welding work is prohibited.

3.7. Operation Directorate, ship cargo transport units prior to loading, cargo transport units and external damage, leakage, or overflow to the outside of any content, will be examined in terms of marks.

a) Unit load or cargo transport units damaged packaging, it should be ensured that dedicated special kontainers immediately and are transported in a safe manner. Damaged packaging, re-packaging, transportation and handling, according to safer, so that they become to be separated from the custom containers must be provided.

b) Damaged, leaking that have been identified as each a load-carrying unit is removed or damaged packaging until necessary repairs are made to the ship will be loaded.

c) All damaged or leaky packaging containing hazardous cargo, unit load or load-carrying unit Port to the Port Authority shall be notified.

3.8. Staff Responsible For The Directorate Of The Port; Dangerous goods has been appointed Director of operations in charge of operations.

3.9. Access between ship and shore

The Regulation on the transport of dangerous goods by sea to the port of foreign trade Enterprise ‘between ship and shore Access ensures that safe and appropriate’ in accordance with the provision;

a) Port facilityt with a strong communication between the ships docks to the docks of the port is available, and the crew out of the port area without being exposed to the risks in order to ensure exit and entry; the docks of the main port gate attached to the ring crew transportation services are provided.

b) It is forbidden in the Harbor area of ship crew to walk away pier with signs of hanging and this also specific parts are indicated.

c) The ship for the passage to the gangway of the dock will be used.
4. DANGEROUS GOODS TYPES, TRANSPORTING, LOADING/UNLOADING, HANDLING, SEPARATION, STACKING AND STORAGE

4.1 Dangerous Goods Classes

- Class 1: Explosives
  - Division 1.1 Substances and articles which have a explosion hazard
  - Division 1.2. Substances and articles which have a projection hazard but not a mass explosion hazard
  - Division 1.3 Explosives with a fire, blast or projection hazard but not a mass explosion hazard
  - Division 1.4 Explosives with a minor fire or projection hazard
  - Division 1.5 An insensitive substance with a mass explosion hazard
  - Division 1.6 Extremely insensitive articles

- Class 2: Gases
  - Division 2.1 Flammable gas
  - Division 2.2 Non-Flammable, compressed gas
  - Division 2.3 Toxic or poisonous gas

- Class 3: Flammable Liquids

- Class 4: Flammable solids; self-reactive substances, polymerizing substances and solid desensitized explosives
  - Division 4.1 Flammable solids, polymerizing substances and solid desensitized explosives
  - Division 4.2 Spontaneously combustible solids
  - Division 4.3 Combustible solids when in contact with water

- Class 5: Oxidizing substances and organic peroxides
  - Division 5.1 Oxidizer
  - Division 5.2 Organic peroxide

- Class 6: Toxic and infectious substances
  - Division 6.1 Toxic substances
Division 6.2 Infectious substances
- Class 7: Radioactive material
- Class 8: Corrosive substances
- Class 9: Miscellaneous dangerous substances and articles

The numerical order of the classes and divisions does not indicate the degree of danger.
### Table 1. Dangerous goods class labels and specifications

<table>
<thead>
<tr>
<th>Class 1</th>
<th>Sub-Classes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>1.1 Explosives with a mass explosion hazard</td>
</tr>
<tr>
<td></td>
<td>1.2 Explosives with a mass explosion hazard</td>
</tr>
<tr>
<td></td>
<td>1.3 Explosives with a mass explosion hazard</td>
</tr>
<tr>
<td></td>
<td>1.4 Explosives with a mass explosion hazard</td>
</tr>
<tr>
<td></td>
<td>1.5 Explosives with a mass explosion hazard</td>
</tr>
<tr>
<td></td>
<td>1.6 Explosives with a mass explosion hazard</td>
</tr>
</tbody>
</table>
### Class 2

| 2.1 | Flammable gas |
| 2.2 | Non-Flammable, compressed gas |
| 2.3 | Toxic or poisonous gas |

### Class 3

| 3   | Flammable |

### Class 4

| 4.1  | Flammable solids |
| 4.2  | Spontaneously combustible solids |
| 4.3  | Combustible solids when in contact with water |

### Class 5
5.1 Oxidizer

5.2 Organic peroxide

Class 6

6.1 Toxic substances

6.2 Infectious substances

Class 7

I Category I – White (symbol 7A)

II Category II – Yellow (symbol 7B)

III Category III – Yellow (symbol 7C)

Parçalana bilir Criticality safety index label (symbol 7E)

Class 8
Corrosive

Class 9

Miscellaneous dangerous compounds, battery group, one broken and emitting flame

Class of dangerous goods arriving at sea by port. Generally hazardous substances and oxidizing agents for the environment.

Table 2. Dangerous goods class

<table>
<thead>
<tr>
<th>NO</th>
<th>COMMERCIAL NAME OF THE PRODUCT</th>
<th>SHIPMENT NAME</th>
<th>UN</th>
<th>Class</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Ammonium nitrate</td>
<td>Ammonium nitrate</td>
<td>1942</td>
<td>5.1</td>
</tr>
</tbody>
</table>

4.2. Dangerous Goods Packing and Packages

It is ensured that the packaging of dangerous goods carried in the package is UN certified. Ammonium Nitrate comes in big bag.

The code specifies clearly that no person may offer to transport dangerous goods unless the goods are properly marked, labeled, placarded, described and certified on a document. Those who are transporting dangerous goods must indicate the UN Number and proper shipping name clearly on the consignment. In the case of marine pollutants, the word “marine pollutant” must be on the document accompanying the consignment. This requirement is particularly important in the case of an accident involving these goods, in order to determine what emergency procedures are necessary to deal properly with the situation.

4.3 Dangerous Goods Marking, Labels, Placards.

4.3.1 Label

According to the hazard characteristics of the dangerous goods, the following danger labels come.
Table 4. Hazard labels

<table>
<thead>
<tr>
<th>SHIPMENT NAME</th>
<th>UN NUMBER</th>
<th>CLASS</th>
<th>PG</th>
<th>LABEL</th>
<th>LABELS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ammonium nitrate</td>
<td>1942</td>
<td>5.1</td>
<td>III</td>
<td>5.1</td>
<td></td>
</tr>
</tbody>
</table>

The following information appears on the normal package.
- UN number
- Hazard label
- Direction arrows (required for combined packaging liquids, single packagings with air vents and cryogenic containers for the transport of refrigerated liquefied gases.)
- Proper shipping name
- UN package certificate

Labeling:
- It must be visible and legible.
- The package must be readable even if it has been under the sea for at least three months.
- On the outer surface of the package will be placed on a contrasting color in the background
- It will not be included with other package markers to reduce its effectiveness.

Labeling [Ref: IMDG CODE 5.2.2]
On the packages;
- Danger class label found in DGL column 3
- Secondary hazard class label on column 4 of DGL
It must be shown.
If there is an exemption in this regard in the special provisions in Column 6, this shall be taken into consideration. The minimum dimensions of labels are 10 cm x 10 cm.

Note: Intermediate bulk containers of more than 450 litres capacity and large packagings shall be marked on two opposite sides.

4.3.2 Placard
The IMDG Code determines that all “cargo transport units” containing dangerous goods must be placarded. In this context, cargo transport units are containers, containers for liquids, tank vehicles, vehicles transporting goods by land, railway wagons with water tanks, good tanks destined for intermodal transport. Placards have the same shape, colors and symbols as the labels, but their dimension is 25 x 25 cm. Containers carrying more than 4000 kilograms of dangerous goods, and all tanks for liquids and gases must have the “United Nations number”. The UN number has four digits and is the number assigned by the United Nations to all goods identified and classified as dangerous.
Containers carrying dangerous goods must display at least one placard on each side and one on each end of the unit (on its four sides)
- Rail wagons must be placarded on at least both sides
- Freight containers, semi-trailers and portable tanks must be placarded on all four sides
- Road vehicles must display appropriate placards on both sides as well as the rear
Shapes and Colors of Labels and Placards

Class 1 – Explosives

<table>
<thead>
<tr>
<th>Division 1.1 / 1.2 / 1.3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Symbol – explosion in black color</td>
</tr>
<tr>
<td>Background – orange color</td>
</tr>
<tr>
<td>Text – Explosive (optional)</td>
</tr>
<tr>
<td>** Location of division and/or Compatibility Group</td>
</tr>
<tr>
<td>* Location of Compatibility Group or text</td>
</tr>
<tr>
<td>Number 1 – in the bottom corner</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Division 1.4 / 1.5 / 1.6</th>
</tr>
</thead>
<tbody>
<tr>
<td>Background – orange color</td>
</tr>
<tr>
<td>Subclass numbers – in black color (approximately 30 mm x 5 mm in labels of 100 mm x 100 mm)</td>
</tr>
<tr>
<td>* Location of Compatibility Group</td>
</tr>
<tr>
<td>Number 1 – in the bottom corner</td>
</tr>
</tbody>
</table>

Class 2 – Gases

<table>
<thead>
<tr>
<th>Division 2.1 Flammable Gases</th>
</tr>
</thead>
<tbody>
<tr>
<td>Symbol – Flame in black or white</td>
</tr>
<tr>
<td>Background – in red color</td>
</tr>
<tr>
<td>Text – Flammable Gas (optional)</td>
</tr>
<tr>
<td>Number 2 – in the bottom corner</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Division 2.2 Non-flammable gases</th>
</tr>
</thead>
<tbody>
<tr>
<td>Symbol – Gas cylinder in black or white color</td>
</tr>
<tr>
<td>Background – in green color</td>
</tr>
<tr>
<td>Text – Non flammable compressed gas (optional)</td>
</tr>
<tr>
<td>Number 2 – in the bottom corner</td>
</tr>
</tbody>
</table>
**Division 2.3 Toxic Gases**  
*Symbol* – skull and crossbones in black color  
*Background* – in white color  
*Text* – Toxic (optional)  
*Number 2* – in the bottom corner

**Class 3 – Flammable Liquids**  
*Symbol* – flame in black and white color  
*Background* – red color  
*Text* – Flammable Liquid (optional)  
*Number 3* – in the bottom corner

**Division 4.1 Flammable Solids**  
*Symbol* – flame in black color  
*Background* – white with seven red vertical stripes  
*Text* – Flammable Solid  
*Number 4* – In the bottom corner

**Division 4.2 Substances liable to spontaneous combustion**  
*Symbol* – flame in black color or white color  
*Background* – blue color  
*Text* – Spontaneous combustion substances (optional)  
*Number 4* – in the bottom corner
Division 4.3 Substances which, in contact with water, emit flammable gases
Symbol – flame in black or white color
Background – blue color
Text – Substances which, in contact with water, emit flammable gases (optional) Number 4 – in the bottom corner

Class 5 – Oxidizing Substances or Organic Peroxides

Division 5.1 Oxidant Substances Symbol – flame with circle in black color
Background – yellow color
Text – Oxidizing Substance (optional)
Number 5.1 – in the bottom corner

Division 5.2 Organic Peroxides
Symbol – flame in white color
Top Half – red
Bottom Half – yellow
Text – Organic Peroxide (optional)
Number 5.2 – in the bottom corner

Class 6 – Toxic Substances or Infectious Substances

Division 6.1 Toxic Substances Symbol – black skull and crossbones
Background – white color
Text – Toxic (optional)
Number 6 – in the bottom corner
Division 6.2 Infectious Substances
Symbol – three crescents superimposed on a circle and inscriptions in black
Background – white color
Text – Infectious substance, notify Public Health Authority (optional)
Number 6 – In the bottom corner

Class 7 – Radioactive Materials

Category I – White
Symbol – trefoil in black color
Background – white color
Text (mandatory) in black – in the lower half of the label “Radioactive I”, “Contents…”, “Activity…” and “Transport Index” box
Number 7 – in the bottom corner

Category II – Yellow Symbol – trefoil in black color
Background – the upper half in yellow color with white borders, the lower half in white
Text in black – in the lower half of the label “Radioactive II”, “Contents…”, “Activity…” and “Transport Index” box Number 7 – in the bottom corner

Category III – Yellow Symbol – trefoil in black color
Background – the upper half in yellow color with white borders, the lower half in white
Text in black – in the lower half of the label “Radioactive III”, “Contents…”, “Activity…” and “Transport Index” box Number 7 – in the bottom corner
Class 8 – Corrosive Substances

Symbol – Liquids falling from two test tubes onto a hand and a black piece of metal
Background – Upper half in white color and lower half in black with white borders
Text – Corrosive (optional)
Number 8 – In the bottom corner

Class 9 – Miscellaneous Dangerous Substances and Articles Potentially Damaging to the Environment

Symbol – seven vertical bars in black in the upper half
Background – in white color
Number 9 – In the bottom corner

Symbol – seven vertical bars in black in the upper half
Background – in white color
(battery group, one broken and emitting flame)
Number 9 – In the bottom corner

Other labels
Indicating elevated temperature (liquid state at a temperature equal to or exceeding 100° C, in a solid state at a temperature equal to or exceeding 240° C)
Orange-colored plates, with hazard-identification number and UN Number
Orientation arrows, black or red color

Placards for Marine Pollutants

Packages and cargo transport units containing dangerous substances which are classified by the IMDG Code as “marine pollutants”, must have the markings shown here, which must be durable. They must be placed close to the risk labels or risk placards of the goods. The dimensions of the marine pollutant markings must be a minimum of 10 cm per side for packages and 25 cm per side for cargo transport units.

4.4 Signs and packaging Groups of hazardous materials,

The packaging group means a group in which certain substances are assigned according to their degree of danger for packaging purposes.

- Packing group I: Highly hazardous substances
- Packing group II: Moderately hazardous substances
- Packing group III: Substances with low level

It is seen as X, Y and Z on the letter packages showing the packaging group (s) in which the design type has been successfully tested.

X for packing groups I, II and III;
Y for packing groups II and III;
Z for packing group III only;

Sample hazardous substances are given in the example below.
The packaging group of dangerous goods in the port is PG III. Accordingly, all olan X, Y and Z unda in package certification can carry these packages.

<table>
<thead>
<tr>
<th>SHIPMENT NAME</th>
<th>UN NUMBER</th>
<th>CLASS</th>
<th>PG</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ammonium nitrate</td>
<td>1942</td>
<td>5.1</td>
<td>III</td>
</tr>
</tbody>
</table>

Examples of hazardous materials are given in the following illustrations.
4.5 Class of hazardous substances according to the Parsing Tables on the ship and in Port

One of the most important elements to be considered in the studies related to the transportation of dangerous goods is the stowage and separate storage of the goods. Hazardous materials which may cause dangerous reactions with each other must be placed separately during transport and storage. Improper stacking of dangerous substances can cause toxic smoke, fire, spillage, environmental damage and deterioration of the product's quality. For this reason, IMDG Code has described methods in the section titled "Rules for Transport Operations" in Volume 1 Chapter 7 on stacking and separate storage.

Within the scope of the IMDG Code, separation is made according to the classes of hazardous substances. Accordingly, the table for separating other substances except class 1 is given below.
GUIDE TO DANGEROUS GOODS REGULATIONS

1-Away from
2-Separeted from
3-Separeted by a compartment or hold from
4-Separeted longitudinally by an intervening complete compartment or hold from
X-The segregation if any, is shown in the dangerous goods list (see IMDG KOD 7.2.7.2 of this chapter)

Recommended distance

|   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
|   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| 1 | Away from | 3 meter |
| 2 | Separeted from | 6 meter |
| 3 | Separated by a compartment or hold from | 12 meter |
| 4 | Separated longitudinally by an intervening complete compartment or hold from | 24 meter |

May cause major chemical accidents when stacking and storing:
• Not fully understood the structure of matter
• Quality assurance - insufficiency of container inspection certificates
• Inadequate records of chemical record stocks in different terminal areas
• Insufficient labeling and marking of chemicals
• Poor cleaning, lack of fire fighting equipment in work areas
• Inadequate training
• Failure to feed energy systems

The IMDG Code requires the storage and sorting of dangerous substances according to their hazard, class and compatibility. The code also provides detailed information on important factors relating to where dangerous goods should be stored and how to store them separately from other cargoes.

Dangerous goods which must be stored separately shall not be carried in the same load-carrying unit.
### Table Stacking by stacking categories

<table>
<thead>
<tr>
<th>STOWAGE CATEGORIES A</th>
<th>STOWAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cargo ships or passenger ships carrying a number of passengers limited to not more than 25 or to 1 passenger per 3 metres of overall length, whichever is the greater number</td>
<td>ON DECK OR UNDER DECK</td>
</tr>
<tr>
<td>Other passenger ships in which the limiting number of passengers transported is exceeded</td>
<td>ON DECK OR UNDER DECK</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>STOWAGE CATEGORIES B</th>
<th>STOWAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cargo ships or passenger ships carrying a number of passengers limited to not more than 25 or to 1 passenger per 3 metres of overall length, whichever is the greater number</td>
<td>ON DECK OR UNDER DECK</td>
</tr>
<tr>
<td>Other passenger ships in which the limiting number of passengers transported is exceeded</td>
<td>ON DESK ONLY</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>STOWAGE CATEGORIES C</th>
<th>STOWAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cargo ships or passenger ships carrying a number of passengers limited to not more than 25 or to 1 passenger per 3 metres of overall length, whichever is the greater number</td>
<td>ON DESK ONLY</td>
</tr>
<tr>
<td>Other passenger ships in which the limiting number of passengers transported is exceeded</td>
<td>ON DESK ONLY</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>STOWAGE CATEGORIES D</th>
<th>STOWAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cargo ships or passenger ships carrying a number of passengers limited to not more than 25 or to 1 passenger per 3 metres of overall length, whichever is the greater number</td>
<td>ON DESK ONLY</td>
</tr>
<tr>
<td>Other passenger ships in which the limiting number of passengers transported is exceeded</td>
<td>PROHIBITED</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>STOWAGE CATEGORIES E</th>
<th>STOWAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cargo ships or passenger ships carrying a number of passengers limited to not more than 25 or to 1 passenger per 3 metres of overall length, whichever is the greater number</td>
<td>ON DECK OR UNDER DECK</td>
</tr>
<tr>
<td>Other passenger ships in which the limiting number of passengers transported is exceeded</td>
<td>PROHIBITED</td>
</tr>
</tbody>
</table>

Stacking of uncleaned empty packages, including IBCs and large packagings, as well as the stacking provisions provided in the Hazardous Goods List, uncleaned empty packages, including IBCs and large packagings that can only be stacked on deck, are on deck or in a mechanically ventilated cargo area under the deck. They can be stacked. However, uncleaned empty pressure receptacles carrying the Class 2.3 label should only be stacked on the deck, and waste aerosols should only be stacked in accordance with the Dangerous Goods List column 16a.
Stacking of marine pollutants; Stacking under decks is preferred when decks on deck or deck are allowed. When only stacking on deck is required, it is preferable to stack on well-preserved decks or on protected areas of exposed deck.

4.6 Parsing the parsing of distances and in terms of dangerous loads in the warehouse

There is no temporary storage in the port. If storage is carried out, the IMO Port Recommendations and the separate storage schedule for port storage below will be considered.

Table 5. Separation table in port (IMO Port Recommendations)

<table>
<thead>
<tr>
<th>CLASS</th>
<th>2.1</th>
<th>2.2</th>
<th>2.3</th>
<th>3</th>
<th>4.1</th>
<th>4.2</th>
<th>4.3</th>
<th>5.1</th>
<th>5.2</th>
<th>6.1</th>
<th>8</th>
<th>9</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flammable gas</td>
<td>2.1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Non-Flammable, compressed gas</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Toxic or poisonous gas</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Flammable Liquid</td>
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<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Flammable solids, polymerizing substances and solid</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>desensitized explosives</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Spontaneously combustible solids</td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Combustible solids when in contact with water</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oxidizer</td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Organic peroxide</td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Toxic substances</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Corrosive substances</td>
<td></td>
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Packages / IBCs / trailers / flat shelves or platform containers

0 = No parsing required unless individual tables are required

a = Remote - at least 3 m separation required

s = At least 12 m separation from open areas - no less than 6 m in hangar or warehouses, unless separated by an approved fire wall.

4.7 Hazardous cargo Documents for detailed information refer to the relevant sections of the IMDG Code

One of the basic requirements of dangerous goods transport documents is that it contains basic information about the risks that a dangerous substance can cause. Shipping documents are generally the same for all types of transport and the information provided should be clear and legible. However, for multi-mode transport, IMO recommends the use of a “Multimodal Dangerous Goods From”. It should include the following information.

IMDG Code 5.4.1.4.1 the information that should be unchanged in the transport document;
As per the SOLAS regulations VII / 4.2 and MARPOL Annex III regulation 4.2 as amended, each ship carrying dangerous substances and marine pollutants shall have a special list, manifest or stake plan relating to the names and locations of hazardous substances and marine pollutants. This particular list or manifesto shall be based on the documents and certificates required in this Code.

Separate documents such as the Emergency Medical Emergency Response Methods (EMS Guidelines) for Ships Carrying Dangerous Goods must be available in order to be used in Accidents involving Hazardous Substances and Medical First Aid Guide (MFAG).

Documents to be found (Ref. 5.4.3);

- Multi-Mode Dangerous Goods Transport Form
- Certificate
- Manifesto / stacking plan
- Emergency response information (guidelines)
- Safety data sheet
- Container / Vehicle Packaging Certificate (container transport)

In case of transport of dangerous goods, the way information is reported varies from country to country. The basic requirement is to submit a Declaration for Dangerous Goods. If dangerous substances and other non-hazardous substances are listed in the same document, they must be listed first or listed as dangerous. Regardless of the format of the declaration, it should contain the same information.

4. **D.G. HAND BOOK**

Dangerous goods class, packages, packaging, labels, markers and packing groups of dangerous goods, the distances parsing in terms of d.goods documents, dangerous goods emergency response flow diagram, that can be carried in a pocket of a nature dangerous manual/Brochure’ a sample is prepared to be given to users that the port is attached. (Appendix-10)

5. **OPERATIONAL PROCEDURES**

5.1. **Activities Of Cargo Ships Carring Dangerous Goods**

Ships carring dangerous goods get alongside / cast off the port of Dikili by day or night unless restricted by h.master.
5.1.1. Position The Anchoring Of Ships Carrying Dangerous Goods
Ships carrying dangerous goods call Dikili Port able to use west of a anchorage area, anchoring the position of the port belonging to the presidency as outlined in the official regulation.(See Appendix 13)

5.1.2. The prearrival notification of the ships in port and guidance/Tugboat Demands

The first notification of arrival of the ship
- Which will make the ship from the port of arrival, through the Agency of the appendix-18 located in the first to ship notification the ship's agent by filling out the form should be answered in a complete manner. Forms with missing information will not be considered by the Port Authority.
- Services to ships calling at the Ports of which are connected to be certain of the ship after the first notification form info@portofdikili.com e-mail address will be sent.
- The demands for pilotage and tug services for ships via agents through the same adres

5.2. Loading of dangerous goods, discharge procedures additional measures to be taken for improving processes and limbo according to the weather conditions
Dangerous goods ships and floatings loading, unloading, or limbo, with the ship's officers loading, unloading, or do the limbo, those who shall take the necessary safety measures against heat and other hazards, especially during the hot Seasons. Flammable substances, hazardous cargo handling in the renderer process shall be kept away from spark and spark shall not be employed in the field of forming tool or instrument.

5.3. Flammable, combustible and explosive substances spark of the Creator/that can create the process and keeping away from the dangerous cargo handling, stowage and storage in the field of spark Creator/create tools that can run tools, equipment or procedures regarding failure to Flammable substances are kept away from spark renderer and the process that generates a spark in the field of dangerous cargo handling tool or the tool will not run.
DİKİLİ LİMAN ve TURİZM İŞLETMELERİ TİCARET A.Ş.

GUIDE TO DANGEROUS GOODS REGULATIONS

Page No : 38 / 86
Date of Issue : 30.12.2015
Revision No : 5
Revision Date : 03.07.2019

5.4. Fumigation, purification, and measurement procedures for business transactions - gas and gas Fumigation

5.4.1. The process of fumigation in the port area, which is a transport unit to be made to port operations, shall be notified one day in advance of the unit by the Department concerned which may be fumigated and the field planning will be done accordingly. The fumigation process was done in accordance with relevant national and international legislation with the provisions of this guidance whether or not to port will be checked.

5.4.2.

a) Made or marked fumigation cargo transport units (CTU) where gas transported by the load that causes the formation of load-bearing units of gas measurements prior to making the measurement values, or if it goes above the value set by the Ministry of exit from the port area without active or passive ventilation are not allowed.

b) The types and amounts of gas are determined by the Ministry that is described as dangerous. The measurement values might affect the safety of the transport and handling of gas if that is the case, active or passive ventilation are subjected to.

c) Information on the substances used for Fumigation shall be notified to the Ministry in 3 months.

d) Generating a fumigation gas made them or their property because of the load-carrying unit of gas measurement and gas purification (gas-free) operations done by persons or institutions authorized by the Ministry of. A document issued as a result of measurement and gas purification processes. The measured values on the values declared by the Ministry of cargo transport units (CTU) are not allowed to leave the port facility.

e) Refrigeration and air conditioning purposes, the same materials that are used for measurement, apply the rules of ventilation and gas purification.

f) For containers that have been Fumigated, IMDG Code, cargo transport units and recommendations for the safe use of pesticides in ships Oct (CTU) for packaging IMO/ILO/UN ECE Guide should be consulted. Containers of this type on the fumigation warning mark will be located at

g) Has been Fumigated, or fumigated load-carrying unit which is about to be or that have been stored in the cargo hold where they are, and other port areas, according to a pictorial warning sign or label must be overcome/glue, sheet or label must be of a size that can be clearly seen.

h) That have been Fumigated ships, warehouses, or all parts of the unit, load carrying, non-carbonated, undetected, from the regulation of entry permits
fumigation without removing warning signs and responsible of the personnel, unauthorized persons should not be allowed to enter the area

i) Fumigation CTU on the deck of a ship loads or load that contains ingredients made of or made in the outer part of the warning signs or be affixed to fumigation the area must be specified.

j) The area is adequately ventilated or load the CTU when the CTU or the cargo area is secure the entrance to that document in order to permit access by the person in charge must be issued.

k) Opening of the fumigation process done bulk loads or CTU, held by national or local regulatory agencies must be performed by qualified personnel who have appropriate documentation.

l) Fumigation should be used for the purpose of the barrier and around the port area should be contained with clearly defined. In accordance with the relevant legal requirements, fumigation warning signs should be placed.

m) In accordance with the relevant legal requirements, fumigation activities, from public areas or from other work areas must be performed at a remote location.

n) A person or organization to do the fumigation by the relevant authorities “authorized for Fumigation” must be.

5.4.3. The Fumigation Of Ships:
Fumigation of ships can’t be done at the berth. Only at anchorage area by permission of the Port Authority

6. DOCUMENTATION, CONTROL AND RECORDS

6.1. Dangerous goods substances all of the mandatory documents, information and documents, some of them provided by the related parties and control procedures.

6.1.1. Documents To Be Kept For Dangerous Goods Handling In Port Facilities

a) The IMDG Code is updated every two years since, made dangerous goods handling operations at the port, the International Maritime Organization (IMO)published by IMDG Code Volume-1 and Volume-2 and supplement with SOLAS, MARPOL and the books shall be up-to-date.

b) In relation to dangerous goods of the above-mentioned documents along with other documents kept in written or electronic form to the port operator at the port will be responsible for and in charge of the organization.
c) In handling dangerous goods IMDG Code books and documents to be used effectively, the business and operations of dangerous goods will be carried out in accordance with the provisions of the IMDG Code.

6.2. The current list of all dangerous goods in the port area and other related information to keep organized and complete procedures, registration procedures and Statistics the keeping of dangerous goods

6.2.1. Dangerous Goods Records
- Operations Directorate, the port area entering, emerging, and dangerous goods that are stored will be kept a record of the date. Port Authority officials and emergency intervention if this register and the information requested will be given. Records:
  - The records of dangerous cargo in the port field, type, class, quantity and location must be specified. Ship, cargo, tug services, pilotage and passenger statistics with data entry Statistics

6.2.2. The port operator maritime trade statistics editing by the organization within the scope of regulation of dangerous goods cargo ship-cargo transport units, including the movements of all the ships in the harbor, cargo and passenger movement statistics statistical data http://atlantis.udhb.gov.tr/giris.net over/allocated username and password is entered on a regular basis to the Ministry with the following electronic systems. Pilotage and tug services, which are kept by the General Directorate of port safety is a provider of data services.
  KBS: Electronic Information System Guide
  LYBS: Port Management Information System in electronic environment

6.3. Dangerous goods from the facility that are appropriately defined, it was named the proper shipping name of Dangerous Goods that are packaged/bundled, tagged and observance, and declare that they are approved and appropriate packaging, container or cargo transport unit(CTU) that is installed in a safe manner, and that he moved away and checking of results reporting procedures

6.3.1. The Obligation Of Dangerous Goods The Correct Names To Be Used

Rules related to the mandatory IMDG Code dangerous goods packed and transported in regulated. Falling within the scope of this code by the operating personnel involved in the handling and transport of loads
in correspondence with the port and other relevant institutions in the documents of the load, the loads mentioned in the notification to define the code that is included in Chapter 3 of ICAO "dangerous goods List", the last proper shipping name and UN number (UN number) will be used.

6.3.2. Notification Of Results Of Control Of The Dangerous Goods Transport Units

IMO MSC.1/Circ. Arrangement with Directorate General of Dangerous Goods and combined transport circular No. 1442 date 04.03.2013 and 80063613/115.01.1099-numbered in accordance with the articles; subject to IMDG Code dangerous cargo handled by the port facilities where Packed load containing the load-carrying Unit (Sa us) IMDG compliance with the code required inspections are made quarterly at the end of the period will be reported to the Chairs of the port is connected at the shoreline. Where the notification is made by the head of the Directorate General of Dangerous Goods and combined transport to the harbor to check will be notified of the results.(Appendix-17: the hazardous cargo transport units (IC us) check for the results notification form

6.3.3. Dangerous goods Safety Data Sheet (SDS) procedures relating to the possession and supply of Dangerous goods Safety Data Sheet(SDS Form): dangerous goods and preparations; features detailed information on security measures to be taken in workplaces where dangerous substances and preparations according to the characteristics of human health and the environment from the harmful effects of dangerous goods and preparations, which is the document that contains the information necessary for the protection of the SDS form before entry into the port area when requested by the port operator to load dangerous cargo that the organization shall be presented by the related parties.
7. EMERGENCY ARRANGEMENTS, PROCEDURES and EMERGENCY RESPONSE

7.1. The lives, property and/or risks to the environment/dangerous goods that may pose dangerous situations involving dangerous goods and with intervenin

Handling of ammonium nitrate (Class 5.1) is the only d.g. at port, in case of emergency, take the necessary precautions.

7.2. of the port resort of opportunity to intervene in emergency situations, information on the capability and capacity

7.2.1. Fire and against marine pollution emergency response capabilities

- The entire port area and the docks of fire in the circuit, the circuit of the fire with backup owned, water storage tanks, fire hydrants, fire cabinets (nozzle, fire hose), back to the dock and the pier alarm and announcement are available in the field placed in an appropriate place in my site.
- Offer to feed the fire with sea water in the harbor in one circuit of electric and diesel fire pump of the type one.
- Ships in port and at the pier of the port, which is connected with the capability for fire suppression that may arise in the fire tug, provided by own
- Dangerous goods Handling firefighting equipment available in the field of persons who is a firefighter, and a firefighter against the possible fire equipment, fire extinguishers and first aid units and equipment are kept always ready for use.
- 21/10/2006 published in the Official Gazette dated 26326, pollution of the marine environment by oil and other dangerous goods in cases of emergency and compensation for damage to intervene in the enforcement of the implementing regulation of the Law on the principles of oil and other dangerous goods pollution of the marine environment in the context of; emergency response equipment and materials at the port against pollution of the sea is available. In the Appendix A list of materials and equipment for emergency response against marine pollution (Appendix 14) is located.
7.2.2. Security

Dangerous goods port operations are done in the port area where the following security capabilities are provided:

- The port facility, a port facility that is within the scope of the ISPS
- Port Facility Security Officer
- Connected to a private security company, chief of security
- 6 Private Security Personnel
- 3 according to the operation state shifts/working order 24 hours
- Patrol the layout, the port access point
- The port is at the height of the border wire surrounding the ISPS code and quality appropriate to surrounding
- All interior and exterior including the following 8 the port field Camera (CCTV) in a manner that is enabled with port security is provided. The port entrance-exit record is kept electronically and as a snapshot of the number of people the vehicle can be traced and instant.

7.3. Arrangements for dangerous goods accidents to be made for the first intervention (the first intervention procedures, first-aid capabilities, etc. considerations)

7.3.1. Fire involving dangerous goods that are listed in IMDG Code, dangerous goods that can create for leaks and determined in this respect;

- D fire Emergency Plan (fire, EMS)
- Current leakage Emergency Response Plan (EMS spillage control) rules and procedures in accordance with instructions also specified the inner port operations emergency response is taken.
- For fire protection and emergency response capabilities at the port are available. (Appendix 15, Appendix 6-7)

Hazardous substance-Induced Accidents, medical first aid capabilities at the port of

7.3.2. Dangerous goods and preparations poisoning injury, such as medical first aid, if necessary The company Doctor, the nurse shall be notified and the emergency response necessary will be made.
7.3.3. Contain dangerous goods in accidents at the port facility located in the appendix of IMDG Code medical first aid Guide (MFAG: Medical first aid guide) is to be used, 6331 occupational health and Safety Act at the port under all possible accident/injury, medical first aid occupational 5 licenced crew at the port. First aid training in the workplace in accordance with legislation are provided.

7.4. In case of any emergency onsite and offsite notifications that need to be made

7.4.1. Notification Of Dangerous Goods Incidents

In the port field related to dangerous goods and people, the ship or the ships in the harbor, the Harbor or any dangerous goods that may cause damage to any property or the environment-induced event in Appendix-16 to the Port Authority a “dangerous goods incident notification form” should inform as soon as possible.

In this context;
The port operator by the organization;

- Spillage of dangerous and harmful substances that occur in the area of responsibility and the danger of fire or emergency officials will notify the president immediately and the address of the port the events.
- The statistics of accidents dangerous goods will be kept
- Dangerous goods accident statistics shall be notified to the Port Authority.

The rules are inappropriate, unsafe, or a hazardous substance which poses a risk to persons or the environment by the Organization for the necessary safety measures taken shall be notified to the Port Authority and port operator.

7.5. Procedures for reporting Accidents

- Dangerous goods-induced background and to investigate the cause of the accident as a result of accidents in the harbor Safety Committee shall prepare reports to be discussed and evaluated. Safety Committee accident; the intervention rate, using the correct method and the root cause of the event, etc. evaluates situations in terms of. Port is taken by the entity measures necessary to prevent subsequent incidents.
• Dangerous goods accidents shall be reported to the Port Authority.

7.6. Methods of coordination and cooperation with public authorities

Sourced from safety in the event of dangerous goods requiring emergency response, Municipal, Customs, Port Authority in cooperation and coordination with relevant institutions and organizations such as required by the act emergency response is made.

7.7. Ships and floatings in emergency situations an emergency evacuation plan for port property to be removed from

An Emergency Evacuation Plan
An emergency evacuation plan approved by Dikili Harbour Master.

7.8. Damaged, contaminated and dangerous waste handling and disposal procedures for dangerous goods

Damaged, Contaminated And Dangerous Wastes For Dangerous Goods Loads Of Space Allocation
Damaged dangerous goods can be kept and repacked or contaminated wastes and can be divided into a private space where they can be held until it can be disposed of as dangerous goods in the port area for the stack is allocated.

7.9. Emergency procedure drills and their records

Fire in Port operations, marine pollution, such as emergency events that require the exercises done within a specific period of injury and recorded.

7.10. Information on the fire protection system of the port facility

7.10.1. Fire protection and firefighting equipment locations of Port operations APPENDIX-6-7 given in fire and emergency are outlined in the plan, and

7.10.2. Fire in the entire port area and the docks of the circuit, with the circuit of the fire owned backup, water storage tanks, fire hydrants, fire cabinets (nozzle, fire hose), and placed the pier back to the pier alarm and announcement are available in the field in an appropriate place in my site.
• Offer to feed the fire with sea water in the harbor in one circuit of 2 electrical fire pump of the type one.
• Ships in port and at the pier of the port, which is connected with the capability for fire suppression that may arise in the fire tug, provided by us

7.11. Approval of port facility fire protection systems inspection, testing and maintenance procedures for to be kept on and ready for use,

Fire prevention and fire protection systems within the port facility and equipment periodic checks are made.

7.12. Fire protection measures to be taken in the event of failure of the system

Port operations for first responders in the event of failure to fire in the fire protection system is taken help from the local fire department.

7.13. Other risk control equipment

The company contracted the harbor where OSGB, if necessary, The risks to be determined for the equipment shall be provided.


- The emergency Alarm siren in the harbor. Back on the pier and were placed at specific positions on the field, emergency Alarm buttons are available. In emergency situations, the emergency Alarm button will be pressed and the PFSO and/or port the security Safety Advisor will be contacted immediately.
  In case of a fire on board the ship by its own personnel with its whistle giving a warning of fire with the first response that will make the subsequent ask for help from the coast.
- Fire, leakage, etc. the situation that requires urgent intervention, such as in the case of loading/unloading operations are stopped. Port operations to act in accordance with the instructions of the Directorate. The ship makes preparations for immediate departure.
- Dangerous Goods Induced Rash/Leak:
Induced leakage from dangerous operations/rash if you have a marine in the emergency manual and to prevent environmental pollution IMDG Code (EMS Guide); IMDG Code for leaks for leaks that may generate dangerous goods that are listed in the emergency plan (Ems spillage control) are treated according to specified procedures. In no event shall be reported to the Port Authority.

- **Dangerous goods-Induced Fires:**
  IMDG Code dangerous operations to prevent pollution sourced from fire in the emergency manual (EMS Guide); Fire against fire may generate hazardous substances that are listed in the IMDG Code Emergency Response Plan (Fire, EMS) are treated according to specified procedures. In no event shall be reported to the Port Authority.

- **Dangerous goods caused by leakage, or rash occur, a serious threat to the environment if it occurs from the sea and**
  1. The event level will be evaluated within the scope of the subject and “of the sea against pollution emergency response plan” shall be implemented as required by.

### 7.15. Emergency Response Procedure

#### 7.15.1. The Procedure To Be Followed In Case Of An Accident, Containing Dangerous Goods;

- The person who noticed the accident, the event, the event immediately to the Control Center status reports.
- Event Control Center stops all operations in the vicinity.
- Control Center event, event notification/notification to check the necessary information to assess the situation and to report (or confirm) the manager sends the operation to the scene.
- Anyone hurt, uninjured, or has been infected by this article, whether
- Storage/stowage in the field, in the warehouse, the ship along the quay, etc. in the final scene
- The burden the party identifier container number or other information
- ADR class packaging or on the container and other details (e.g. UN number),
- Define if you have a leak or spill; volume, color, structure, odor, smoke, etc. such situations are determined by immediate Safety Advisor. Emergency detection and regulates the form.
- Event Control Center, which there are dangerous goods in the port, detects the danger and what kind of load that contains. Will notify emergency response teams.
- Report of the Director of operations if the incident was serious, the event takes everyone out on the field with barriers in the control center and space translates. Security measures are taken in the field by PFSO.
- Harbor business taken to implement the emergency plan; Emergency fire, ambulance, first aid, security and other systems no longer fires. The accident required the intervention of the port's own emergency crews, emergency vehicles and protective clothing without risking to make it themselves from the warehouse nearest to is given.
- Accident, Harbor operations at the accident site by the teams can be treated. If you have been injured, as quickly as possible load and/or injured, from the scene of the accident moved to a safe area.
- If the accident is serious, the port's operational capabilities to intervene in the situation with inadequate local emergency response teams in case of exposure is called.
- Local emergency response teams when it comes to information about the event is given to them.
- Then, secure the scene with emergency response teams.
- Meanwhile, the incident Control Centre, the shipper, ship agent, or other responsible party by contacting with them by reporting the accident to the damaged load consults on issues of processing and disposal. The port is also an independent expert to give advice chemist (a chemist from the local sector, a university chemist, or another expert) will be found; this is also the chemist should be contacted and should be asked to go to the scene of the accident.
- Lack of or insufficient first aid at the scene of the accident if the injured person or persons should be referred to the district hospital or the nearest medical centre.
- Occurs in a suitable environment immediately when damaged freight and packaging and/or containers to be removed and moved to a safe area. In case of leakage, the scene accordingly, absorbent materials, chemical foams, or water using cleaned and opened. In case of fire is thoroughly extinguished the fire and clear the scene.
- The scene , from beginning to end have been analyzed, and after explaining that security, operations Directorate, operations instructs you to start again.
EMERGENCY RESPONSE PLAN (D.G.)

1. INCIDENT
2. REPORTING OF INCIDENT
3. STOP ALL OPERATIONS
4. SENDING OFFICER FOR CHECKING AND REPORTING
5. CHECK THE INFO SYSTEM OF D.G. AND PRINT OUT
6. KEEP CLEAR THE AREA / and THE CARGO
7. SEND OUT PPE TO PORT CREW
8. PORT FACILITY CONDUCT THE INCIDENT
9. INFORM / CALL LOCAL AUTHORITY AND EMERGENCY TEAMS
10. BRIEF TO EMERGENCY RESPONSE TEAMS
11. EMERGENCY RESPONSE TAKEN
12. CONDUCT WITH THE CARGO INTERESTS
13. IN CASE OF INJURED SENT TO HOSPITAL AFTER FIRST AID
14. CARGO TRANSFER TO SAFE PLACE
15. IF SAFE/SECURE, RESUME OPERATION
16. ANY INJURY?
17. IS INCIDENT SERIOUS?

Operation Control Centre: Operation Manager

DİKİLİ LİMAN ve TURİZM İŞLETMELERİ TİCARET A.Ş.
Atatürk Caddesi No:11 Dikili-İzmir/TÜRKİYE
Phone: +90 232 671 44 00 , Fax: +90 232 671 420 29
Web: www.portofdikili.com, Email: info@portofdikili.com
8. HEALTH & SAFETY

8.1. At the port workers' health and safety, Personal protective equipment (PPE)

8.1.1. Port and Occupational health and Safety Management System Certificate of occupational health and safety activities in an orderly manner and has taken up that can be resolved within the framework of the goal of continuous improvement it is intended to be. Occupational health and safety practices in Port operations the target of '0' accident. Towards this goal, studies were carried out OHS and safe working instructions given by considering the continuous training of the employees and to raise awareness in the Harbor area is provided.

8.1.2. The port operator organization;

Within their areas of responsibility, the handling of dangerous goods that will be used in all personal protective equipment is available in sufficient number and quality within the port facility ready for use.

The above-mentioned context, the port of Dikili in operation;

- 6331 occupational health and safety Act and related regulations under the occupational health and safety in our port in the context of life, property and environment safety of the establishment in terms of occupational health and safety management System (ISGYS) is applied.
- Our port input-output in accordance with TSE standards users who Harbor personal protective equipment (hard hat, vest, phosphorus, steel-toed work health safety shoes) must wear.
- Handling of dangerous goods employed in the port resort staff, other authorized persons of the load, loading, unloading and storage of the load during physical and chemical characteristics suitable protective clothing is available, and training and drills/exercises related to the use of personal protective equipment in dangerous goods in port provides information To field personnel engaged in the study.
- The appropriate places in the port field (TRANSPORT, stack, etc.) handled in the port of hazardous loads to avoid the risks they create, the following basic emergency equipment are kept.
  - Protective clothing (boots, coveralls, gloves, goggles and title)
8.1.3. The location of each dangerous cargo handling staff within the chain of the above mentioned materials, knows how to use it.

8.2. Personal protective clothing/equipment for their use and information about procedures,

Instructions For Use Of Personal Protective And Safety Equipment (see Appendix-15)

9. OTHERS

9.1. The validity of a certificate of compliance for dangerous goods

Port facility's operating permits and procedures published in the Official Gazette dated 18/2/2007 26438 concerning the port of Dikili within the scope of the facility's operating permit was renewed until the date of 07.11.2018.

9.2. Tasks and Responsibilities of D.G.S. (Dangerous Goods Safety Advisor)

Services of Dangerous Goods Safety Adviser provided by Ayemis, who has License of Authorization for Dangerous Goods Safety Adviser(TMGBK). The company informations are given below:
Address: Kaynarca Mah. Aydınlı Yolu Cad. No:137/46 Pendik İstanbul
Tax Number: 1190579353
Tax Administration: Pendik
Tel: İstanbul: 0216 375 76 66
Ankara: 0312 231 31 92 and 0530 567 62 89
DUTIES AND RESPONSIBILITIES OF DANGEROUS GOODS SAFETY ADVISER (DGSA), WHO HELPS THE UNDERTAKING IN ORDER TO ENSURE SAFE HANDLING OF HAZARDOUS MATERIALS WITHOUT HARMING HUMAN HEALTH, OTHER LIVING THINGS AND THE ENVIRONMENT, ARE IDENTIFIED BELOW:

a) Monitoring compliance with the international agreements (ADR/IMDG Code) and related regulations governing the carriage of dangerous goods

b) Advising the undertaking according to terms of ADR/IMDG Code on the carriage of dangerous goods

c) Preparing an annual report on the undertaking’s activities in the carriage of dangerous goods in accordance with the form prescribed by the Administration within the first three months of the year, and such annual

---

Picture 1. License of Authorization for Dangerous Goods Safety Adviser (TMGDK)
A) The management of undertaking provided the reports submitted to the management of undertaking and served TMGDK in order to send it through the website, www.turkiye.gov.tr, to the Administration at their request

ç) The procedures for compliance with the requirements in ADR/IMDG Code governing the identification of dangerous goods being transported

d) Guiding the undertaking when purchasing means of transport, considering the undertaking’s practice with the dangerous goods being transported,

e) Determining the procedures for checking the equipment used in connection with the carriage, loading and unloading of dangerous goods

f) Providing the proper training of the undertaking’s employees with regards to their field of work, including on the changes to the national and international regulations, and the maintenance of records of such training

g) The preparation of the proper emergency procedures to be implemented in the event of any accident or incident that may affect safety during the carriage, loading or unloading of dangerous goods, and made to ensure of periodical practices with the employees about such procedures and maintenance of records of such practices

ğ) The implementation of appropriate measures to avoid the recurrence of accidents or serious infringements

h) Maintenance of the account taken of the legal prescriptions and special requirements associated with the carriage of dangerous goods in the choice and use and employ of sub-contractors or third parties

i) Providing that employees involved in the carriage, loading or unloading of dangerous goods have detailed operational procedures and instructions

j) The introduction of measures to increase awareness of the employees to the risks inherent in the carriage, loading or unloading of dangerous goods
j) The preparation of verification procedures to ensure the presence on board the means of transport of the documents and safety equipment which must accompany transport

k) The preparation of the security plan indicated in ADR Section 1.10.3.2 and maintain of application of such plan

l) Record all kinds of activities including training, inspection and control on activities by specifying the date and time, and maintainence of records of such activities for 5 years and and such records submitted to the management of undertaking and served TMGDK in order to submit it to the Administration at their request

n) Provide the stopping of the work until the danger is removed in case of a related danger in the business where the consultancy service is provided, initiate the work with its own approval even when the danger is removed and notify the management of the business where the consultancy service is provided, served TMGDK and legal authorities of any steps in the process until the danger is removed in written

o) Establish procedures for packaging, labeling, marking and loading of the dangerous goods on the transport vehicle in accordance with the ADR / IMDG Code provisions

DGSA, who is in charge of the operation, collects information about the accident during transportation, loading or unloading in case of a damage to the life, the property and the environment, and prepares an accident report to the management of the business where the consultancy service is provided, and served TMGDK. Such report prepared by DGSA is submitted to the Administration through the website, www.turkiye.gov.tr, by the management of undertaking or served TMGDK within a month. This report does not replace the report required by the business administration under international or national legislation.

DGSA to serve should have current certificate of ADR and IMDG Code.
9.3. The port road next to the facility/facilities considerations for ship carrying dangerous goods from port(port resort of port or road vehicles carrying dangerous goods into the area/field input-output are required to bring the documents and equipments that are required to maintain these vehicles and equipment, speed limits in the port area, etc. considerations)

9.3.1. Dangerous goods in port the Harbor entrance that takes the load of road vehicles or bringing danger from the customs office of exit is controlled by. Their task control port security personnel on the matters remaining in the field and makes the necessary registration.

9.3.2. And the European Agreement Concerning the International Carriage of dangerous goods by road (ADR) in accordance with the Regulation on the transportation of dangerous goods by road;

   a) THE TRANSPORT OF DANGEROUS GOODS driver training certificate (SRC5)/ADR driver training Certificate
   b) The current dangerous goods transport document of the vehicle (Vehicle compliance certificate/ADR compliance certificate)
   c) As defined in the ADR Class 1, Class 6 and Class 7 which are relevant for the transport of dangerous goods/transport a photocopy of the permit received from the competent authority, the port operations in class 1 and Class 7 loading evacuation is not recommended.
   d) Dangerous goods and hazardous waste liability insurance policy
   e) Plate in the front and rear of the vehicle carrying hazardous cargo orange unwritten
   f) Dangerous goods transport documents
   g) ADR hazard or in accordance with regulations by the carrier personnel will move the vehicle at the time of the accident given written instructions about how to drive
   h) To be transported in the vehicle-specific emergency and personal protective equipment
   i) Mode in Section 5.4.5 multimodal dangerous goods transported in more than one form of ADR for dangerous goods transportation
9.3.3. Speed Limit In The Harbor Area
The maximum speed limit for road vehicles into the area for receiving the load port 20 km/h.

9.4. Procedures for Ships carring d.g. call to / casting off the Dikili port

Lanterns and Signs to show the hazardous cargo ships at the port

9.4.1. Explosive, flammable and similar international regulations for preventing collisions at sea ships that carry dangerous goods materials in the daytime according to B (Bravo) flag signal, and at night every direction (360 degrees) can be seen in that they show a red lantern.

Hazardous cargo-carrying ships in the harbor, cold and hot working

9.4.2. Regulation 22 Of The Ports. mentioned in the article “ships and marine vehicles in the port area, unless a permit is obtained from the Port Authority; repair, blasting and painting, welding and other hot work grappling the sea and/or the downloading or other maintenance jobs bot can’t do. To do these things if they are in the port facility of ships and marine vehicles coordinate with the operator must ensure that” in accordance with the provision;
Ships carrying dangerous goods ships in the harbor, including the stuff you mentioned above is subject to the permission of Harbor Master. Harbor, unless the ship is made necessary coordination with operations of this kind in studies can be made.

9.4.3. Related To The Settlement Of The Minimum Safety Requirements Hot Work

a) Hot on the dock or the deck of a ship before you begin the process, the process officer or agent of the company to carry out ship hot, hot in the process that could be performed from the Port Authority in question must obtain the permission included.

b) Safety measures before starting work as well as hot like the Port Authority, the vessel and / or company officer responsible for hot work that will perform in conjunction with the berth, ship and / or any necessary additional safety measures you should take on the dock.
These measures include the following:

- The area of flammable and/or explosive environment that is free from and, where appropriate, in order to verify that the oxygen is not applied by accredited testing agencies is inadequate in terms of tests, including examination of the local area and the adjoining areas;
- Dangerous goods and other flammable substances and objects of removal from the work area and adjacent areas.
- Combustible building elements (e.g.; beams, wooden partitions, floors, doors, wall and ceiling coverings) effective protection against erroneously holding
- Flame, sparks and hot particles from spreading to adjacent areas or to other areas of the work area in order to prevent open pipe crossings, valve, joint, and part of the open spaces, the provision of sealing.
- Workspace to workspace and also all the inputs and safety measures hot work authorization, a written information sheet should be hung. Authority information and safety precautions, hot work must be clearly and easily seen by all participating in the process should be understandable.

c) When performing hot work the following points should be considered:

- Inspection should be carried out in order to verify that situations have not changed.
- Hot work to be used in the home during at least one Fire Extinguisher or other firefighting equipment should be available in an easily accessible place.
- After completion of hot work during hot work, and following the completion of the work in question, when enough time has passed, the hot area where the work is performed and heat transfer to adjacent areas due to the danger of fire may arise, the detector should be placed

9.5. Additional considerations to be added by the port facility
Restricted/Enclosed spaces entry procedure in Port Facility

9.5.1. Port Operations Manager;
   a) Cargo tank, tank around space, cargo handling areas, hazardous vapours or oxygen tanks or ballast loads consumer drank/or which may include other restricted areas such as closed areas, unless the area in question is completely free of dangerous vapour, in the absence of sufficient oxygen in the field, and educated and informed, responsible until given clearance by a staff, no one should be allowed to enter.
   b) For operational reasons, and approval is not given in a place that is not purified by dangerous vapours must be entered in that place, just enough self-contained breathing apparatus and other necessary staff should use protective equipment to the wearer.
   c) Oxygen and gas detectors for the measurements can be handled within the port facility into separate loads that may arise from the presence of dangerous gases with the ability to measure multi-purpose detectors can also be used. The calibration of these detectors should be made in the period and in the manner specified by the manufacturer.
   d) Off at the entrance to the area except for the measurement of oxygen, hal, according to him, the flammable/explosive/toxic gas measurement can be made.

9.5.2. Where there are provisions in this guide, the International Code for dangerous goods transported by sea (IMDG Code) and the provisions of other relevant legislation shall apply.

9.5.3. Given Names of The Handling Of Dangerous Goods In The Port Amonium Nitrate (UN 1942)

9.5.4. Asfalt/Bitum, Vegetable Oil: will be made for handling of bitum and vegetable oil. Pier no 2/3
9.5.5. Notices of dangerous goods or marine pollutants
   a) Notification has been made wrong, or made the statement that many
      problems of caring was the cause of the accident loads and hazardous
      cargo ships,
      ▪ Port administrative authority of the port from entering the zone for
        at least twenty-four (24) hours before;
      ▪ The duration of the cruise port area far into the twenty-four (24)
        hours after departure from the port resort with loads of ships and
        marine vehicles with a minimum of notification in writing through a
        document with detailed information about the Port Authority and
        the port operator must provide related to the organization.
   b) Load related related to port resort by road and rail of dangerous cargo
      at least 24 hours before before the port Operator must notify the
      organization.
   c) The reports do not contain accurate information or failure to comply
      with the notification obligation in the event that administrative
      sanctions reserved about giving notice by the head of the harbor.
   d) Timely and accurate notification is not made, in case the berthing of the
      ships, in order to wake up may vary.
      Due to the lack of timely notice of property damage and legal liability
      resulting from Port operations denied access to the obligation to make
      the notification to the party will be charged.
   e) Notification at the port or transit pass includes hazardous loads to be
      stored.

9.5.6. Notifications To Be Submitted In The Information, Documents/Forms
   a) The purpose of the IMDG Code dangerous goods within the scope of the
      notice of hazards, damages and threats they create in case of
      Emergency carry information on the action to be forwarded to all
      parties on location. The transport by sea of Dangerous Goods port
      operator’s organization in accordance with the Regulation on
      ‘dangerous cargo with all necessary documents, demand information
      and documents related to load and load from Co-has the right to exist
      and, in this context;
b) Agents of the ships
   ▪ To The Port Authority;
     ○ Dangerous goods declaration is made.
   ▪ Port Administration;
     ○ Dangerous Cargo Manifest
     ○ Emergency Card
     ○ The declaration form is made in the MSDS.
   The port facility via e-mail to info@portofdikili.com the address should be sent to.

c) Dangerous Goods By Road To The Port Area Next To The Notification Obligation
   To be installed on the ship with dangerous cargo by ship agency in the port range which will be at least 24 hours before the Port Authority, port administration, and related agencies and organizations, a notice will be provided.
   ▪ To The Port Authority;
     ○ Dangerous goods declaration is made.
   ▪ Port Administration;
     ○ Dangerous Goods Manifest
     ○ Emergency Card
     ○ The declaration form is made in the MSDS.
   PSN, class information, etc.)“ electronic data interchange (EDI)” in the file will be installed in a ship container location(slot) will be specified in much detail.

d) And according above-mentioned information, some documents/forms from other additional information, document/form may be requested.

9.5.7. Dangerous goods Shipping documents and control of documents
a) Port operations Directorate, facilities defined in accordance with the procedure of entering dangerous loads are packed, and that that has been tagged correctly, whether it has been declared, approved and appropriate packaging, container and cargo transport unit is securely installed for the purpose of confirmation relevant documents dangerous goods checks are not performed.
b) in case of non-compliance, non-conformities, dangerous cargo operations suspended until it is resolved.

9.5.8. Dangerous Cargo With Relevant Information/Documents The Obligation To Preserve

a) The port facility where dangerous cargo is handled, the shipper and the carrier, mentioned in the IMDG Code dangerous goods transport document and a copy of the additional information it needs to keep for at least 3 months to possess.

b) If this information is stored on the computer or in the electronic environment of the port facility, the shipper and the carrier must be in a position to receive the output of the necessary information.

9.5.9. Preparations To Be Made, Following The Declaration Of Dangerous Goods To Port Operations

a) With the advent of the Dangerous Goods Declaration and, subsequently, port operations & Planning Directorate;
   ▪ In the port field of the load appropriate to the class stacking, storing, loading/discharge planning to be done
   ▪ Loading, port unloading and storage operations to take part in personnel, personal protective equipment (PPE) in preparation for the installment, will be held
   ▪ By reviewing the necessary safety measures against fire and leakage if there are deficiencies will be eliminated and
   ▪ Emergency plans and procedures will be checked,
   ▪ Loading/dock release will be serialized

b) As a general principle in handling hazardous cargo;
   ▪ The class of dangerous goods, the main and additional dangers should be known
   ▪ Right Packed? The packaging of the certificates should be checked
   ▪ In general, the danger of the load should be known to the group (low-medium-very dangerous)
   ▪ Dangerous goods labels should be checked
   ▪ Dangerous goods documentation must be controlled
Emergency procedures (fire, leakage, etc.) should be reviewed

9.5.10. Control Of Dangerous Goods To Port

a) The port area of dangerous goods by road or sea to and from the following control operations by the Directorate will be made.

- Points to be checked;
  - Freight shipping documents,
  - The safe transport of Dangerous Goods, handling, packaging and control of certificates and other relevant documents,
  - The Declaration of the amount of load adjustment,
  - Control of compliance with the burden on the Harbor freight shipping documents,
  - Safe and appropriate packaging not
  - Through external examination, the physical condition of each cargo containers containing hazardous cargo, the presence of any visible damage that affects the integrity of the packaging control,
  - All external packaging and the label of cargo containers or vehicles, markup rules compliance,
  - Unit load and packaging of hazardous cargo containing the load-carrying ADR and the provisions of the Code of the unit for the mode of transport according to valid national or international standards that are packed, marked, that has been tagged, unnecessary labels and markings are removed and the load-carrying unit load carrying Units (CTU) in relation to the packaging of the IMO/ILO UN ECE were installed in accordance with the guide, packed and locked in question in order to check and verify the Packaging, unit loads must be inspected and load bearing units.

b) In case of incompatibility between the loads from the harbor with hazardous cargo information, load should be reported to the authorities, and HAL and according to him, the charge Storage, the
stacking position loading/unloading in the conditions of necessary revisions should be made.

c) The declaration shall be notified to the Port Authority freight from the harbor incompatibilities.

Through external examination, the physical condition of each cargo containers containing hazardous cargo, should check for any visible damage that affects the integrity or durability of the packaging.
APPENDIX
APPENDIX-1: PORT FACILITY GENERAL ARRANGEMENT PLAN

PORT OF DİKILI
APPENDIX-2: PORT FACILITY PHOTOS
### APPENDIX-3: EMERGENCY CONTACT DETAILS

<table>
<thead>
<tr>
<th>NO</th>
<th>TITLE</th>
<th>CONTACT DETAILS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Office of Governor (Izmir)</td>
<td>Phone: 0 232 455 82 82 Email: <a href="mailto:izmir@icisleri.gov.tr">izmir@icisleri.gov.tr</a></td>
</tr>
<tr>
<td>2.</td>
<td>District of Dikili</td>
<td>Phone: 0 232 671 40 05 Email: <a href="mailto:dikili@dikili.gov.tr">dikili@dikili.gov.tr</a></td>
</tr>
<tr>
<td>3.</td>
<td>Harbour Master</td>
<td>Phone: 0 232 671 41 01 Fax: 0 232 671 41 30</td>
</tr>
<tr>
<td>4.</td>
<td>Coast Guard</td>
<td>Emergency Call:158 Phone: 0 232 366 66 66/67 Fax:0 232 365 95 75</td>
</tr>
<tr>
<td>5.</td>
<td>Primary Health Care Centre</td>
<td>Phone: 0 232 671 40 13</td>
</tr>
<tr>
<td>6.</td>
<td>Emergency Call (H)</td>
<td>Emergency Call: 112</td>
</tr>
<tr>
<td>7.</td>
<td>Police /Police Station</td>
<td>Police Emergency Call:155 Phone: 0 232 671 24 95 Fax: 0 232 671 41 31</td>
</tr>
<tr>
<td>8.</td>
<td>Disaster &amp; Emergency Management Authority</td>
<td>Phone: 0 232 478 17 01 Fax: 0 232 478 13 90</td>
</tr>
<tr>
<td>9.</td>
<td>Gendarmerie Headquarter</td>
<td>Phone.0 232 671 40 28 Emergency Call:156</td>
</tr>
<tr>
<td>10.</td>
<td>The Office of Mayor</td>
<td>Phone: 0 232 671 40 20 Fax: 0 232 671 20 36 <a href="mailto:sekreterlik@izmir-dikili.bel.tr">sekreterlik@izmir-dikili.bel.tr</a></td>
</tr>
<tr>
<td>11.</td>
<td>Wildfire</td>
<td>Emergency Call:177</td>
</tr>
<tr>
<td>12.</td>
<td>Port Operator/Manager</td>
<td>Phone: 0232 671 44 00 Fax: 0 232 671 20 29 <a href="http://www.portofdikili.com">www.portofdikili.com</a>, <a href="mailto:info@portofdikili.com">info@portofdikili.com</a></td>
</tr>
</tbody>
</table>
APPENDIX-5: FIRE PLAN (IMDG AREA)
APPENDIX-6-7: PORT FACILITY EMERGENCY PLAN & FIRE PLAN
APPENDIX-8: MUSTER STATION
APPENDIX-9: EMERGENCY RESPONSE FLOW CHART

EMERGENCY RESPONSE PLAN

Brief of Incident

P.I.C. in Location

Prompt

Take the necessary precautions of emergency response (Indue types) (*)

Robbery, slight injury, illness

Fire, being badly injured, accident, poisoned (several/public)

Water flood, earthquake (call of nature) etc., Pass away on top appointment

Accident with death, collision etc. Civil connections, collective actions of people

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PFSO

Within an hr

Emergency Squads

Opr. Manager

Daylight within 1 hr, night 2 hrs and 3 hrs by weekend

Port Manager

Crew Manager

Damages Opr. Man.

Within an hour

PORT MANAGER

Emergency Response:
PFSO: Yakup YILMAZ
Crew Man.: Erkut GİRİN
Oil Spill: Yakup YILMAZ
(*) Except the routine we call all others as Emergency.

Operation Man.: Rıfat KAPAN

Mural TUTU

DİKİLİ LİMAN ve TURİZM İŞLETMELERİ TİCARET A.Ş.
Atatürk Caddesi No:11 Dikili-İzmir/TÜRKİYE
Phone: +90 232 671 44 00 , Fax: +90 232 671 420 29
Web: www.portofdikili.com, Email: info@portofdikili.com
APPENDIX-10: D.G. HAND BOOK

SAFETY FIRST!
IMDG CODE DANGEROUS GOODS HAND BOOK
DANGEROUS GOODS LABELS AND PLACARDS

IMDG CODE DANGEROUS GOODS HAND BOOK
DANGEROUS GOODS SEGREGATION TABLE

DG SEGREGATION & SEPERATION

The chart identifies only three segregation categories for storage in ports. “0” means pairs of dangerous goods which do not need to be segregated from each other (unless indicated by the individual entry in the numerical list of dangerous goods, which must always be checked, requires so) “A” indicates segregation requirement “away from…” the other class in that pair (3 meters) “S” requires the segregation category “separated from…” between the classes of that pair (6 meters)
DANGEROUS GOODS SIGNS & MARKS

- **DANGER**
- **Fumigation warning sign**
- **D.G. Marine pollutant mark**
- **D.G. Transferring at elevated temperature**
- **Marked section up!**
- **Orientation arrow**
- **D.G. in limited quantities**
- **D.G. in Exepted quantities**

**DG SEGREGATION DISTANCE IN HOLD**

**IMDG CODE DANGEROUS GOODS HAND BOOK**

**IMDG KODA TABİ IMDG CODE DANGEROUS GOODS HAND BOOK**

The image contains various symbols and text related to dangerous goods transportation, such as fumigation warning signs, marine pollutant marks, and instructions for handling dangerous goods.
DANGEROUS GOODS TRANSPORT INFORMATION

- Multimodal D.G. Form
- Shipper declaration
- Container/vehicle packing certificate
- Emergency Response Information
- MSDS (material safety data sheet)
- D.G. manifest

- See EMS guide of IMDG code for D.G.
- Emergencies (fire & spillage)

See MFAG guide of IMDG code for D.G.

First Aid
APPENDIX-11: FIELD AND EQUIPMENTS OF CTU PACKAGE LEKAGES, ACCESS POINTS

SEE IMDG AREA (APP.4-5)
### APPENDIX-12: SERVICE BOATS

<table>
<thead>
<tr>
<th>TUGBOAT</th>
<th>Bollard Pull</th>
</tr>
</thead>
<tbody>
<tr>
<td>KOLİN 6</td>
<td>17 Bollard Pull</td>
</tr>
<tr>
<td>Service Boat</td>
<td></td>
</tr>
<tr>
<td>İZMİR PILOT 15</td>
<td>Pilot Boat</td>
</tr>
</tbody>
</table>

Pilotage&Towage 24 hrs available.
APPENDIX-13: PORT LIMITS, ANCHORAGE AREA AND PILOT BOARDING GROUND

A) Port Limits

Dikili Harbour Master incharge from coordinate (a) to west direction, connected (b) and (c) coordinates, and finally from (c) coordinate to west direction within the international territorial waters.

a) 39° 10' 00" N – 026° 46' 00" E (Madra Çayı)
b) 38° 55' 00" N – 026° 51' 12" E (Kemikli Burnu)
c) 38° 54' 00" N – 026° 50' 21" E (Kara Ada)

B) Anchorage Area

Anchorage area for all ships call to Dikili Port is between;
1) 39° 04' 15" N – 026° 52' 21" E
2) 39° 04' 42" N – 026° 52' 30" E
3) 39° 04' 12" N – 026° 51' 51" E
4) 39° 04' 57" N – 026° 52' 03" E

C) Pilot Boarding Ground

39° 05' 00" N – 026° 52' 06" E
### APPENDIX-14: LIST OF EQUIPMENTS AGAINST OIL SPILLAGE

**MONTHLY CONTROL CHECK LIST FOR OIL SPILL RESPONSE EQUIPMENT**

<table>
<thead>
<tr>
<th>No</th>
<th>Oil Spill Response Equipment</th>
<th>Check Date</th>
<th>Checked By</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>Barrier 100 mtr</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Oil only boom 1000 mtr</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Oil absorbent Pad 500 pc</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Skimmer</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Pump</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>H.P. Water Machine</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Communication Devices</td>
<td></td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>F.F.E. (FIRE)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Barrow</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Cleaning &amp; Storage</td>
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</tr>
<tr>
<td>11</td>
<td>First Aid Kits</td>
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<td></td>
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<tr>
<td>12</td>
<td>Personel Protection Eq. 35 set</td>
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<td></td>
</tr>
<tr>
<td>13</td>
<td>Generator</td>
<td></td>
<td></td>
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<tr>
<td>14</td>
<td>Portable Illumination</td>
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</tr>
<tr>
<td>15</td>
<td>Safety Equipments/Signals</td>
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<td></td>
</tr>
<tr>
<td>16</td>
<td>Heavy Machines</td>
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<tr>
<td>17</td>
<td>Servise Boats</td>
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### APPENDIX-15: TABLE OF PERSONNEL PROTECTION EQUIPMENT

**TABLE OF PERSONNEL PROTECTION EQUIPMENT (PPE)**

<table>
<thead>
<tr>
<th>HELMET</th>
<th>SIGNAL CLOTH</th>
<th>MATTE SHOES</th>
<th>SUPERINSULATION</th>
<th>DUST MASK</th>
<th>GAS / VAPOR / FUME MASK</th>
<th>WORKING GLOVES</th>
<th>PROTECTING GLASSES</th>
<th>SAFETY BELT</th>
<th>ROPE SUIT</th>
<th>GLOVE NON-CONDUCTIVE</th>
<th>WORKING GLOVES</th>
<th>HEAT PROOF</th>
<th>RUBBER PLUGS</th>
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**EXPLANATIONS:**
- TRANSFORMER STATION: USE NONCONDUCTIVE HELMET AND RACK
- GAS STATION: USE ANTISTATIC SHOES AND CLOTH
- SERVICE BOATS: USE LIFE JACKETS
- G: IN NEEDED
- X: PPE COMPULSORY
- G*: IN NECESSITY

---

**DİKİLİ LİMAN ve TURİZM İşLETMELERİ TİCARET A.Ş.**
Atatürk Caddesi No:11 Dikili-İzmir/TÜRKİYE
Phone: +90 232 671 44 00, Fax: +90 232 671 420 29
Web: www.portofdikili.com, Email: info@portofdikili.com
**EK-16: DANGEROUS GOODS OCCURRENCE REPORT FORM**

<table>
<thead>
<tr>
<th>Name of Port Facility</th>
<th>Port Manager</th>
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<tbody>
<tr>
<td>1. Description of occurrence and time</td>
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<tr>
<td>2. Location of occurrence</td>
<td></td>
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<tr>
<td>3. Type of cargo effected by occurrence &amp; info</td>
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<tr>
<td>4. Assessment of defined risks</td>
<td></td>
</tr>
<tr>
<td>5. Packaging specification marking (D.G)</td>
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<tr>
<td>6. UN/ID No :</td>
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</tr>
<tr>
<td>7. Proper shipping name /producer/shipper</td>
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<tr>
<td>8. Percentage of damage/pollution</td>
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<tr>
<td>9. Suspected cause of occurrence</td>
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<tr>
<td>10. Number of Fatality, injury or property damage and types</td>
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<tr>
<td>11. Emergency Response Taken</td>
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<td>12. Other explanations</td>
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<td>13. Demands</td>
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<tr>
<td>14. Name and title of person reporting</td>
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EK-17: INSPECTION RESULTS FOR CARGO TRANSPORT UNITS (CTUs) CARRYING DANGEROUS GOODS

<table>
<thead>
<tr>
<th>YEAR/QUARTER</th>
<th>HARBOUR MASTER</th>
<th>PORT FACILITY</th>
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<tr>
<td></td>
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<td>CONTROL ITEMS</td>
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<tr>
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<td></td>
<td>Number (PCS)</td>
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<td>Damaged (PCS)</td>
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<tr>
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<td></td>
<td>Number (%)</td>
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<tr>
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<td>Damaged (%)</td>
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</table>

- **International Convention for Safe Containers (CSC) Safety Approval Plate and plating in accordance the IMDG Code for portable tanks**
- **Packaging (inappropriate or damaged)**
- **Marking and labelling of packages**
- **Documentation**
- **Portable tank or road tank vehicles not covered by CSC (inappropriate or damaged)**
- **Stowage/securing inside the freight containers, vehicles and other CTUs**
- **Segregation of cargo**
- **Approved Continuous Examination Program (ACEP) or Periodic Examination Scheme (PES) label**
- **Tie-down attachments of road tank vehicles**

***See : IMO MSC.1/Circ.1442***

Prepared by  
Port of Dikili
<table>
<thead>
<tr>
<th>Country:</th>
<th>Container (PCS)</th>
<th>Other CTU (PCS)</th>
<th>Item (PCS)</th>
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<td>Packing (Domestical)</td>
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<tr>
<td>Packing (Abroad)</td>
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<td></td>
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## EK-18: PREARRIVAL NOTIFICATION

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<th>TYPE OF SHIP</th>
<th>GRT</th>
<th>D.W.T</th>
<th>CALL SIGN</th>
<th>IMO NUMBER</th>
<th>OWNER</th>
<th>LOA</th>
<th>BREADTH</th>
<th>BERTH NO</th>
<th>ARRIVAL DRAFT (F&amp;A)</th>
<th>DEPARTURE D. (F&amp;A)</th>
<th>ARRV. DATE &amp; TIME</th>
<th>LAST PORT</th>
<th>NEXT PORT</th>
<th>SHIPPER /CONSIGNEE</th>
<th>TYPE OF CARGO</th>
<th>CARGO QTY.(DISCHARGING)</th>
<th>CARGO QTY.(LOADING)</th>
<th>IMDG CLASS &amp; TONNAGE</th>
<th>NO.OFCREW (Inc.Master) &amp; PASSENGER</th>
<th>CARGO GEAR</th>
<th>FIT</th>
<th>UNFIT</th>
<th>LOCATION OF CARGO GEAR</th>
<th>PORT</th>
<th>CENTER</th>
<th>STBD</th>
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</thead>
</table>

1. The information on this present form by ship agency / operator, must be filled by fully. Forms with incomplete information will not be considered by the port management.
2. Sending “Prearrival Notification” to info@portofdikili.com e-mail adres whenever ships fixed.
3. All informations in this form must be same as ship statutory certs.
4. Eta updates, 72-48-24-12 and 6 hrs in advance, will be sent info@portofdikili.com e-mail adress.
5. I hereby declare that all information above right and proper. If not, we are fully responsible for any losses.
6. Sending this with sign&stamp in PDF.

Sign&Stamp

Date