

**DİKİLİ PORT and TURİZM İŞLETMELERİ TİCARET  
A.Ş.  
(DİKILI PORT)**

**Dangerous Cargo Handling  
Guide**



**Preparation Date:08.07.2022  
(See Revision Page for Revisions)**

**Murat TUTU  
Business Manager**

A handwritten signature in blue ink, reading 'Murat Tutu', with a stylized flourish underneath.



## DİKİLİ PORT and TURİZM İŞLETMELERİ TİCARET A.Ş.

### DANGEROUS CARGO HANDLING GUIDE

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**REVISION PAGE**


Sequene ce No.	Revision Number	Content of the Revision	Revision date	Revision Maker	
				Name and surname	signature
01	1	Revisions requested as a result of the audit dated 09.11.2016	20.03.2017	Murat TUTU	
02	2	DGSA appointment dated 02.01.2018	17.01.2018	Murat TUTU	
03	3	Temporary Operating Permit validity date change	02.04.2018	Murat TUTU	
04	4	Temporary Operating Permit validity date change	03.12.2018	Murat TUTU	
05	5	Obtaining a Pilotage and Tugboat Service Permit	03.07.2019	Murat TUTU	
06	6	Temporary Operating Permit validity date change	10.12.2019	Murat TUTU	
07	7	Update	11.10.2021	Murat TUTU	
08	8	TYER Instruction Update	25.05.2022	Murat TUTU	
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## 1.INTRODUCTION

### 1.1. General Information of the Port Facility

#### FACILITY INFORMATION FORM

1	Facility Operator Name/Title	Dikili Port and Tourism Management Co. Inc.
2	Contact Information of the Facility Operator (Address, Phone, Fax, E-mail and Web Page)	Address:Ataturk Street No:11 Dikili / IZMİR Telephone:+90 232 671 44 00 Fax:+90 232 671 20 29 Email:murat_tutu@portofdikili.com Web :www.portofdikili.com
3	Facility Name	Dikili Port
4	Province of the Facility	Izmir
5	Contact Information of the Facility (Address, Phone, Fax, E-mail and Web Page)	Address:Ataturk Street No:11 Dikili / IZMİR Telephone:+90 232 671 44 00 Fax:+90 232 671 20 29 Email:info@portofdikili.com Web:www.portofdikili.com
6	Geographical Region of the Facility	Izmir
7	Port Authority and Contact Details of the Facility	Dikili Port Authority Address:Martyr Sami Akbulut Street No:81 Dikili/İZMİR Telephone:+90 232 671 41 01 Fax:+90 232 671 41 32 Email:dikili.liman@udhb.gov.tr
8	Municipality to which the facility is affiliated, Contact Details	Municipality of Dikili Address:Salimbey Mh. 15. Street No.4-6 PK. 35980 DİKİLİ- İZMİR Telephone:+90 232 671 40 20, +90 232 671 40 56, +90 232 671 29 82Fax:+90 232 671 20 36 Email:secretariat@izmir-dikili.bel.tr, baskanlik@izmir-dikili.bel.tr
9	Name of Free Zone or Organized Industrial Zone where the facility is located	-
10	Validity Date of Coastal Facility Operation Permit/Temporary Operation Permit	05.12.2022
11	Activity Status of the Facility(X)	Own Cargo and Additional 3rd Party(x ), Own Cargo( ) 3rd party( )

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12	Facility Manager's Name and Surname Contact Details (phone, fax, e-mail)	Murat TUTU Address:Ataturk Street No:11 Dikili / IZMIR Telephone:+90 232 671 44 00 Fax:+90 232 671 20 29 E-mail:murat_tutu@portofdikili.com Web:www.portofdikili.com
13	Name and Surname of Dangerous Cargoes Operations Responsible of the Facility, Contact Details (phone, fax, e-mail)	Rifat KAPAN Address:Ataturk Street No:11 Dikili / IZMIR Telephone:+90 232 671 44 00 Fax:+90 232 671 20 29 E-mail:rifatkapan@portofdikili.com Web:www.portofdikili.com
14	Dangerous Goods Safety Advisor's Name, Surname, Contact Details (phone, fax, e-mail)	Kübra AKYILDIZ Telephone:0538 047 40 21 Email :kubra.akyildiz@tmgddanismanlik.com
15	Marine Coordinates of the Facility (Port Pier End Light)	39° 04' 18" N 026° 53' 05" E
16	Types of Dangerous cargoes Handled at the Facility (Loads within the scope of MARPOL ANNEX-1, IMDG Code, IGC Code, IMSBC Code, Grain Code, TDC Code, Asphalt/Bitum and Scrap Cargoes)	-Ammonium nitrate -Iron ore -Coal
17	Types of Ships That Can Dock at the Facility	Ro-Ro Ship, Bulk Carrier, General Cargo Ship, Passenger Ships, Tanker (Vegetable Oil)
18	Dangerous cargoes handled at the facility (loads other than IMDG Code, among the cargo types in Article 16, will be written separately. Additional cargo request will be sent to the port authority with Annex-1 form. It will be added to TYER when appropriate)	Coal (B and A)
19	Classes for cargo handled, subject to IMDG Code	-
20	Groups in characteristic table for handled cargo subject to IMSBC Code	Coal (B and A)
21	Distance of the Facility to the Main Road (kilometers)	4 km
22	Distance of the Facility to the Railway (kilometers) or Railway Connection (Yes/No)	76 km. Soma, 55 km. Aliaga – None.
23	Name of Nearest Airport and Distance to	Adnan Menderes 130 km.

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	Facility (kilometers)		
24	Handling Capacity of the Facility (Ton/Year;TEU/Year;Vehicle/Year)	500,000 tons / 2020	
25	Whether Scrap Handling Will Be Performed at the Facility	No Scrap Handling	
26	Is There a Border Gate (Yes/No)	YES	
27	Is There a Bonded Site (Yes/No)	YES	
28	Cargo Handling Equipment and Capacities	Sennebogen Brand 2 pcs. Shore Cranes, 3 pcs. TCM Forklift, Volvo L25B Bucket	
29	Storage Tank capacity (m3)	The Port Management Directorate does not have a cargo storage tank in its own port area.	
30	Open storage area (m2)	3,000 (Off-site Private Area)	
31	Semi Closed Storage Area (m2)	-	
32	Fully Covered Storage Area (m2)	19.000 (Offsite Private Area)	
33	Identified Fumigation and/or De-Fumigation Area (m2)	-	
34	How to Provide Pilotage & Towing Services	Dikili Port and Tourism Business.Tradea.S.has a Pilotage and Tugboat Service Permit valid until 03.07.2029.	
35	Is a Security Plan Established? (Yes/No)	Yes. The Port Facility has a Port Facility Security Plan (LTGP) and a Port Facility Security Certificate (ISPS) valid until 24.12.2024.	
36	Waste Reception Facility Capacity	Waste Type	Capacity (m3)
		Dirty Ballast	Not Accepted
		slop	Not Accepted
		Sludge+Unseparated Sludge	20
		Bilge Water+Unseparated Bilge Water	20
		Toxic Liquid Substance	Not Accepted
		Dirty water	5
		Rubbish	Going directly to disposal
		Preheat+heating tank+clean oil service tank	20+20+20

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37	Dock/Wharf etc. Properties of Fields				
Dock No.	Height (meter)	Width (meter)	Max. water depth (metre)	min. water depth (metre)	The largest ship tonnage to berth (DWT or GRT)
Dock No. 1 (no1 ramp width 19 mtr)	48,6	9,8	9,5	4	3000 GRT
Dock No. 2	132	15	11	9,5	20000 DWT
Dock No. 3 (No2 ramp width 26 mtr)	120,5	15	9	6,5	8000 GRT

Pipeline Name	Number (pcs)	Length (meter)	Diameter (inch)
-	-	-	-


#### 1.2 Loading/discharging, handling and storage procedures for the cargo handled at the Coastal Facility

The procedure list for dangerous cargoes is given below. Cargo and ship related persons may request the relevant procedures from Dikili Port Management through their agents.

- ❖ PRS-001 DANGEROUS CARGOES EVENT NOTIFICATION PROCEDURE
- ❖ PRS-002 HOT WORKING PROCEDURE
- ❖ PRS-003 SAFE HANDLING OF PACKAGED DANGEROUS CARGOES PROCEDURE
- ❖ PRS-004 SAFE HANDLING PROCEDURE OF HAZARDOUS SOLID BULK CARGOS
- ❖ PRS-005 FUMIGATION AND PURIFICATION OPERATION PROCEDURE
- ❖ PRS-006 PERSONNEL PROCEDURE FOR HAZARDOUS GOODS HANDLING
- ❖ PRS-007 MAINTENANCE AND CONTROL PROCEDURE OF EQUIPMENT USED IN DANGEROUS CARGOES HANDLING AND STACKING OPERATIONS
- ❖ PRS-008 EMS (EMERGENCY PROCEDURES FOR VESSELS CARRYING DANGEROUS CARGOES) AND MFAG (MEDICAL FIRST AID GUIDE) PROCEDURE
- ❖ PRS-009 SHIP ARRIVAL NOTIFICATION PROCEDURE

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- ❖ PRS-011 NOTIFICATION REGARDING DANGEROUS CARGOES CARRIED BY SEA AND SPECIAL PERMISSION PROCEDURE
- ❖ PRS-012 PROCEDURE FOR TRANSPORTATION OF DANGEROUS CARGOES BY ROAD

## 2. RESPONSIBILITIES

The coastal facility operator, cargo persons and ship captain are obliged to take all necessary measures to carry out the work and operations related to dangerous cargoes in a safe, secure and environmentally friendly manner, to prevent accidents and to minimize the damage in case of an accident. It uses the EmS Guide, which includes Emergency Response Methods and Emergency Schedules for Ships Carrying Dangerous cargoes, in emergencies such as fire, leakage, spillage that occur during the transportation of dangerous cargoes. It makes use of the Medical First Aid Guide (MFAG) in the IMDG Code annex in order to provide the necessary medical first aid for the people affected by the damages of the dangerous cargoes and the health problems that occur as a result of the accidents involving these loads.

In this context;

### 2.1 Responsibilities of Cargo Person

The responsibilities of the cargo person are as follows:

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

### 2.2 Responsibilities of the Shore Facility Operator

The responsibilities of the coastal facility operator are listed below.

- a. Not to berth the ships carrying dangerous cargoes without the permission of the port authority.
- b. To provide written information within the scope of facility rules, cargo handling rules

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and relevant legislation to the ship that will dock at its facility.

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

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handles or temporarily stores in its facility and the measures it takes for it.

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

### 2.3 Responsibilities of Ship Person

The responsibilities of the ship captains who will evacuate or load dangerous cargoes by approaching the port are as follows.

- a. To ensure that the cargo to be carried by the vessel is certified as suitable for transportation and that the cargo holds, cargo tanks and cargo handling equipment are suitable for cargo transportation.
- b. To request all mandatory documents, information and documents related to dangerous cargoes from the cargo person and ensures that they are present with the cargo during the transportation activity.

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

#### 2.4 Responsibilities of the Carrier

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

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#### 2.5 Responsibilities of Dangerous Goods Safety Advisor

In accordance with the Regulation on the Transport of Dangerous cargoes by Sea, after 01.01.2018, a "Dangerous Goods Safety Advisor" will be employed or consultancy service will be purchased in all activities to be carried out within the scope of dangerous cargoes transport.

##### DGSA's Duties and Responsibilities

Responsibilities of DGSA are as follows:

2.5.1.1 To monitor compliance with the requirements for the transport of dangerous cargoes.

2.5.1.2 To provide suggestions to the coastal facility regarding the transportation of dangerous cargoes.

2.5.1.3 To prepare an annual report to the coastal facility on the activities of the coastal facility operator in the transport of dangerous cargoes. (Annual reports are kept for 5 years and submitted to the administration upon request.)

2.5.2 To control the following applications and methods;

- Control and control results that the dangerous cargoes arriving at the facility are properly identified, the correct shipping names are used, certified, packaged/packaged, labeled and declared, that they are safely loaded and transported in approved and legal packaging, container or cargo transport unit reporting procedures.
- Loading/discharging procedure for handled and temporarily stored dangerous cargoes,
- Whether the coastal facility takes into account the special requirements regarding the dangerous cargoes transported while purchasing the transport vehicles for the handled dangerous cargoes,
- Control methods of equipment used in the transport, loading and unloading of dangerous cargoes,
- Whether the shore facility employees have received appropriate training, including the changes made in the legislation, and whether these training records have been kept,
- The suitability of emergency methods to be applied in case of an accident or an event that will affect safety during the transportation, loading or unloading of dangerous cargoes,
- Compliance of reports prepared on serious accidents, incidents, or serious violations

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that occur during the transportation, loading or unloading of dangerous cargoes,

- Determination of the necessary measures against the reoccurrence of accidents, incidents, or serious violations and evaluation of the implementation,
- Subcontractors or 3.To what extent the rules regarding the selection of the parties and the transport of dangerous cargoes are taken into account,
- Determining whether the employees in the transport, handling, storage and loading/unloading of dangerous cargoes have detailed information about the operational procedures and instructions.
- Appropriateness of the measures taken to be prepared for risks during the transportation, handling, storage and loading/unloading of dangerous cargoes
- Procedures for all mandatory documents, information and documents related to dangerous cargoes.
- Procedures for the safe berthing, mooring, loading/discharging, sheltering or anchoring of ships carrying dangerous cargoes to the shore facility day and night.
- Procedures for additional measures to be taken according to seasonal conditions for the loading, unloading and limbo operations of dangerous cargoes.
- Procedures for fumigation, gas measurement and degassing operations. Procedures for keeping records and statistics of dangerous cargoes,
- The accuracy of the issues regarding the possibility, capability and capacity of the coastal facility to respond to emergencies,
- Appropriateness of the regulations for the first interventions to be made for the accidents involving dangerous cargoes,
- Procedures for handling and disposal of damaged dangerous cargoes and waste contaminated by dangerous cargoes,
- Information on personal protective clothing and procedures for using them.

2.5.3 In addition to the IMDG Code, within the scope of dangerous cargoes handled at the coastal facility,DGSA's should be informed about the IBC Code, IGC Code, IMSBC Code and MARPOL 73/78 applications and generally the dangerous cargoes activities of the coastal facility.The coastal facility operator notifies the coastal facility operator in writing, with the periods agreed between the coastal facility operator and the coastal facility operator, on the condition that it does not exceed 6 (six) months, about its evaluations on whether the dangerous cargoes handled at the coastal facility are handled in accordance with the rules.


2.5.4 DGSA's authorized within the scope of the IMDG Code prepare quarterly reports

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regarding the responsibilities determined in the Regulation on the Maritime Transport of Dangerous Cargoes and Loading Safety of the coastal facilities they serve, and notify this report to the Administration.

2.5.5 DGSA, with the exception of the coastal facilities that will receive Dangerous Cargo Conformity Certificate (TYUB) for the first time, is present at the coastal facility during TYUB inspections and actively participates in the inspections.

2.5.6 DGSA prepares the parts of the coastal facility's guide on dangerous cargo handling and/or temporary storage together with the coastal facility and checks its accuracy. DGSA's signature is also included in the sections of the guide on dangerous cargoes handling and/or temporary storage

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

**3.1.** Coastal facility operators must take the following precautions:

- If the port facility operators cannot store the dangerous cargoes in the area where they are unloaded at the pier or quay, they ensure that these materials are transported out of the coastal facility as soon as possible without waiting in the port area.
- Dangerous cargoes are packaged in a suitable way and there is information on the package defining the dangerous cargo and information on risk and safety measures.
- Coastal facility personnel, seafarers and other authorized persons in charge of dangerous cargo handling wear protective clothing suitable for the physical and chemical properties of the cargo during loading, unloading and storage.
- Persons who will fight fire at the dangerous cargo handling area are equipped with firefighter equipment and fire extinguishers, first aid units and equipment are kept ready for use at any time.
- Coastal facility operators prepare an emergency evacuation plan for the evacuation of ships and marine vehicles from coastal facilities in case of emergency and submit it to the approval of the port authority.
- Coastal facility operators are obliged to take fire, safety and security measures.
- Coastal facility operators shall have the issues specified in this article approved by the port authority and announce them to the relevant parties.

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- h) The control of the provisions of this article is carried out by the port authority and when any nonconformity is detected, the handling operation is stopped and the nonconformity is eliminated.
- i) According to the Regulation on Training and Authorization within the Scope of the International Code for Dangerous cargoes Transported by Sea, published in the Official Gazette dated 11.2.2012 and numbered 28201, personnel who do not have the necessary training and certificates are not allowed to work and work in dangerous cargoes handling operations and to enter the areas where these operations are carried out.

#### Rules Regarding Dangerous Cargo Operations

- 3.2. Discharging and loading of Class 1 Explosives and Class 7 Radioactive Substances subject to IMDG Code that come to the port area by sea or road will not be carried out.
- 3.3. It is forbidden to store IMDG Code Class 2 Gases and Class 6.2 Infectious Substances in the port area.
- 3.4. The artificial fertilizer load, which is one of the class 5.1 oxidizing substances within the scope of the IMDG Code, will be loaded/discharged as a supalan and will not be stored in the port area.
- 3.5. In the port area, stuffing and filling of Class 6.1 Toxic and 6.2 Infectious Substances will not be done.
- 3.6. It is forbidden to smoke, light a fire, and spark-generating works such as welding on the cargo deck and points of berthed ships carrying dangerous cargoes.
- 3.7. Before the cargo transport units are loaded on the ship, the cargo transport units will be inspected for signs of external damage, leakage or spillage of contents by the Operations and Planning Directorate.
- a) It should be ensured that damaged packages, unit load or cargo transport units are transported promptly and safely to targa containers. It should be ensured that damaged packages are not separated from the ship or targa containers until they are repackaged, suitable for transport and handling, and become safe.
- b) Every cargo transport unit that is found to be damaged or leaking will not be loaded on the ship until the necessary repairs are made or the damaged packages are removed.
- c) All damaged or leaking packages, unit cargo or cargo transport units containing dangerous cargoes will be reported to the Port Authority by the port operator.

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### 3.8. Responsible Personnel

By the Port Management Directorate; Personnel responsible for dangerous cargo operations have been appointed, and their contact information is available in the Facility Information Form of this guide.

### 3.9. Entry-Exit Between Ship and Shore

- There is a strong communication between the ships docking at the port berths and the coastal facility, and the exit and entry of the ship's personnel is controlled without being exposed to the risks of the port area.
- It is forbidden for ship personnel to wander around the port area. It is used for entering/exiting the ship/harbour at the site and quay.
- The ship's side pier will be used for the ship's quay passage.
- Sufficient lighting is available at the berths to ensure that the vessels berthed at the coastal facility are adequately illuminated.

## 4. CLASSES OF DANGEROUS CARGOES, TRANSPORTATION, LOADING / DISCHARGE, HANDLING, SEPARATION, STACKING AND STORAGE

### 4.1. Dangerous Cargo Classes

According to the IMDG Code, the dangerous substance classes are as follows:

Class 1:explosives

Hazard Section 1.1:Substances and articles with a mass explosion hazard

Hazard Section 1.2:Substances and articles which are not a mass explosion hazard but are a scattering/ejection hazard.

Hazard Section 1.3:Substances and articles that present a fire hazard or a slight explosion hazard or a minor ejection hazard, or both, but not a mass explosion hazard.

Hazard Section 1.4:Substances and articles that do not present an obvious hazard

Hazard Section 1.5:Substances with a mass explosion hazard but of very low sensitivity

Hazard Section 1.6:Extremely low sensitivity objects without mass explosion hazard.


Class 2: Gases

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Class 2.1:flammable gases

Class 2.2:Non-flammable, non-toxic gases

Class 2.3:toxic gases

Class 3: Flammable liquids

Class 4: Flammable solids;substances liable to spontaneous combustion, substances which, in contact with water, emit flammable gases;

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

Class 4.2:Substances liable to spontaneous combustion

Class 4.3:Substances which, in contact with water, emit flammable gases

Class 5:Oxidizing substances and organic peroxides

Class 5.1:Oxidizing substances

Class 5.2:Organic peroxides

Class 6:Toxic and infectious substances

Class 6.1:toxic substances

Class 6.2:infectious substances

Class 7: Radioactive material

Class 8: Corrosive substances

Class 9:Miscellaneous dangerous goods and objects

The numerical order of these classes and divisions is not according to the degree of danger.

**Table 1. Hazardous substance class labels and features1**



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#### Class 1



1

Explosive substances and products used to produce explosions or pyrotechnic effects

#### Sub-Classes



1.1

Explosives with a mass explosion hazard



1.2

Explosives with severe projection hazard



1.3

Not presenting a fire, explosion or projection hazard but explosives with mass explosion hazard



1.4

Explosives with minor fire or projection hazard



1.5

Shock-insensitive substances that pose a mass explosion hazard,



1.6

Extremely insensitive to impact materials

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#### Class 2

	2.1	flammable gas
	2.2	non-flammable compressed gas
	2.3	toxic or poisonous gas

#### Class 3

	3	Flammable Liquids
--	---	-------------------

#### class 4

	4.1	flammable solids
	4.2	Spontaneously flammable solids
	4.3	Substances that burn in contact with water

#### class 5

	5.1	oxidizing agent
--	-----	-----------------

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	5.2	Organic peroxide (5.2 new ADR 2007)
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)
	degradable	Criticality safety index label (symbol 7E)
class 8		
	-	Caustic
Class 9		


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 	-	Miscellaneous dangerous cargoes and objects
---	---	---

The class of dangerous cargoes arriving at the port by sea is given in the table below.  
In general, substances prone to spontaneous combustion and oxidizing agents are located in the port.

**Table 2. Hazardous substance class2**

NO	SUITABLE SHIPMENT NAME	FAME	CLASS
1	Ammonium nitrate	1942	5.1
2	Coal		4.2

#### 4.2 Packages and Packages of Dangerous cargoes

Attention is paid to the fact that the dangerous cargoes packages carried in the package are UN certified. Ammonium Nitrate comes in big bags.

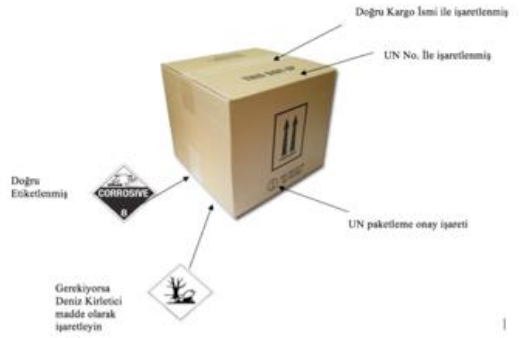
The IMDG Code clearly states that no person may transport dangerous cargoes unless the goods are properly marked, labeled, affixed and certified. Carriers of dangerous cargoes must clearly indicate the UN Number and proper shipping name on the cargo. In the case of the presence of marine pollutants, the word "marine pollutant" must be included in the document accompanying the shipment. This requirement is particularly important in the event of an accident involving these goods in order to determine the necessary emergency procedures to deal with the situation appropriately. In the case of the presence of marine pollutants, the master of the ship must comply with the requirements of MARPOL 73/78.



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#### Packaging

### 4.3 Cards, Plates, Brands and Labels for Dangerous cargoes

#### 4.3.1 Label

The IMDG Code states that all packages, packages and bins carrying dangerous cargoes must be labeled. The labels are in the shape of a rhombus in either of these colors white, orange, blue, green or red, or a combination of these colors. Symbols indicating the Hazard Class are also required. Generally, each label is divided into two parts, a lower half and an upper half. The upper half is the symbol for the class of the load(s) and the lower half is the symbol for the text, class or section number. The minimum dimensions of the labels are 10 cm x 10 cm. Labels should be firmly affixed to the package and placed in such a way that they can be easily seen. The quality of the labels must be such that they do not deteriorate outside and remain unchanged during the entire transport and at least three months at sea.

It is also necessary to use "secondary risk labels", since dangerous cargoes may pose more than one risk. These labels are the same as those with primary risk in terms of colour, shape and symbols. Although the IMDG Code says something about it, in some countries the class number is indicated only on the primary risk label and the


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secondary risk label does not contain the class number.This is an effective way to distinguish between the two.

Labels of dangerous cargoes handled in the port are given in the table below.

**Table 4. Hazard labels**


NO	COMMERCIAL NAME OF THE PRODUCT	SUITABLE SHIPMENT NAME	FLOUR NUMBER	CLASS	PG	LABELING	LABELS
1	Ammonium nitrate	Ammonium nitrate	1942	5.1	III	5.1	
2		Coal		4.2			

The following information is included on the normal package (packaging).

- United Nations Number (UN)
- Hazard label
- Direction arrows (required for combination packaging containing liquids, Single packages with air vents and cryogenic containers for the transport of refrigerated liquefied gases.)
- Proper shipping name
- UN package certificate

*Note:Medium bulk containers with a capacity of more than 450 liters and large packagings must be marked on both opposite sides.*

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**Labeling:**

- It should be visible and legible.
- The package must be in readable condition even if it has been under the sea for at least three months.
- It will be placed on a contrasting color in the background on the outer surface of the package
- It will not coexist with other pack markings, reducing its effectiveness.

**Labeling [Ref:IMDG CODE 5.2.2]**

On the packaging;

- Hazard class label located in DGL column 3
- Secondary hazard class label located in DGL column 4 should be displayed.

If there is an exemption in this regard in the special provisions in column 6, this situation is taken into consideration. The minimum dimensions of the labels are 10 cm x 10 cm.

**4.3.2 Placard**

The IMDG Code states that all "cargo handling units" containing dangerous cargoes must be placarded. In this context, freight transport units are containers, containers for liquids, tank vehicles, land goods transport vehicles, railway wagons with water tanks, goods tanks shipped for intermodal transport. The banners have the same shape, color and symbols as labels, but their dimensions are 25 x 25 cm. Containers carrying dangerous cargoes over 4000 kilograms and all liquid and gas tanks must have a "United Nations number". The UN number is a four-digit number assigned by the United Nations for all goods identified and classified as dangerous.

Containers carrying dangerous cargoes must have at least one on each side and one at each end of the unit (on all four sides).

Rail cars must be plated on at least both sides.

Freight containers, trailers and portable tanks must be plated on all four sides

Road Vehicles must have appropriate plaques on both the rear and both sides.




**Tankers Carrying Packaged Dangerous cargoes Dangerous cargoes**

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#### Other tags

	Indicates elevated temperature (liquid at a temperature equal to or above 100oC, or solid at a temperature equal to or greater than 240oC)
	Orange-colored plates with hazard-ID number and UN Number
	Black and red directional arrows

#### Placards on marine pollutants

	Packages and cargo transport units containing dangerous substances classified as "Marine pollutants" by the IMDG Code must bear the markings shown here and be durable. These should be placed close to the risk labels or risk placards of the goods. The dimensions of marine pollutant markings should be a minimum of 10 cm per side of packages and 25 cm per side of cargo transport units.
---	---

#### 4.4 Signs of Dangerous cargoes and Packing Groups

"Packing (packaging) group" means a group to which certain substances are assigned for packaging purposes according to their degree of danger.

Packing group I: Highly hazardous substances

Packing group II: moderately hazardous substances

Packing group III: low dangerous substances


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

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X for packing groups I, II and III;

Y for packing groups II and III;

Z for packing group III only;

The packing group of dangerous cargoes at the port is PG III. Accordingly, all those with the letter "X, Y and Z" in the package certification can carry these packages.

*Table 5. Packing groups (PG)*

NO	SUITABLE SHIPMENT NAME	FAME	CLASS	PG
1	Ammonium nitrate	1942	5.1	III

Sample dangerous substance signs are given below with sample pictures.



*Picture 1. Package markings*

#### 4.5 Segregation Tables of Dangerous cargoes on Ship and in Port According to Classes

One of the most important factors to be considered in the studies on the transportation of dangerous cargoes is the stacking and separate storage of the goods. Hazardous materials that will cause dangerous reactions with each other should be placed separately from each other during transportation and storage. Improper stacking of hazardous materials can cause toxic fumes, fire, spillage, environmental damage and deterioration of product quality. For this reason, the IMDG Code has specified methods on stacking and segregated storage in Chapter 7 of Volume 1, in the chapter entitled "Rules for Transport Operations".

Within the scope of the IMDG Code, separation is made according to the classes of dangerous substances. Accordingly, the table regarding the separation of substances other than class 1 is given below.

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Table 3. Segregation table3

CLASS	1.1 1.2 1.5	1.3 1.6	1.4	2.1	2.2	2.3	3	4.1	4.2	4.3	5.1	5.2	6.1	6.2	7	8	9
Explosives 1.1, 1.2, 1.5	*	*	*	4	2	2	4	4	4	4	4	4	2	4	2	4	x
Explosives 1.3, 1.6	*	*	*	4	2	2	4	3	3	4	4	4	2	4	2	2	x
Explosives 1.4	*	*	*	2	1	1	2	2	2	2	2	2	x	4	2	2	x
Combustible gases 2.1	4	4	2	x	x	x	2	1	2	x	2	2	x	4	2	1	x
Non-Toxic non-flammable gases 2.2	2	2	1	x	x	x	1	x	1	x	x	1	x	2	1	x	x
Toxic gases 2.3	2	2	1	x	x	x	2	x	2	x	x	2	x	2	1	x	x
flammable liquids 3	4	4	2	2	1	2	x	x	2	1	2	2	x	3	2	x	x
4.1 flammable solids (Self-reactive substances and desensitized solids)	4	3	2	1	x	x	x	x	1	x	1	2	x	3	2	1	x
4.2 Substances prone to sudden explosion	4	3	2	2	1	2	2	1	x	1	2	2	1	3	2	1	x
4.3 Substances which, in contact with water, emit flammable gases	4	4	2	x	x	x	1	x	1	x	2	2	x	2	2	1	x
5.1 Substances that cause oxidation	4	4	2	2	x	x	2	1	2	2	x	2	1	3	1	2	x
5.2 Organic peroxides	4	4	2	2	1	2	2	2	2	2	2	x	1	3	2	2	x
6.1 Toxic substances	2	2	x	x	x	x	x	x	1	x	1	1	x	1	x	x	x
6.2 Infectious substances	4	4	4	4	2	2	3	3	3	2	3	3	1	x	3	3	x
7 radioactive materials	2	2	2	2	1	1	2	2	2	2	1	2	x	3	x	2	x
8 Corrosive substances	4	2	2	1	x	x	x	1	1	1	2	2	x	3	2	x	x
9 Miscellaneous dangerous cargoes	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x

1 Keep away

2 Must be seperated

3 Must be separated by an entire compartment or partition

4 Must be separated longitudinally by means of a compartment or partition that passes through

X The Dangerous cargoes List Should Be Consulted To Verify If There Are Certain Separation Provisions.  
See Clause 7.2.2.1 of This Section for Separation Provisions Between Substances or Products in Class


\* 1.

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In the following cases, it may cause major chemical accidents during stacking and storage:

- Incomplete understanding of the structure of matter
- Quality assurance - lack of container inspection certificates
- Insufficient records of chemical register stocks in different terminal areas
- Inadequate labeling and marking of chemicals
- Poor cleanliness, lack of firefighting equipment in work areas
- insufficient education
- Failure of energy systems

The IMDG Code requires the storage and separation of dangerous cargoes according to their hazard, class and compatibility status. The code also provides detailed information on key factors regarding where dangerous cargoes should be stowed and how they should be stored separately from other cargoes.

Although the IMDG Code provides detailed information on ship stowing, the requirements may also apply to onshore storage and even container packaging. The terms provide a framework for port authorities to use when preparing their regulations for the safe transport and stowage of dangerous cargoes at ports. Goods that need to be stored separately from each other shall not be transported in the same cargo transport unit.

Shipment operations are carried out according to the stowage categories of dangerous cargoes.

**Table 4. Stacking by stacking categories<sup>4</sup>**

STACKING CATEGORY A	STACKING
Cargo ships or passenger ships carrying a limited number of passengers, either not more than 25 or 1 passenger per 3 meters of total length, whichever is greater	ON DECK OR UNDER DECK
Other passenger ships where the limit number of passengers carried is exceeded	ON DECK OR UNDER DECK
STACKING CATEGORY B	STACKING
Cargo ships or passenger ships carrying a limited number of passengers, either not more than 25 or 1 passenger per 3 meters of total length, whichever is greater	ON DECK OR UNDER DECK

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Other passenger ships where the limit number of passengers carried is exceeded	ON DECK ONLY
<b>STACKING CATEGORY C</b>	<b>STACKING</b>
Cargo ships or passenger ships carrying a limited number of passengers, either not more than 25 or 1 passenger per 3 meters of total length, whichever is greater	ON DECK ONLY
Other passenger ships where the limit number of passengers carried is exceeded	ON DECK ONLY
<b>STACKING CATEGORY D</b>	<b>STACKING</b>
Cargo ships or passenger ships carrying a limited number of passengers, either not more than 25 or 1 passenger per 3 meters of total length, whichever is greater	ON DECK ONLY
Other passenger ships where the limit number of passengers carried is exceeded	PROHIBITED
<b>STACKING CATEGORY E</b>	<b>STACKING</b>
Cargo ships or passenger ships carrying a limited number of passengers, either not more than 25 or 1 passenger per 3 meters of total length, whichever is greater	ON DECK OR UNDER DECK
Other passenger ships where the limit number of passengers carried is exceeded	PROHIBITED

Stacking of uncleaned empty packagings, including IBCs and large packagings In addition to the stacking provisions given in the Dangerous cargoes List, uncleaned empty packagings, including IBCs and large packagings that can only be stowed on deck when full, on deck or in a mechanically ventilated cargo area they can be stacked under. However, uncleaned empty pressure receptacles labeled class 2.3 should only be stowed on deck and waste aerosols should only be stowed in accordance with the Dangerous cargoes List column 16a.

hoarding of marine pollutants; Where stowing is permitted on deck or below deck, under deck stowing is preferred. When deck stowing only is required, interior stowing should be preferred on well-protected decks or in protected sections of weathered decks.


#### 4.6 Separation Distances and Separation Terms of Dangerous cargoes in Warehouses

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There is no temporary storage at the port.If storage is made, the IMO Port Recommendations and the separate storage schedule for port storage below will be taken into account.

*Table 5. Port parsing table5*

CLASS	2.1	2.2	2.3	3	4.1	4.2	4.3	5.1	5.2	6.1	8	9
Flammable Gases 2.1	0	0	0	s	a	s	0	s	s	0	a	0
Non-toxic and non-flammable gases 2.2	0	0	0	a	0	a	0	0	a	0	0	0
Toxic gases 2.3	0	0	0	s	0	s	0	0	s	0	0	0
Flammable liquids 3	s	a	s	0	0	s	a	s	s	0	0	0
Flammable solids (including self-reactive substances and solid desensitized explosives)	a	0	0	0	0	a	0	a	s	0	a	0
Substances liable to spontaneous combustion 4.2	s	a	s	s	a	0	a	s	s	a	a	0
Substances which, in contact with water, emit flammable gases 4.3	0	0	0	a	0	a	0	s	s	0	a	0
Oxidizing substances (agents) 5.1	s	0	0	s	a	s	s	0	s	a	s	0
Organic peroxides 5.2	s	a	s	s	s	s	s	s	0	a	s	0
Toxic substances 6.1	0	0	0	0	0	0	a	a	a	0	0	0
Corrosive substances 8	a	0	0	0	a	a	a	s	s	0	0	0
Miscellaneous dangerous cargoes and articles 9	0	0	0	0	0	0	0	0	0	0	0	0

Within the scope of the IMDG Code, this parsing is explained as follows.

Packages / IBCs / trailers / flat racks or platform containers

0 = No parsing required unless individual charts require

a = Remote - at least 3 m separation required

s = At least 6 m separation from open areas - hangars or warehouses, at least 12 m separation required unless separated by an approved fire wall.


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##### 5. HANDBOOK ON DANGEROUS CARGOES HANDLED ON THE COASTAL FACILITY

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

Dangerous goods classes,  
packages of dangerous cargoes,  
packaging,  
labels,  
marks and packing groups,  
Separation tables on the ship and in the port according to the classes of dangerous cargoes,  
Dangerous cargoes emergency response action flow chart  
Emergency contact information

A Dangerous cargoes Handbook has been prepared in pocket size, containing the locations of emergency equipment, instructions for use, and coastal facility rule matters, and presented in the appendix."Dangerous cargoes Handbook/Brochure" has been prepared to be given to port users and a copy is attached.(ANNEX-10)



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#### 6. OPERATIONAL MATTERS

##### 6.1 Procedures for safe berthing, mooring, loading/discharging, sheltering or anchoring of ships carrying dangerous cargoes day and night.

- It is the port authority's responsibility to direct where and when to anchor, moor, berth and stay in the port area of a ship with any dangerous cargo on board, taking into account the nature and amount of dangerous cargoes, the environment, population and weather conditions.
- In an emergency, directing a ship with any dangerous cargo on board to be transported in the port area or to be removed from the port area for the safety of the ship and crew can be done with the approval of the ship's captain, the decision of the port operator and the port authority.
- It is the responsibility of the port authority to determine any additional requirements in accordance with the local conditions and the amount and nature of the dangerous cargoes exposed.
- Port facility operators should ensure that:
  - Ensuring adequate and secure lashing facilities and
  - Ensuring adequate and safe access between the ship and the shore

##### Anchorage Area of Ships Carrying Dangerous Cargoes

Anchorage areas of ships carrying dangerous cargoes coming to Dikili port; is the western part of the iron field. The port anchorage area is located in the annex. (Annex-13)

##### Notification of Arrival of Ships to the Port and Pilotage / Tugboat Requests


- Ship First Arrival Notice

Ship's First Notification Form in ANNEX-18 must be filled by the agents of the ships that will arrive at the port, and it must be filled in completely by the ship's agency/owner. Forms containing incomplete information will not be considered by the port operator.

- After the first call of the ships connected to the agencies is determined, the Ship First Notification Form and the guide and tugboat request will be sent to the info@portofdikili.com e-mail address. It is declared and committed by the ship agent

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/ owner requesting the service that the information in the form is complete and / or correct. In case the above information is incomplete and/or incorrect, all commercial loss and damage that may occur with all kinds of administrative / fines is recourse to the ship agency / owner by the port operator.

#### 6.2 Procedures for additional measures to be taken according to seasonal conditions for loading and unloading of dangerous cargoes

Dangerous cargoes can be affected by high temperature (in summer) and rain, strong wind (all year) events depending on the seasons. Due to its geographical location, the port facility is rarely exposed to the effects of snow and icing during the winter months. Daily weather reports are shared by the relevant unit and meteorological conditions are constantly followed as the port operator. Pre-emergency weather conditions are also shared with all parties along with the measures to be taken.

- In case of severe storm warnings, port foremen, technicians and ships moored at the quay/pier are informed.
- According to the severity of the storm to come, it is ensured that the ship machinery is always ready for action in the fastest way.
- In heavy rainy weather, filling / unloading activities are suspended, taking into account personnel safety.
- Loading and unloading operations are suspended in case of storms and sudden strong winds and lightning strikes.
- In case of snow and icing, port machinery and transfer vehicles are not allowed to operate until the slippery environment is eliminated. When the environment is safe, the vehicles operate at the safest speed.
- The relevant procedures are specified in the ship-shore checklist.
- In the event that the ship under operation leaves the pier for compelling reasons before the operation is completed, both the Port Authority and the Customs Directorate are informed.

#### 6.3 Procedures for keeping flammable, combustible and explosive loads away from processes that create/can create sparks and not to operate tools, equipment or tools that create/can create sparks in dangerous cargoes handling, stacking and storage areas

Before performing a hot work in our facility, the responsible company officer who will perform the hot work will have a written authorization issued by the port administration

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to perform this hot work. Such authorization will include details of the hot workplace as well as the safety measures to be followed.

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

These additional security measures will include:

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

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

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

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

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

While performing hot work,

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

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

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


For additional more detailed information and procedures regarding hot works and processes, the document "International Safety Guidelines for Oil Tankers and Terminals (ISGOTT)" shall be consulted. Permission will be granted for the works to be

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carried out on the facility and dock in accordance with ISGOTT and the Work Permit Procedure.

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

## 7. DOCUMENTATION, CONTROL AND REGISTRATION WORKS AND PROCEDURES

### 7.1 Procedures regarding the supply and control of all mandatory documents, information, and control of dangerous cargoes by the relevant persons.

Documents to be kept in the Port Facility for Dangerous cargoes Handling

- Since the IMDG Code is updated every two years, the publications of the IMDG Code published by the International Maritime Organization (IMO) will be available at the port operator where dangerous cargoes are handled.
- IMSBC Code published by the International Maritime Organization (IMO)  
International Code for Solid Bulk Cargoes Transported at Sea
- The port operator will be responsible and responsible for keeping the documents mentioned above, as well as other documents related to dangerous cargoes, in written or electronic form at the port facility.
- IMDG Code books and documents will be used effectively in dangerous cargo operations, Dangerous cargo works and transactions will be carried out in accordance with IMDG code provisions.

### 7.2 Procedures for keeping up-to-date list and other relevant information of all dangerous cargoes in the coastal facility area regularly and completely

#### 7.2.1 Dangerous Cargo Records


- Up-to-date records of all dangerous cargoes entering, leaving and stored in the port area will be kept by the Operations and Planning Directorate.These records and information will be given to the Port Authority and emergency response officers upon request.
- Records:The type, class, quantity and location of dangerous cargoes in the port area should be stated in the records.

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#### 7.2.2 Ship, Cargo, Passenger Statistics and Pilotage and Towage Services Statistics Data Entry

Within the scope of the Regulation on Regulation of Maritime Trade Statistics, statistical data on all ship, cargo, passenger movements, statistics and Pilotage and Tugboat Services in the port, including the movements of dangerous cargo ships and cargo transport units, by the port operator http:The following electronic media systems of the Ministry are regularly entered with the user name and password assigned via <http://atlantis.udhb.gov.tr/giris.net>

KBS:Guidance Information System in Electronic Media

LYBS:Port Management Information System in Electronic Environment

**7.3 Procedures for controlling that the dangerous cargoes arriving at the facility are properly identified, the correct shipping names of the dangerous cargoes are used, certified, packaged/packaged, labeled and declared, and that they are safely loaded and transported in the packaging, container or cargo transport unit in accordance with the rules, and reporting the control results.**


##### 7.3.1 Obligation to Use Correct Names of Dangerous cargoes

Mandatory rules regarding dangerous cargoes transported in packages are regulated in the IMDG Code.The Proper Shipping Name in the "Dangerous cargoes List" in Part 3 of the IMDG Code and the United Nations in order to define the cargoes mentioned in the cargo documents and notifications, in the correspondences to be made with other relevant institutions/organizations by the port operating personnel involved in the transportation and handling of the cargoes covered by this Code. Number (UN Number) will be used.

##### 7.3.2 Notification of Dangerous Cargo Transport Units Control Results

In accordance with the IMO's circular numbered MSC.1/Circ.1442 and the letter of the Directorate General of Dangerous cargoes and Combined Transport Regulation, dated 04.03.2013 and numbered 80063613/115.01.1099;Necessary inspections regarding the compliance of the Cargo Transport Units (CTUs) containing cargo subject to the IMDG Code with the IMDG code will be made by the port facilities where packaged dangerous cargoes are handled, and the Port Authorities to which the coastal facility is affiliated will be notified at the end of the quarterly period.Control results will be notified to the General Directorate of Dangerous cargoes and Combined Transport by

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the Port Authority, where the notification is made.(Annex-17:Control Results Notification Form for Dangerous cargoes Transport Units (CTUs)

#### 7.4 Procedures for obtaining and maintaining a safety data sheet (SDS).


Safety Data Sheets (SDS Form) of Dangerous substances and preparations; When requested by the port operator, the SDS form, which is the document containing detailed information on its properties, the safety measures to be taken according to the dangerous properties of the substance and preparation in the workplaces, and the necessary information on the protection of human health and the environment from the negative effects of dangerous substances and preparations, is prepared by the cargo authorities before the dangerous cargoes enter the port area. will be presented.It is the general standard for every cargo with dangerous content entering and sent to the port facility to have a Safety Data Sheet.The measures specified in the Safety Data Sheet for storage, transportation and in case of emergency are taken immediately by the authorities of Dikili Port.Relevant Forms are stored in digital or physical media for one year.

#### 7.5 Procedures for keeping records and statistics of dangerous cargoes.

Statistical evaluations from the records of Dangerous cargoes handled annually in our port are made by the Departments of Commerce, Operations.

#### 7.6 Information on the Quality Management System

Dikili Port does not have a quality management system. It is under development.

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## 8. EMERGENCIES, EMERGENCY PREPAREDNESS AND RESPONSE

### 8.1 Intervention procedures for dangerous cargoes that pose/may create risks to life, property and/or the environment and dangerous situations involving dangerous cargoes:

The ammonium nitrate, which is subject to the IMDG Code (class 5.1), handled at the facility, is carried out as a supalan for loading and unloading of coal. An Emergency Plan has been prepared in line with the following objectives in order to specify the precautions to be taken for emergencies that may occur in the Dikili port facility and what to do in case of an emergency.

- Minimizing and controlling the negative effects of emergencies that may occur,
- Preventing or minimizing adverse effects on life, property and environmental safety,
- Taking the necessary measures for the protection of human health and the environment,
- Transmitting the necessary information to the relevant institutions/organizations,
- Providing necessary post-accident restoration procedures.

### 8.2 Information on the ability, capability and capacity of the coastal facility to respond to emergencies

#### 8.2.1. Emergency Response, Facilities and Capabilities Against Fire and Marine Pollution

- In all port areas and quays, there is a fire circuit, a backup water storage tank associated with the fire circuit, fire hydrants, fire cabinets (nozzle, fire hose), fire alarm buttons located at the appropriate places in each quay and in the quay back area.
- If necessary, there are two electrical fire pumps that will feed the fire circuit in the port with sea water, the port docks and a tugboat with fire extinguishing capability to respond to a fire that may occur on the ships connected to the port.
- Fire extinguishers, first aid units and equipment are kept ready for use at all times for the use of people who will fight fire in the hazardous material handling area.
- Two containers of equipment and materials that can intervene in the oil and other harmful substance pollution of the marine environment within the scope of the implementation of the Law on the Principles of Emergency Intervention in Pollution of the Marine Environment with Oil and Other Harmful Substances and Compensation of Damages published in the Official Gazette dated 21/10/2006 and numbered 26326. available at the port facility. The list of emergency response materials and equipment against marine pollution is attached (Annex-14).


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### 8.2.2. Security

The following port security facilities and capabilities in the port area where dangerous cargo operations are carried out The port facility is a port facility within the scope of ISPS,

- 1 LTGS
- 1 Chief of Security
- 6 security personnel
- 3 shifts/24 hours working order
- Patrol order, port entry-exit control points
- Wall & wire enclosing the port border at a height and quality in accordance with ISPS,
- Port security is effectively provided with 8 cameras (CCTV), both indoor and outdoor, that monitor the entire port area. The number of vehicles and people entering and leaving the port is recorded instantly and can be monitored instantly.

### 8.3 Arrangements regarding the first response to the accidents involving dangerous cargoes (first response procedures, first aid possibilities and capabilities, etc.)

#### 8.3.1 Against FIRE and LEAK, which may be caused by dangerous substances listed in the IMDG code, where dangerous substances are mixed, the IMDG code determines in this regard;

- Emergency Plan for Fire (EmS for fire)
- Emergency response is carried out in accordance with the procedures and principles specified in the Emergency Plan (EmS for spillage) and the internal instructions of the port operation.
- Emergency response possibilities and capabilities against leakage and fire are available at the port. (Appendix-15-6-7)

8.3.2 In cases where medical first aid is required such as poisoning or injury caused by dangerous substances, the workplace physician is notified and the necessary emergency response is performed.


8.3.3 Medical First Aid Guide (MFAG: Medical First Aid Guide)) will be used, and there are five people with a medical first aid certificate in all possible accidents/injuries at the port facility within the scope of the Occupational Health and Safety Law No. 6331. First aid trainings are provided in accordance with the legislation in the workplace.

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

Emergency contact information to be used within the facility in case of emergency is as in Annex 3.

#### 8.5 Procedures for reporting accidents

- As a result of accidents caused by dangerous cargoes, the background and causes of the accident are investigated and a report is prepared to be discussed and evaluated by the port occupational safety committee. Occupational safety committee on the other hand; response speed, correct method use and effectiveness, root causes etc. evaluated in terms of situations. Necessary measures are taken by the port operator to prevent subsequent events from happening again. Hazardous substance-related accidents should be reported to the Port Authority as soon as possible with the "Hazardous Material Incident Notification Form" in Annex-16.

In this context;

By the port operating organization;

- It shall immediately notify the Harbor Master and emergency response officers of the dangerous and harmful substance spillage or fire hazards and incidents occurring in the area of his/her responsibility.
- Statistics of dangerous cargo accidents will be kept,
- Dangerous cargo accident statistics will be reported to the Port Authority,
- The necessary safety measures for dangerous cargoes that do not comply with the rules, are unsafe or pose a risk to people or the environment are taken by the port operator and reported to the Port Authority.

#### 8.6 Coordination and cooperation methods with official authorities

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


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**Açıklamalı [G1]:** AFAD, İTFAİYE LİMAN BAŞK. VS. Acil durum iletişim listesi ekleyiniz.

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S.NO	NAME OF INSTITUTION/INSTITUTION	COMMUNICATION INFORMATION
1.	Izmir Governor's Office, Sea Port Civil Administrative Authority	Phone:0 232 455 82 82 Email:izmir@icisleri.gov.tr
2.	Dikili District Governorate	Phone:0 232 671 40 05 Email:dikili@dikili.gov.tr
3.	Dikili Port Authority	Phone:0 232 671 41 01 Fax:0 232 671 41 30
4.	Coast Guard Aegean Sea Region Command	Emergency Call:158 Phone:0 232 366 66 66/67 Fax:0 232 365 95 75
5.	Central Health Center	Phone:0 232 671 40 13
6.	EMERGENCY CALL CENTER	EMERGENCY CALL:112
7.	Dikili District Police Department/Police Help	POLICE EMERGENCY CALL:155 Phone:0 232 671 24 95 Fax:0 232 671 41 31
8.	İzmir Provincial Directorate of Disaster and Emergency	Phone:0 232 478 17 01 Fax:0 232 478 13 90
9.	District gendarmerie Commander	Tel.0 232 671 40 28 Emergency Call:156 (Gendarme Help)
10.	Dikili Mayor's Office	Phone:0 232 671 40 20 Fax:0 232 671 20 36 <a href="mailto:secretariat@izmir-dikili.bel.tr">secretariat@izmir-dikili.bel.tr</a>
11.	ALO Forest Fire	HELLO:177
12.	Dikili Port and Tourism Business. Trade Inc. Ataturk Cd. No:11 Dikili /İZMİR	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> (URL Link84)

#### 8.7 Emergency evacuation plan for emergency removal of ships and vessels from shore facility

The 'Coastal facility prepares an emergency evacuation plan for the evacuation of ships from the coastal facilities in emergency situations, presents it to the port authority, and informs the relevant people about the plan approved by the port authority. In accordance with the "directive;Dikili Port Emergency Evacuation Plan was prepared and approved by the Dikili Port Authority.If it is deemed necessary to evacuate ships from the port in emergencies arising

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from dangerous cargoes, the "Dikili Port Emergency Evacuation Plan" approved by the Port Authority will be put into use.

#### 8.8 Procedures for the handling and disposal of damaged dangerous cargoes and waste contaminated by dangerous cargoes

The port dangerous cargo temporary stowage area has been allocated as a special area where damaged dangerous cargoes can be kept and repackaged or polluted wastes can be separated and kept until disposal. Here, only the dangerous cargo is kept until it can be transferred again. Subsequently, it is removed from the facility by contracted organizations in accordance with legal recovery/disposal methods.

#### 8.9 Emergency drills and their registration procedure

In the port operation, the drills of emergency situations such as fire, sea pollution, injury are carried out in certain periods and recorded.

#### 8.10 Information on the fire protection system of the port facility

The locations of the fire extinguishing and fire protection equipment of the port operator are specified in the Fire and Emergency Plan given in ANNEX-6-7,

In all port areas and quays, there is a fire circuit, a backup water storage tank associated with the fire circuit, fire hydrants, fire cabinets (nozzle, fire hose), fire alarm buttons placed at appropriate places in each pier and in the quay back area.

If necessary, there are two electrical fire pumps that will feed the fire circuit in the port with sea water, the port docks and a tugboat with fire extinguishing capability for responding to a fire that may occur on the ships moored in the port. A backup power generator is available.

#### 8.11 Procedures for the approval, inspection, testing, maintenance and availability of port facility fire protection systems

Periodic control of fire prevention and fire protection systems and equipment in the port facility is carried out regularly by authorized institutions. The test and maintenance reports are kept by the port.

#### 8.12 Precautions to be taken in cases where fire protection systems do not work


Facility fire-fighting equipments are systems that back up each other and are installed as an alternative to the other. In cases where the facility's own fire fighting equipment does not work or is insufficient, the support of neighboring facilities, Fire Brigades and AFAD Units will be requested. It is ensured that other dangerous and flammable materials/vehicles that are

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likely to be affected by the fire are removed from the area, if possible. It may be necessary to make a protocol that specifies the conditions and scope of assistance and support. The ability of tugboats or marine vehicles with fire extinguishing features in the region should also be taken into account.

### 8.13 Other risk control equipment

**Emergency Response Action Plan & Risk Analysis and Occupational Health and Safety Risk Analysis Provisions enter into force.**

#### Emergency Situations and Response to Emergency Situations in the Port caused by Dangerous cargoes

**Açıklama [G2]:** Fazla mı eklenmiş ?

- The emergency alarm in the port is the sound of the siren. There is an emergency alarm button located in certain places. In case of emergency, the emergency alarm button will be pressed and the port shift supervisor will be contacted immediately.
- In the event of a fire on the ship, the ship will give a warning with its own whistle and will make the first response to the fire with its own personnel and then ask for help from the shore.
- Fire, leak etc. In case of an emergency, such as an emergency, the loading/evacuation operations are stopped. Action is taken in line with the instructions of the Port Operations and Planning Directorate. The ship prepares for an emergency departure. Harbor tug and boat are kept ready.

Spill/Leak from Hazardous Substances:

- In the IMDG Code Emergency Guide (EmS Guide) to prevent marine and environmental pollution in case of leakage / spillage caused by hazardous material operations; The Emergency Plan for Leakage (Ems For Spillage) is intervened against the LEAK that may be caused by the dangerous substances listed in the IMDG code. The incident is reported to the Harbor Master.

- Fires Caused by Hazardous Substances:

In the IMDG Code Emergency Guide (EmS Guide) to prevent fire and pollution caused by hazardous material operations; Responding to FIRE, which may be caused by dangerous substances listed in the IMDG code, is intervened according to the procedures specified in the Emergency Plan for Fire (Ems For Fire). The incident is reported to the Harbor Master.


- In case of leakage or spillage caused by dangerous cargoes, if there is a serious threat to the sea and the environment, the issue is evaluated within the scope of the 1st level event and the necessary intervention is made by putting it into practice in the "Emergency Response Plan Against Marine Pollution".

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8.5.1 Procedure to be followed in case of an accident involving dangerous cargo;


- The person who noticed the accident immediately reports the incident to the Incident Control Center.
- Incident Control Center stops all operations in the vicinity.
- Incident Control Center sends the Port Shift Supervisor and/or Operations Planning Chief to the scene to check the incident notification/notification, evaluate the situation and report (or confirm) the necessary information.
  - Whether anyone is injured, injured or contaminated with substances,
  - In storage/stack yard, hold, ship, dock, etc. exact scene,
  - Other information identifying the load lot,
  - IMDG class and other details on the packaging (eg UN Number),
  - Identification of any leaks or spills; quantity, colour, structure, odour, smoke, etc. Situations such as these are immediately detected by the supervisor and the emergency is determined.
- Incident Control Center determines which dangerous cargoes are in the port and what kind of danger the cargo contains. Notifies the emergency response teams of the situation.
- In case the Port Shift Supervisor and/or the Operations and Planning Chief reports that the incident is serious, the Incident Control Center (Operations and Planning Directorate) takes everyone out of the area and surrounds the area with barriers. Security measures are taken in the field by the Port Security.
- By putting the Port Operation Emergency Plan into practice; Emergency fire, ambulance, first aid, security and other systems are now activated. If the port's own emergency teams need to respond to the accident, they are provided with protective clothing and emergency vehicles from the nearest warehouse to do this without putting themselves at risk.
- The accident can be intervened at the accident site by the port management teams. If injured, cargo and/or injured persons are transported from the accident site to a safe area as quickly as possible.
- If the accident is serious, local emergency response teams are called in case the port operation possibilities and capabilities are insufficient to intervene in the situation.
- When local emergency response teams arrive, they are informed about the incident.
- Then, emergency responders secure the site.
- Meanwhile, the Incident Control Center (Operations Directorate) contacts the shipper, ship agency or other responsible persons, notifies them of the accident and consults on the handling and removal of the damaged cargo. A specialist chemist may be consulted. If first aid

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is not available or insufficient at the accident site, the injured person or persons should be referred to the nearest medical center or hospital in the area.

- When a suitable environment is created, the damaged cargo and packaging are immediately transported to a safe area for removal. In the event of a leak, the crime scene is properly cleaned and opened using absorbent materials, chemical foams or water. In case of fire, the fire is extinguished thoroughly and the crime scene is cleared.
- After the crime scene is thoroughly investigated and declared to be safe, the Operations and Planning Department instructs the operations to resume.

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## 9. OCCUPATIONAL HEALTH AND SAFETY

### 9.1 Occupational health and safety measures.

Dikili Port management has an agreement with Martı Occupational Safety Company, and it is aimed to deal with occupational health and safety activities regularly and to resolve them within the framework of the goal of continuous improvement. In occupational health and safety practices, the target of the port operator is "0" accident. In line with this goal, OHS studies are carried out, employees are provided with continuous training and awareness is raised by providing safe working instructions in the port area.

port operating organization; All personal protective equipment to be used in handling dangerous cargoes within their area of responsibility is available at the port facility in sufficient quantity and quality, ready for use at any time.

In the scope of the above-mentioned Dikili Port Management;


- In accordance with the Occupational Health and Safety Law No. 6331 and the relevant Regulations, the Occupational Health and Safety Management System (OHSMS) is implemented in order to ensure the safety of life, property and environment in our port within the framework of Occupational Health and Safety.
- Port users entering and exiting our port are required to wear Personal Protective Equipment (helmet, phosphorescent vest, steel-toed occupational health and safety shoes) in accordance with TSE standards.
- Coastal facility personnel in charge of handling dangerous cargoes and other authorized persons regarding the cargo have protective suits suitable for the physical and chemical properties of the cargo during loading, unloading and storage, and information is provided to the port field personnel working on the dangerous cargo on the use of personal protective equipment in training and drills/practices. is given.
- The following basic emergency equipment is available at suitable places in the port area in order to be protected from the risks posed by the dangerous cargoes handled at the port. The following materials are available at the port.
  - Protective clothing (boots, overalls, gloves, goggles and hood)
  - 50 Kg fire extinguishers with foamy-KKT,
  - Absorbent materials (sawdust, absorbent pads, sand, etc.)
  - Clean water (for cleaning the dangerous substance from the skin)
  - eye showers,

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Every personnel involved in the dangerous cargo handling chain knows the location of the above-mentioned materials and how they will be used.

### 9.2 Information On Personal Protective Clothing

The types of Personal Protective Equipment, standards, usage areas and usage procedures to be used in order to protect the employees from the hazards in the work environment and the dangers caused by the activities performed are included in the "Annex-15 of the PPE Usage Map".

### 9.3 Closed Space Entry Permit Measures and Procedures

#### Indoor work

- Before the work to be done in the closed area, the work permit is filled and an application is made to the OHS unit with the personnel information to be worked on.
- Before starting to work in the relevant area, the measurement is made and it is checked whether there is a risky situation in the work.
- After the controls are appropriate, the work area is entered with the appropriate PPE with the approval of the OHS unit.
- The operation is followed by at least 1 attendant throughout the relevant study.
- There is active communication between the working team and the companion throughout the study.
- The work is continued by making measurements in periods to be determined according to the risk of the area.
- Under no circumstances, personnel without appropriate PPE are not allowed to enter the closed area.

#### PPE to be used indoors

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


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

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

#### Safe Working Advice

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


In addition, the Indoor Entry Permit form prepared by OHS is applied for indoor areas.The relevant permission forms are kept by our facility for 3 years.

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## 10. OTHER MATTERS

### 10. 1 The Validity Of The Dangerous Cargoes Certificate Of Conformity

Within the scope of the Regulation on the Procedures and Principles Regarding the Granting of Operation Permit for Coastal Facilities published in the Official Gazette dated 18/2/2007 and numbered 26438, the coastal facility dangerous cargoes conformity certificate of Dikili Port was renewed until 05.12.2022.

### 10.2 Duties Defined for Dangerous Goods Safety Advisor

It is stated in 2.4.1.

### 10.3 Issues for those carrying dangerous cargoes that will arrive/leave the coastal facility by road (Documents required to be kept by road vehicles carrying dangerous cargoes at the entrance/exit of the port or coastal facility area, the equipment and equipment these vehicles must have; speed limits in the port area, etc. matters).

10.3.1. Road vehicles that bring dangerous cargoes to the port or take dangerous cargoes from the port are controlled by the Customs Administration at the entrance and exit of the port. The port security personnel, on the other hand, makes the necessary records and controls on the matters remaining in their field of duty.

10.3.2 Permissions are securely checked in accordance with the provisions of the relevant legislation.

10.3.3 The maximum speed limit for road vehicles entering the port area to exchange cargo is 20 Km/h.

### 10.4 Issues for those carrying dangerous cargoes that will arrive/leave the coastal facility by sea (day/night signs to be displayed by ships and sea vehicles carrying dangerous cargoes at the port or coastal facility, cold and hot working procedures on ships, etc.)

Lights and Signs to be Displayed by Ships Carrying Dangerous cargoes at the Port

Ships carrying explosive, flammable, combustible and similar dangerous cargoes shall display a B (Bravo) flag during the day and a red light that can be seen from all directions (360 degrees) at night, according to the International Regulation for the Prevention of Collision at Sea (Col-Reg.).

Cold and Hot Working on Ships Carrying Dangerous cargoes in the Port


Ships and marine vessels in the port areas, unless permission is obtained from the port authority, stated in the 22nd article of the Ports Regulation; repair, blasting and painting, welding and other hot work cannot do the lifeboat and/or boat lowering or other maintenance work. If the ships and marine vehicles that will carry out these works are in the coastal facility, they must coordinate with the coastal facility management." In accordance with the provision;

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The above-mentioned works on ships in the port, including ships carrying dangerous cargoes, are subject to the permission of the Port Authority. Unless the necessary coordination is made with the port operator, this kind of work cannot be done on the ship.

Minimum Safety Requirements for Performing Hot Work

- Before starting the hot work on the ship's deck or on the quay, the company officer or the ship agency that will carry out the hot work should have obtained written permission from the port authority that the said hot process can be carried out.
- In addition to the safety measures requested by the port authority, the company officer who will perform the hot work together with the ship and / or the dock supervisor should take all kinds of additional safety measures at the ship and / or quay before starting the hot work.

These measures include:

- Inspection of the local area and adjacent areas, including tests performed by accredited testing organizations to verify that areas are free from flammable and/or explosive atmospheres and, where appropriate, not deficient in oxygen;
  - Removal of dangerous cargoes and other flammable materials and objects from work areas and adjacent areas.
  - Combustible building elements (eg; beams, wooden partitions, floors, doors, wall and ceiling coverings) against accidental ignition
  - Sealing open pipes, pipe passages, valves, joints, gaps and open parts to prevent flames, sparks and hot particles from spreading from work areas to adjacent areas or other areas
  - A sign with hot work authorization information and safety precautions should be hung in the work area and also at all work area entrances. Authorization information and safety precautions should be easily visible and clearly understood by everyone involved in the hot work process.
- The following points should be considered while performing hot work:
    - - Checks should be made to verify that the conditions have not changed
    - - At least one fire extinguisher or other suitable fire extinguishing equipment should be available in an easily accessible place for immediate use during hot work.
    - - During hot work, after the completion of the hot work and when sufficient time has passed after the completion of the work in question, a fire detector should be placed in the area where the hot work is carried out and in adjacent areas where danger may arise due to heat transfer.

#### 10.5 Additional matters to be added by the coastal facility (if any)


Conditions Not Included in This Guide

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10.5.1 In cases where there is no provision in this Guide, the provisions of the International Code for Dangerous cargoes Transported by Sea (IMDG Code) and other relevant legislation are applied.

10.5.2 Dangerous cargoes handled at the Port Facility  
Ammonium Nitrate (UN 1942), Coal (B and A)

10.5.3 Asphalt Bitumen Handling:

The dock, where the asphalt tanker is docked, is equipped with suitable installations and equipment for this work, and the sluice is discharged. Port berth no. 2-3 has been allocated for asphalt bitumen discharge.

10.5.4 Notifications Regarding Dangerous or Marine Pollutant Cargoes

- Ships carrying dangerous cargoes, considering that undeclared or misreported cargoes cause many problems and accidents,
  - At least twenty-four (24) hours before the Port Authority enters the Port Administrative area;
  - Ships and marine vessels with a cruising time of less than twenty-four (24) hours until they enter the port area are obliged to submit the notification document containing detailed information about their cargo to the Port Authority and the Port Operator Organization in writing, immediately after their departure from the coastal facility.
- The cargo person must notify the Port Operator at least 24 hours before entering the coastal facility regarding the dangerous cargoes coming by road and rail.
- In case the notification obligation is not complied with or the notifications do not contain correct information, the administrative sanctions against the notifier are reserved by the Port Authority.
- If timely and correct notification is not made, the berthing and departure order of the ships may change.
- The material damage and legal liability arising from the failure to give entry permission to the port operator due to the failure to notify on time will belong to the party who is obliged to make a notification.
- The notification also covers the dangerous cargoes to be handled, transited, stored at the port.


10.5.5 Information, Documents/Forms to be Submitted in Notifications

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- a) The purpose of notification within the scope of the IMDG Code;It is to ensure that the dangers, threats, information about the damage they cause and the actions to be taken in case of emergency are communicated to all parties involved in the transportation.In accordance with the Regulation on the Transport of Dangerous cargoes by Sea, the coastal facility has the right to demand all mandatory documents, information and documents related to dangerous cargoes from the person concerned and to be present with the cargo, in this context;
- b) By the shipping agency for dangerous cargoes coming by sea;
- To the Port Authority;
  - Dangerous Cargo notification is made.
  - To the Port Management Directorate;
  - Dangerous Cargo Manifesto
  - Emercensy Card
  - MSDS (not sent directly for cargoes arriving by sea) form
  - It should be sent to the Port Management Directorate via e-mail to [info@portofdikili.com](mailto:info@portofdikili.com)
- c) Notification Obligation of Dangerous cargoes Coming to the Port Area by Road
- The ship agency will notify the Port Authority, the Port Management Directorate and the relevant institutions and organizations at least 24 hours in advance of the dangerous cargoes that will enter the port area to be loaded on the ship.
- to the Harbor Master
  - Dangerous Cargo notification is made.
  - To the Port Management Directorate
  - Dangerous Cargo Manifesto
  - Emercensy Card
  - MSDS (SDS) Form (It is not sent directly for cargoes coming by sea.)
- It should be sent to the Port Management Directorate via e-mail to [info@portofdikili.com](mailto:info@portofdikili.com). These documents can be submitted in writing or electronically.
- d) Additional information, documents/forms other than the above-mentioned information, document/forms may be requested depending on the circumstances.


#### 10.5.6 Control of Dangerous cargoes Shipment Documents and Documents

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- For the purpose of confirming whether the dangerous cargoes entering the facilities are properly defined, classified, certified, packaged, labeled, declared correctly, and whether they are safely loaded into the approved and legal packaging, container and cargo transport unit by the Port Operations, Operations and Planning Directorate. documents are checked.
- In case of non-compliance, dangerous cargoes operations are suspended until the non-compliances are corrected.

#### 10.5.7 Obligation to Keep Information/Documents Related to Dangerous cargoes

- The port facility, the shipper and the carriers where the dangerous cargoes are handled are obliged to hold and keep a copy of the dangerous cargoes transport document and the additional information mentioned in the IMDG Code for at least 3 months.
- If this information is stored electronically or on a computer, the port facility, sender and carrier should be able to print out the information when necessary.

#### 10.5.8 Preparations to be Made at the Port Management Following the Dangerous Cargo Notification

- Following the arrival of the dangerous cargo notification, by the Port Operations & Planning Directorate;
  - Stacking, storage, loading/unloading planning will be made in the port area suitable for the class of the cargo,
  - Preparations will be made for the personal protective equipment (PPE) of the port personnel who will take part in loading, unloading and storage operations,
  - Necessary safety measures against fire and leakage will be reviewed and deficiencies will be corrected, if any,
  - Emergency Plan and procedures will be checked,
  - Dock separation will be made for loading / evacuation,
- As a general principle in dangerous cargo operations;
  - The class, main and additional hazards of the dangerous cargo should be known.
  - Is it packaged correctly? Packaging certificates should be checked
  - In general, the danger group of the load should be known (Low-Medium-Very Dangerous)
  - Dangerous cargo labels should be checked
  - Dangerous cargo documents should be checked
  - Emergency procedures (fire, leak, etc.) should be reviewed


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#### 10.5.9 Control of Dangerous Cargoes Arriving at the Port Area

- a) The following controls of dangerous cargoes coming to the port area by sea or road will be carried out by the Port Operations and Planning Directorate.

Matters to be checked;

- Freight shipping documents,

Control of documents and certificates related to safe transportation, handling, packaging and stacking of dangerous cargoes,

- Compatibility of the declaration and the load quantities,

Checking the compatibility of the cargo shipment documents with the cargo arriving at the port

- Whether it is packaged safely and appropriately,

Controlling the presence of visible damage that affects the integrity of the package containing dangerous cargoes, through external inspection,

- The compliance of the labels/plating, marking of the packages or their vehicles with the rules, Packages containing dangerous cargoes, unit loads and cargo transport units are packaged, marked, labeled or plated in accordance with the provisions of the IMDG Code and the applicable national or international standards for the mode of transport;The packages, unit loads, and cargo transport units in question should be inspected to check and verify that unnecessary labels, plaques and signs have been removed and that the cargo transport units have been loaded, packed and secured in accordance with the IMO/ILO UN ECE Guide to Packaging of Cargo Transport Units (CTU).

- b) If there is inconsistency between the dangerous cargo information and the cargo arriving at the port, the situation should be reported to the cargo authorities and necessary revisions should be made in the cargo storage, stowage positions, loading/discharge conditions according to the situation and necessity.

- c) Incompatibility of cargo arriving at the port with the declaration is reported to the Port Authority.


Through external inspection, the physical condition of each unit containing dangerous cargoes should be checked for visible damage that affects its durability or package integrity.

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## ATTACHMENTS

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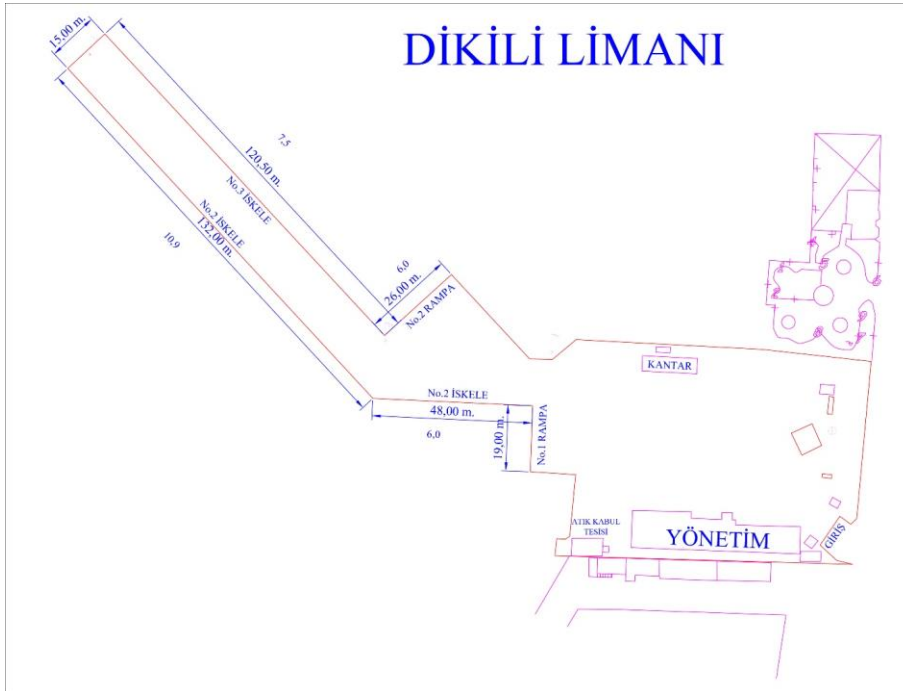
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#### ANNEX 1:COASTAL FACILITY GENERAL SITUATION PLAN




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#### ANNEX-2:VIEW PHOTOS OF THE COASTAL FACILITY



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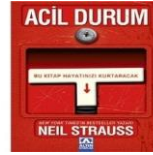
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#### ANNEX-3:EMERGENCY CONTACT POINTS AND CONTACT INFORMATION




S.NO	NAME OF INSTITUTION/INSTITUTION	COMMUNICATION INFORMATION
13.	Izmir Governor's Office, Sea Port Civil Administrative Authority	Phone:0 232 455 82 82 Email:izmir@icisleri.gov.tr
14.	Dikili District Governorate	Phone:0 232 671 40 05 Email:dikili@dikili.gov.tr
15.	Dikili Port Authority	Phone:0 232 671 41 01 Fax:0 232 671 41 30
16.	Coast Guard Aegean Sea Region Command	Emergency Call:158 Phone:0 232 366 66 66/67 Fax:0 232 365 95 75
17.	Central Health Center	Phone:0 232 671 40 13
18.	EMERGENCY CALL CENTER	EMERGENCY CALL:112
19.	Dikili District Police Department/Police Help	POLICE EMERGENCY CALL:155 Phone:0 232 671 24 95 Fax:0 232 671 41 31
20.	Izmir Provincial Directorate of Disaster and Emergency	Phone:0 232 478 17 01 Fax:0 232 478 13 90
21.	District gendarmerie Commander	Tel.0 232 671 40 28 Emergency Call:156 (Gendarme Help)
22.	Dikili Mayor's Office	Phone:0 232 671 40 20 Fax:0 232 671 20 36 <a href="mailto:secretariat@izmir-dikili.bel.tr">secretariat@izmir-dikili.bel.tr</a>
23.	ALO Forest Fire	HELLO:177
24.	Dikili Port and Tourism Business. Trade Inc. Ataturk Cd. No:11 Dikili /İZMİR	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> (URL Link84)

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#### APPENDIX-4:GENERAL SITUATION PLAN OF AREAS HANDLING DANGEROUS CARGOES




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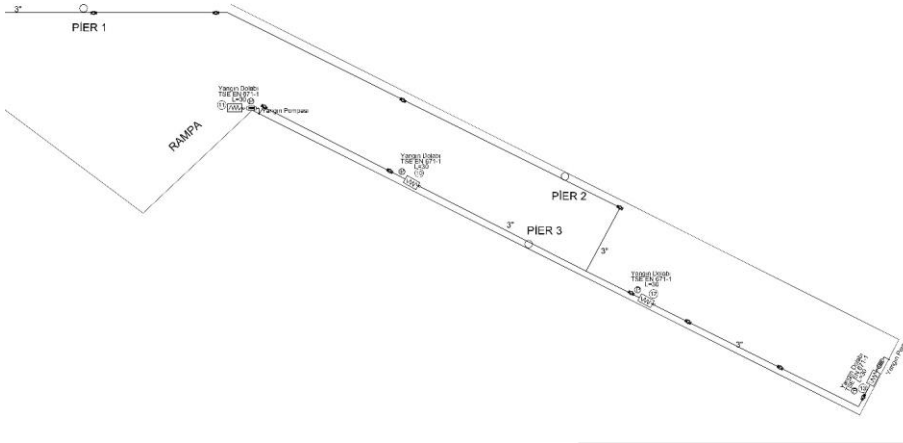
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#### ANNEX-5:FIRE PLAN OF AREAS HANDLING DANGEROUS CARGOES




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**ANNEX-6-7:GENERAL FIRE PLAN-EMERGENCY PLAN OF THE FACILITY**

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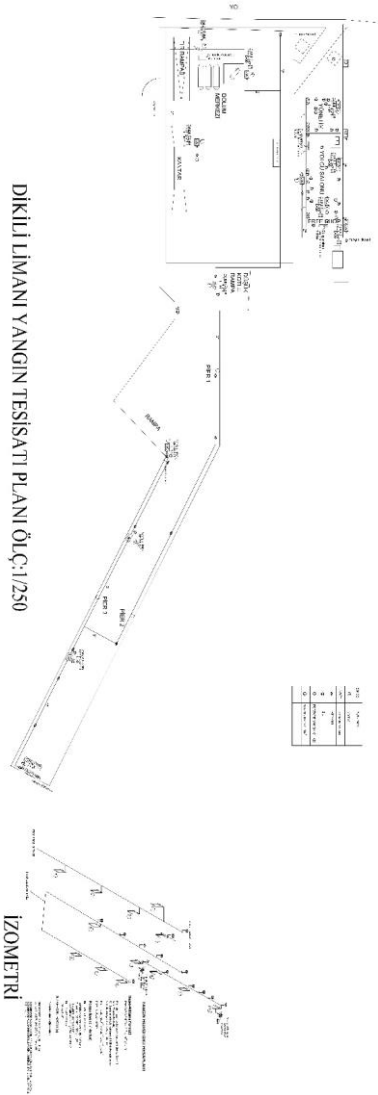
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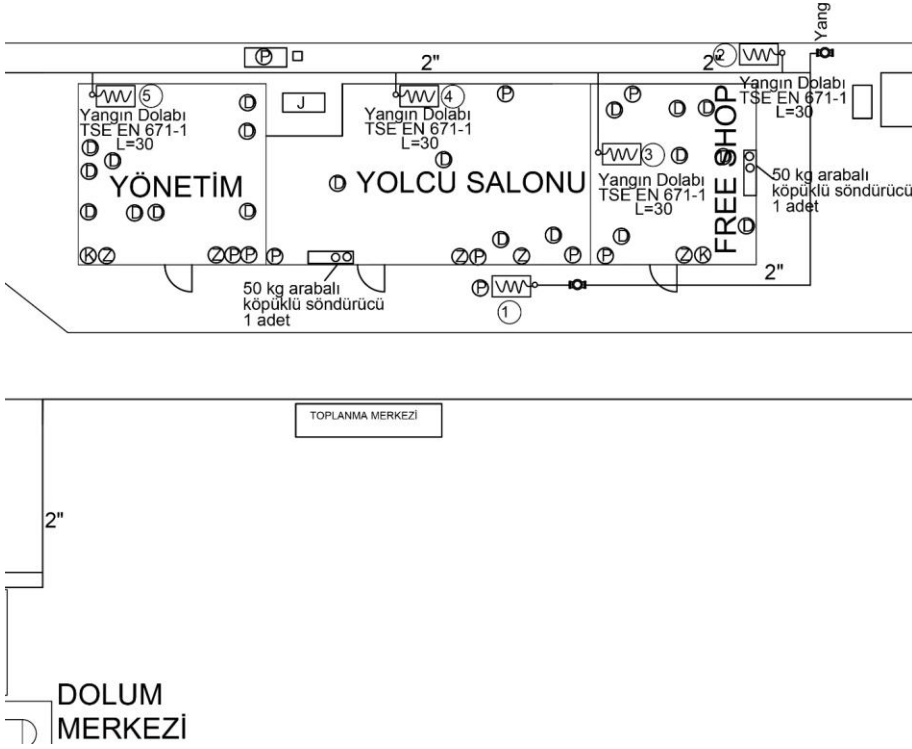
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#### ANNEX-8:EMERGENCY MEETING PLACES PLAN

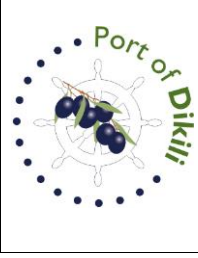


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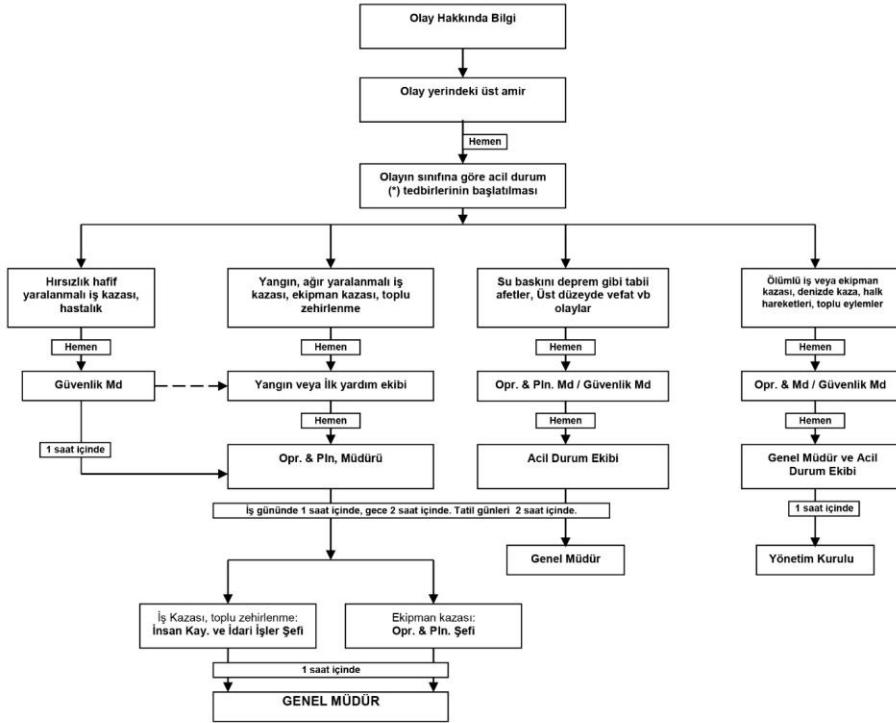
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#### ANNEX-9:EMERGENCY MANAGEMENT CHART

##### ACİL DURUM PLANI




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**DANGEROUS CARGOES SUBJECT TO IMDG CODE  
HAND BROCHURE**

**DANGEROUS LOAD SIGNS**




**DANGER**  
THIS UNIT IS UNDER FUMIGATION  
WITH \_\_\_\_\_  
DATE: \_\_\_\_\_  
TIME: \_\_\_\_\_  
**DO NOT ENTER**


(Fumigated Load Transport Unit)




(Marine Pollutant Hazardous Substances)




(Hazardous Substance with High Temperature)




Marked part up!  
(Arrow Direction)




(Limited Quantity Packaged Dangerous cargoes)




(Extraordinary Quantity of Packaged Dangerous cargoes)




Handle With Care




Perishables



Keep Dry



Keep Away From Heat



Fragile

**DANGEROUS CARGOES SUBJECT TO IMDG CODE  
HAND BROCHURE**


**SERVE TABLE ON BOARD ACCORDING TO HAZARDOUS LOAD CLASSES**


**AYRIŞTIRMA TABLOSU**


SINIF	1,1	1,2	1,3	1,5	1,6	1,4	2,1	2,2	2,3	3	4,1	4,2	4,3	5,1	5,2	6,1	6,2	7	8	9
Polyesterler 1,1, 1,2, 1,5	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Polyesterler 1,3, 1,6	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Polyesterler 1,4	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Alev alabilen gazlar 2,1	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Yanıcı ve zehirli olmayan gazlar 2,2	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Zehirli gazlar 2,3	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Alev alabilen sıvılar 3	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Alev alabilen katılar 4,1	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Kandilgiden yanıcı maddeler 4,2	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Sıvı temas etğinde tehlikeli olan maddeler 4,3	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Oksitleyici maddeler 5,1	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Organik peroksitler 5,2	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Toksik (zehirlili) maddeler 6,1	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Mikrop bulandırıcı maddeler 6,2	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Radyoaktif maddeler 7	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Aparandıkansızlı maddeler 8	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Diğer tehlikeli maddeler ve sıvılar 9	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*

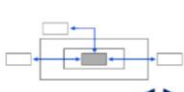
1 = "...dan uzak"  
2 = "...dan ayrı"  
3 = "...dan bir tam bölme veya ambarla ayrı"  
4 = "araya giren bir tam bölme veya ambarla uzunlamasına ...dan ayrı"  
X = DGL'de verilen maddeye özel çizelgeleri gösterir  
\* = özel çizelgesine bakınız

**AYRIŞTIRMA TERİMLERİ**

'...dan uzak' 

'...dan ayrı' 

'...dan bir tam bölme veya ambarla ayrı' 

'araya giren bir tam bölme veya ambarla uzunlamasına ...dan ayrı' 


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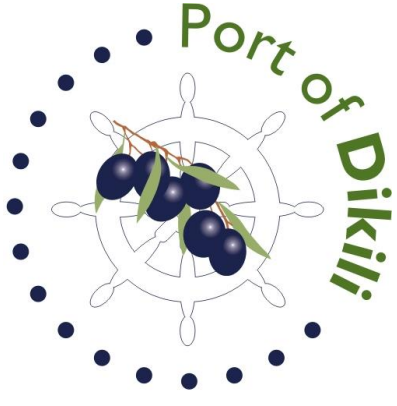
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**DANGEROUS LOAD  
HAND GUIDE**



**DANGEROUS LOAD DOCUMENTS**

- Multimodal Hazardous Substance Form
- Shipper Statement
- Container/truck loading certificate
- Emergency information (Emergency card)
- MSDS (Material Safety Data Sheet)
- Dangerous Cargo Manifest
- For emergencies involving Hazardous Substances (leakage-spill and fire) SEE IMDG Code Supplement EmS Guide!

\*\*\*\*


SEE IMDG Code supplement Medical Guide for emergency HEALTH response involving Hazardous Substances!

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**APPENDIX-11:LEAKAGE AREAS AND EQUIPMENT, INPUT/EXIT DRAWINGS FOR CTU AND PACKAGES**


SEE IMDG FIELD (ANNEX-4-5)

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**ANNEX-12:PORT SERVICE SHIPS INVENTORY  
(TUG, BOAT, PILOT BOAT, ETC.)**

<b>Tug Name</b>	<b>Pulling Force</b>
<b>CHOLINE 6</b>	<b>17 Bollard Pulls</b>
<b>Mooring and Guide Boat</b>	
<b>İZMİR PILOT 15</b>	<b>Guide Boat</b>

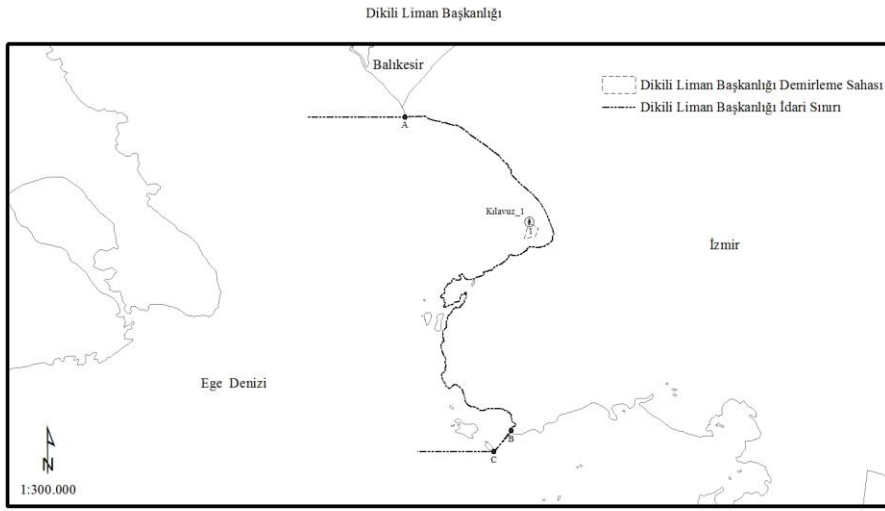
Pilotage and tugboat services are provided at the port on a 24/7 basis, and a senior pilot is on duty.

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**APPENDIX-13:ADMINISTRATIVE BOUNDARIES, ANCHORING PLACES AND  
MANAGEMENT CAPTAIN COORDINATES OF LANDING/EMBORY POINTS**



İdari Sınır Koordinatları  
A) 39° 10' 00" K – 026° 46' 00" D  
B) 38° 55' 00" K – 026° 51' 12" D (Kemikli Burnu)  
C) 38° 54' 00" K – 026° 50' 21" D

Demirleme Sahası  
1) 39° 04' 15" K – 026° 52' 21" D  
2) 39° 04' 42" K – 026° 52' 30" D  
3) 39° 04' 12" K – 026° 51' 51" D  
4) 39° 04' 57" K – 026° 52' 03" D


Kılavuz Kaptan Koordinatı  
Kılavuz\_1 - 39° 05' 00" K – 026° 52' 06" D

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**ANNEX-14:LIST OF EMERGENCY RESPONSE EQUIPMENT AGAINST MARINE POLLUTION  
IN THE PORT FACILITY**

**ENVIRONMENTAL POLLUTION FIGHTING EQUIPMENT MONTHLY CHECKLIST**


Sequence No.	Environmental Pollution Fighting Equipment	Control date Explanation	Controller Name Surname Signature
1	barrier 100 mtr		
2	Fat Absorbent Sausage Barrier 1000 mtr		
3	Oil Absorber Pad 500 pc		
4	Oil Scraper		
5	Pump		
6	Pressure Washer		
7	Communication Devices		
8	Fire Fighting Equipment		
9	Wheelbarrow		
10	Cleaning and Storage Equipment		
11	First Aid Kits		
12	Personal Protective Equipment 35 sets		
13	Generator		
14	Portable Lightings		
15	Safety Strips/Warnings		
16	Business Machines		
17	boats		

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#### ANNEX-15:PORT FACILITY PERSONAL PROTECTIVE EQUIPMENT (PPE) USAGE MAP

##### PERSONAL PROTECTIVE EQUIPMENT (PPE) USAGE MAP

	HELMET	PHOSPHORUS VEST	SZ SOLE SHOES	INSULATED SHOES	NON-SLIP SHOES	DUST MASK	FACE MASK	GAS/ CHEMICAL MASK	FIELD GLASSES	GLASSES WITH PROTECTIVE BORDS	WELDERS GLASSES	SAFETY BELT	WORK DRESS	INSULATION GLOVES	FIELD TYPE GLOVES	EARPHONES
GENERAL FIELD	x	x	x			G		G*	x			G*	x		x	G*
WORKSHOP	x	x	x	G**		G*	G*	G*	G*	G*	G*	G*	x	G*	x	G*
WORKING AT HEIGHT	x	x	x	G**	G				x	G*	G	x	x	G*	x	
TRANSFORMER*	x antistatic	x		x				G*	G*				x	x		
ELECTRICAL WORK	x antistatic	x		x			G*	G*		G*	G*	G*	x	x		
MOBILE CRANE	x	x	x			G*		G*				x	x		x	G*
FORKLIFT	x	x	x			G*		G*				x	x		x	
OTHER CONSTRUCTION MACHINES	x	x	x			G*		G*	x			x	x		x	
MARINE VEHICLES	x	x			x								x		x	
IN CASE OF BULK SHIP	x	x	x			x	G*	G*		x		G*	x		x	
SHIP MOUNT	x	x	x			G*			x			G*	x		x	
WASTE FACILITY	x	x		x			G*	G*			G*	G*	x		x	
PASSENGER TERMINAL	x	x	x										x		x	
SECURITY	x	x	x			G*		G*	G*				x			

##### DESCRIPTIONS:

TRANSFORMER:Insulating helmet, cue stick and stand should be used in transformers.

GAS STATION:Antistatic shoes and clothes should be used.

MARINE VEHICLES:Life vests are used instead of phosphorescent vests in Marine Vehicles.

G:WHEN NECESSARY

X:MANDATORY PPE


G\*:IF NEEDED

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**ANNEX-16:DANGEROUS CARGOES EVENT NOTIFICATION FORM**

Issue number- Date		
Company / Institution		
Sender		CONTACT INFORMATION
as required		
PORT FACILITY "DANGEROUS CARGOES EVENT NOTIFICATION" DATE:		
1. When the accident occurred,		
2. If the accident is known, how it occurred and the reason,		
3. The place where the accident occurred (coastal facility and/or ship), its position and area of influence, ç) Information (name, flag, IMO number, owner, operator, cargo, if any) of the ship involved in the accident.		
and amount, captain's name and similar information),		
4. Meteorological conditions,		
5. UN number of the dangerous substance, proper transport name (based on the legislation specified in the definition of dangerous substance) and amount, Hazard class of the dangerous substance or sub-hazard division, if any, Packing group of the dangerous substance, if any, Additional risks of the dangerous substance, such as marine pollutants, if any, Sign and label details of the dangerous substance, The characteristics and number of the package, cargo transport unit and container in which the dangerous substance is transported, if any, Manufacturer, sender, carrier and receiver of dangerous cargoes		
6. The extent of the damage/pollution,,		
7. Number of dead and injured in the accident (if any),		
8. How the accident was intervened,		
9. From which organizations help is requested,		
10. Other ships or neighboring facilities that may be affected by the accident,		

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#### FORM PREPARED BY:

Name and surname :  
Mission:  
Signature :

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**ANNEX-17:CONTROL RESULTS NOTIFICATION FORM FOR HAZARDOUS LOAD  
TRANSPORT UNITS (CTU)**

CONTROL RESULTS NOTIFICATION FORM FOR HAZARDOUS LOAD TRANSPORT UNITS (CTUs)  
INSPECTION RESULTS FOR CARGO TRANSPORT UNITS (CTUs) CARRYING DANGEROUS CARGOES  
(Form Front Page)

Year/Period	...../.....			
Relevant Port Authority				
Name of Shore Facility				
CONTROL SUBSTANCES	Controlled (Piece)	Incorrect (Piece)	Controlled (%)	Incorrect (%)
CTU Plates and Brands Compliance				
Inappropriate or Damaged Packaging				
Labels and Brands of Packaging				
Documentation (Dangerous Load Declaration)				
Improper or Damaged Portable Tank or Land Tankers				
CTU/Vehicle/Container Stacking and Lashing				
Segregation of the load (compliance with the load separation rules)				
Safe Containers Convention (CSC) Approval Plate				
Land Tanker Mooring Apparatus and Attachments				
...../..... Prepared by the Form Port Management				


This Notification Form;in accordance with the IMO's circular numbered MSC.1/Circ.1442 and the letter of the Directorate General of Dangerous cargoes and Combined Transport Regulation, dated 04.03.2013 and numbered 80063613/115.01.1099;Necessary inspections regarding the compliance of the Cargo Transport Units (CTUs) containing cargo subject to the IMDG Code with the IMDG code will be made by the port facilities where packaged dangerous cargoes are handled, and the Port Authorities to which the coastal facility is affiliated will be notified at the end of the quarterly period.Control results will be notified to the General Directorate of Dangerous cargoes and Combined Transport by the Port Authority, where the notification is made.

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(Notification Form Back Page)


CONTROLLED CTU FILLING COUNTRY INFORMATION	Container Piece	Other CTU (Piece)	Vehicle (Piece)
filled in domestic			
Filled Abroad			
Country:.....			
Country:.....			
Country:.....			
Country:.....			
Country:.....			
Country:.....			
Country:.....			
Country:.....			
Country:.....			
Country:.....			
Country:.....			
Country:.....			
Country:.....			
Country:.....			

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**ANNEX-18:OTHER ADDITIONS REQUIRED-SHIP INITIAL NOTICE**

NAME OF THE SHIP			
SHIPPING NO			
FLAG			
TYPE OF SHIP			
GROSS TONE			
DWT			
CALL SIGN			
IMO NUMBER			
EQUIPMENT			
FULL LENGTH(LOA)			
NI			
PLACE TO FIT			
ARRIVAL DRAFT FWD-AFT			
OUTPUT DRAFT FWD-AFT			
DATE & TIME OF ARRIVAL			
PORT OF COME			
PORT TO GO			
LOAD COMPANY			
LOAD TYPE			
LOAD AMOUNT(DISCHARGE)			
LOAD AMOUNT (LOADING)			
IMDG CLASS & QUANTITY			
NUMBER OF STAFF (INCLUDING THE CAPTAIN) & PASSENGER			
SHIP UN EQUIPPED CRANE	EQUIPPED		WITHOUT EQUIPMENT
SHIP CRANE EQUIPMENT LOCATION	<input type="checkbox"/> DOCK	CENTRE	<input type="checkbox"/> ARBOARD
NOTE	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>


- The information in this form must be filled in completely by the ship agent/owner. Forms containing incomplete information will not be considered by the port operator.(1)
- Ship First Notification Form will be sent to info@portofdikili.com e-mail address after the first call to our port of the ship connected to your agency is clear.
- The Name, Flag, Gross Ton, Call Sign, Imo Number, Full Length and Width of the Ship written in the Ship Notification Form must be the same as the information on the International Tonnage Certificate of the ship.
- Ships' ETA updates will be sent to info@portofdikili.com e-mail address as 72-48-24-12 and 6 hours notifications before the ship's arrival.
- I hereby declare that the information contained in this form is correct. We declare and undertake that all commercial losses, which may result in any administrative/fine penalty, if the above information is incorrect, belong to us.

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6. The ship notification form will be sent to us in PDF Format as Name, Surname, Signature and Stamped.

Name and  
surname  
Stamp Signature  
and Date

**ANNEX-19: Dangerous cargoes Handling Guide Additional Cargo Notification (When necessary)**

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