



GÜBRETAS YARIMCA PORT
DANGEROUS GOODS HANDLING GUIDE



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(Look to revision page for revisions)

İbrahim Atalay SANLI
FACILITY MANAGER

SIGN

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	Document Name	Doc. Number	EK.YRM.01
	GÜBRETAS YARIMCA PORT DANGEROUS GOODS HANDLING GUIDE	Date of Issue	16.05.2022
		Revision No	7
		Revision Date	07.10.2025

CONTENTS

	<u>Page No</u>
REVISION PAGE	1
CONTENTS	2
FIGURES and TABLES	5
ANNEXES	6
ABBREVIATIONS	7
DEFINITIONS	8
APPLICATION	11
1. PREAMBLE	12
1.1. General Information of the Facility	12
1.2. Loading/discharge, handling and storage procedures of dangerous goods handled and temporarily stored in shore facilities	14
2. RESPONSIBILITIES	15
2.1. General Responsibilities	15
2.2. Responsibilities of Those Responsible for Goods	15
2.3. Responsibilities of Carrier	15
2.4. Responsibilities of the Port Operator	15
2.5. Responsibilities of third party, cargo/ship agency, etc. engaged in shore facility	17
3. RULES TO BE FOLLOWED/APPLIED AND MEASURES TO BE TAKEN BY SHORE FACILITY	19
3.1. Loading Safety	19
3.2. Cargoes covered by the IBC CODE	20
3.3. Cargoes covered by the IMSBC CODE	20
3.4. Cargoes covered by the IMDG CODE	21
3.5. Transport of dangerous goods in the port area and between adjacent ports	22
3.6. Other ship-specific provisions	22
4. CLASSES, TRANSPORTATION, LOADING/DISCHARGING, HANDLING, SEGREGATION, STOWING AND STORAGE OF DANGEROUS GOODS	24
4.1. Classes of Dangerous Goods	24
4.2. Packs and packaging of dangerous goods	26
4.3. Placards, plates, brands and labels related to the dangerous goods	28
4.4. Signs and Packing Groups of Dangerous Goods	32
4.5. Ship and Port Breakdown Tables by Classes of Hazardous Materials	33
4.6. Segregation distances for dangerous cargo in warehouse storage in holds and segregation terminology	38

	Document Name	Doc. Number	EK.YRM.01
	GÜBRETAS YARIMCA PORT DANGEROUS GOODS HANDLING GUIDE	Date of Issue	16.05.2022
		Revision No	7
		Revision Date	07.10.2025

Page No

5. HANDBOOK / MANUEL	39
6. OPERATIONAL ISSUES	40
6.1. Procedures for berthing, mooring, loading/discharging, harbouring or anchoring of ships transporting dangerous goods at night and day in a safe condition	41
6.2. Procedures for additional measures taken for loading, discharging and transshipment of dangerous goods according to seasonal conditions	41
6.3. Procedures for keeping flammable, combustible and explosive materials away from spark producing operations and procedures for not operating vehicles, equipment and tools capable of spark-production in the area where dangerous goods are handling, stowing and storing	41
7. DOCUMENTATION, CONTROL AND RECORD	42
7.1. Principles on what all compulsory documentation, information and documents related with dangerous goods are, their being made available by the related parties, and checking of the same	42
7.2. Procedures for keeping an up-to-date list and all other relevant information regarding all dangerous goods at the port facility, regularly and fully	45
7.3. Procedures for checking whether the dangerous goods that have arrived at the facility have been appropriately identified, correct shipping names have been used for the dangerous cargo, whether they have been properly certificated, packed / packaged, labelled, and declared, and whether they have been safely loaded into packages, receptacles or cargo transport units that are approved and that conform to the requirements, and procedures for reporting the results	45
7.4. Procedures for providing and keeping Safety Data Sheet for dangerous goods	46
7.5. Procedures for keeping records and statistics for the dangerous cargo	46
7.6. Information on the Quality Management System	46
8. EMERGENCY CIRCUMSTANCES, PREPAREDNESS FOR EMERGENCY CIRCUMSTANCES AND EMERGENCY RESPONSE	47
8.1. Response procedure for dangerous goods that endangers/able to endanger life, property and/or environment and dangerous incidents involving dangerous goods	47
8.2. Possibility, capability and capacity of emergency response in our facility	48
8.3. Regulations of first response for accidents involving dangerous goods	49
8.4. Notification to be made inside and outside of facility in emergencies	49
8.5. Procedures for reporting accidents	49
8.6. Coordination, support and cooperation method with public authorities	50
8.7. Emergency evacuation plan for ship and sea vehicles from shore facility in emergencies	50
8.8. Procedures for handling damaged dangerous goods and wastes contaminated by dangerous goods and disposal of them	50
8.9. Emergency practices and their records	51
8.10. Information on fire protection system	51
8.11. Procedures for approval, inspection, test, maintenance of fire protection system and keeping ready for use	52
8.12. Measures to be taken when fire protection system is not working	52
8.13. Other risk control equipment	52

	Document Name	Doc. Number	EK.YRM.01
	GÜBRETAS YARIMCA PORT DANGEROUS GOODS HANDLING GUIDE	Date of Issue	16.05.2022
		Revision No	7
		Revision Date	07.10.2025

Page No

9. OCCUPATIONAL HEALTH AND SAFETY	53
9.1. Occupational Health and Safety Measures	53
9.2. Information for personal protective clothing and procedures for using them	53
9.3. Confined space entry permit measures and procedures	55
10. OTHER ISSUES	56
10.1. Validity of Dangerous Goods Compliance Certificate	56
10.2. Duties defined for Dangerous Goods Safety Advisor	56
10.3. Issues for carrier of dangerous goods to the shore facility /from the shore facility by land (documents to be kept by road vehicles during entrance/exit of port or shore facility field, equipment and tools kept by these vehicles; port field speed limits, etc.)	58
10.4. Issues for those carrying dangerous goods that will arrive/leave the coastal facility by sea (day/night signs to be displayed by ships and sea vehicles carrying dangerous goods at the port or coastal facility, cold and hot working procedures on ships, etc.)	60
10.5. Additional matters to be added by the coastal facility	61
11. ANNEXES	64

	Document Name	Doc. Number	EK.YRM.01
	GÜBRETAŞ YARIMCA PORT DANGEROUS GOODS HANDLING GUIDE	Date of Issue	16.05.2022
		Revision No	7
		Revision Date	07.10.2025

FIGURES AND TABLES

Page No

1- Classes of Dangerous Goods Table	24
2- Orientation Arrows Marks	27
3- Placards, plates, brands and labels related to the dangerous goods	28
4- Marine Pollutant Mark	32
5- Mark for Transport at Elevated Temperature	32
6- Limited and Excepted Quantities Marks	32
7- Fumigation Warning Mark	32
8- General table of segregation of dangerous goods	34
9- Segregation Table For Sulphuric Acid, Phosphoric Acid and Ammonium Nitrate In Vessel	35
10- Segregation Table For Dangerous Cargoes In Port Areas	37
11- Separation distances and terms of dangerous cargo in warehouses	38
12- Table of dangerous cargoes handled in the port	42
13- Pictures of emergency equipment storage	48
14- Planned training table	51
15- Fire equipment table	51
16- Emergency escape mask usage chart	54
17- Speed limit sign	59
18- Signs and signals on ships carrying dangerous cargo	60

	Document Name	Doc. Number	EK.YRM.01
	GÜBRETAS YARIMCA PORT DANGEROUS GOODS HANDLING GUIDE	Date of Issue	16.05.2022
		Revision No	7
		Revision Date	07.10.2025

ANNEXES

- 1- General Condition Plan
- 2- Photos of Yarimca Port
- 3- Emergency Contact Points and Contact Information
- 4- General Condition Plan (Dangerous Goods Handling Areas)
- 5- General Fire Plan (Dangerous Goods Handling Areas)
- 6- General Fire Plan
- 7- Emergency Action Plan
- 8- Emergency Meeting Point Plan
- 9- Emergency Management Plan
- 10- Dangerous Goods Manuel
- 11- Space and Equipment for CTU and Packages, Inout / Output Drawings
- 12- Inventory of Port Service Ships
- 13- Harbour Master Administrative Boundaries, Anchoring Locations and Marine Coordinates of Harbour Pilot Landing / Boarding Points
- 14- Emergency Response Equipment against Marine Pollution in Port Facility
- 15- Personal Protective Equipment (PPE) Use Map
- 16- Notification Form for Dangerous Goods Incident
- 17- Notice of Control Results for Dangerous Load Transport Units (CTU)
- 18- Other Required Attachments
- 19- Dangerous Goods Handling Guide Additional Cargo Notification (When Necessary)

	Document Name	Doc. Number	EK.YRM.01
	GÜBRETAŞ YARIMCA PORT DANGEROUS GOODS HANDLING GUIDE	Date of Issue	16.05.2022
		Revision No	7
		Revision Date	07.10.2025

ABBREVIATIONS

ADR	:European Agreement concerning the International Carriage of Dangerous Goods by Road
AFAD	:Disaster and Emergency Management Presidency
CTU	:Cargo Transport Units
EmS	:Emergency Response Procedures
GBF/SDS	:Safety Data Sheet
IBC Kod	:International Code for the Construction and Equipment of Ships carrying Dangerous Chemicals in Bulk
IGC Kod	:The International Code of the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk
IMDG Kod	:The International Maritime Dangerous Goods
IMO	:International Maritime Organization
IMSBC Kod	:International Maritime Solid Bulk Cargoes Code
IOPP Sert.	:International Oil Pollution Prevention Certificate
ISPS Kod	:The International Ship and Port Facility Security Code
MARPOL	:The International Convention for the Prevention of Pollution from Ships
MFAG	:Medical First Aid Guide for use in Accidents Involving Dangerous Goods
ISGOTT	:International Safety Guide for Oil Tankers and Terminals
SOLAS	:The International Convention for the Safety of Life at Sea
TMGD	:Dangerous Goods Consultant
TMGDK	:Dangerous Goods Consulting Services

	Document Name	Doc. Number	EK.YRM.01
	GÜBRETAŞ YARIMCA PORT DANGEROUS GOODS HANDLING GUIDE	Date of Issue	16.05.2022
		Revision No	7
		Revision Date	07.10.2025

DEFINITIONS

For the purpose of these Guide, the following definitions apply:

Berth means any dock, pier, jetty, quay, wharf, marine terminal or similar structure (whether floating or not) at which a ship may tie up. It includes any plant or premises, other than a ship, used for purposes ancillary or incidental to the loading or unloading of dangerous cargoes.

Berth operator means any person or body of persons who has for the time being the day-to-day control of the operation of a berth.

Bulk means cargoes which are intended to be carried without any intermediate form of containment in a cargo space which is a structural part of a ship or in a tank permanently fixed in or on a ship.

Cargo interests means a consignor (shipper), carrier, forwarder, consolidator, packing center or any person, company or institution involved in any of the following activities: identification, containment, packaging, packing, securing, marking, labeling, placarding or documentation, as appropriate, of dangerous cargoes for receipt by a port and transport by sea and having control over the cargo at any time.

Certificate of Fitness means a certificate issued by or on behalf of an Administration in accordance with the relevant codes for the construction and equipment of a type of ship certifying that the construction and equipment of the ship are such that certain specified dangerous cargoes may be carried in that ship.

Dangerous cargoes means any of the following cargoes, whether packaged, carried in bulk packaging's or in bulk properties that alone or following contact with other substances, including air or water, can cause harm to humans, animals, property or the environment within the scope of the following instruments:

- oils covered by Annex I of MARPOL 73/78;
- gases covered by the Codes for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk;
- noxious liquid substances/chemicals, including wastes, covered by the Codes for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk and Annex II of MARPOL 73/78;
- solid bulk materials possessing chemical hazards and solid bulk materials hazardous only in bulk (MHBs), including wastes, covered by group B schedules in the Code of Safe Practice for Solid Bulk Cargoes (BC Code);
- harmful substances in packaged form (covered by MARPOL A.III); dangerous goods, whether substances, materials or articles (covered by the IMDG Code).

Empty contaminated packaging Empty packaging that has not been cleaned out is still classified as dangerous goods and must be treated the same way as filled containers with hazardous materials.

The IMDG Code is the International Maritime Dangerous Goods Code, issued by UN's international maritime safety division, the International Maritime Organization (IMO)

Class means the classification (division into groups) assigned to the dangerous goods when categorizing/distinguishing between different types of hazardous goods.

	Document Name	Doc. Number	EK.YRM.01
	GÜBRETAŞ YARIMCA PORT DANGEROUS GOODS HANDLING GUIDE	Date of Issue	16.05.2022
		Revision No	7
		Revision Date	07.10.2025

UN number means the number the respective dangerous goods products have been assigned. A list of UN numbers can be found for example in the IMDG Code, among other sources.

Proper Shipping Name is the official name designated for the Labelling of the dangerous goods for transportation. This name is also coupled to the UN number.

Packing Group indicates the degree of hazard the goods have been assigned for the purposes of protective packaging for transport. There are three levels:

- Packing Group I Extremely hazardous substance
- Packing Group II Dangerous substance
- Packing Group III Least hazardous group of regulated substances

EmS (Emergency Schedules) The Emergency Response Procedures for Port Handling/Ships Carrying Dangerous Goods are instructions derived from the IMDG Code detailing how to handle certain hazardous substances if an accident occurs.

MFAG The Medical First Aid Guide for Use in Accidents Involving Dangerous Goods provides instructions in how to administer First Aid to persons injured by hazardous materials.

Document of Compliance means a document issued by or on behalf of an Administration to a ship carrying dangerous goods in packaged form or in solid form in bulk under SOLAS regulation II-2/19.4 as evidence of compliance of construction and equipment with the requirements of that regulation.

Flexible pipe means a flexible hose and its end fittings, which may include means of sealing the ends, used for the purpose of transferring dangerous cargoes.

Handling means the operation of loading or unloading of a ship, railway wagon, vehicle, freight container or other means of transport, transfer to, from or within a warehouse or terminal area or within a ship or transshipment between ships or other modes of transport and includes intermediate keeping, i.e. the temporary storage of dangerous cargoes in the port area during their transport from the point of origin to their destination for the purpose of changing the modes or means of transport and movement within the port which is part of the transport supply chain for those cargoes.

Hot work means the use of open fires and flames, power tools or hot rivets, grinding, soldering, burning, cutting, welding or any other repair work involving heat or creating sparks which may lead to a hazard because of the presence or proximity of dangerous cargoes.

Loading arm means an articulated hard pipe system and its associated equipment, which may include quick release couplings, emergency release systems or hydraulic power pack, used for the purpose of transferring dangerous cargoes.

Master means the person having command of a ship.

Packing means the packing, loading or filling of dangerous cargoes into receptacles, intermediate bulk containers (IBCs), freight containers, tank containers, portable tanks, railway wagons, bulk containers, vehicles, ship borne barges or other cargo transport units.

	Document Name	Doc. Number	EK.YRM.01
	GÜBRETAS YARIMCA PORT DANGEROUS GOODS HANDLING GUIDE	Date of Issue	16.05.2022
		Revision No	7
		Revision Date	07.10.2025

Pipeline means all pipes, connections, valves and other ancillary plant, apparatus and appliances in a port provided or used for, or in connection with, the handling of dangerous cargoes, but does not include a flexible pipe, loading arm or any part of a ship's pipes, apparatus or equipment other than the termination of those parts of the ship's pipes, apparatus or equipment to which a flexible pipe is connected.

Port area means the land and sea area established by legislation.

Region port authority means any person or body of persons empowered to exercise effective control in a port area.

Regulatory authority means the national, region or local authority empowered to make legal requirements in respect of a port area and having powers to enforce the legal requirements.

Responsible person means a person appointed by a shore side employer or by the master of a ship who is empowered to take all decisions relating to a specific task, having the necessary current knowledge and experience for that purpose and, where required, is suitably certificated or otherwise recognized by the regulatory authority.

Ship means any seagoing or non-seagoing water craft, including those used on inland waters, used for the transport of dangerous cargoes.

Skilled person means any person having the current knowledge, experience and competence to perform a certain duty.

Stowage means the positioning of packages, intermediate bulk containers (IBCs), freight containers, tank containers, portable tanks, bulk containers, vehicles, ship borne barges, other cargo transport units and bulk cargoes on board ships, in warehouses, sheds or other areas.

Transport means the movement by one or more modes of transport in port areas.

Unstable substance means a substance which, by nature of its chemical make-up, tends to polymerize or otherwise react in a dangerous manner under certain conditions of temperature or in contact with a catalyst. Mitigation of this tendency can be carried out by special transport conditions or by introducing adequate amounts of chemical inhibitors or stabilizers into the product.

	Document Name	Doc. Number	EK.YRM.01
	GÜBRETAŞ YARIMCA PORT DANGEROUS GOODS HANDLING GUIDE	Date of Issue	16.05.2022
		Revision No	7
		Revision Date	07.10.2025

APPLICATION

Dangerous goods are substances which may be capable of causing harm to people, property and the environment because of their hazardous properties.

In port areas these kinds of cargo need to be carefully controlled and handled to ensure the safety and security of the port, of all persons in or around the port, and the protection of the environment.

This guide sets out the plans and procedures to secure the safe handling and transport of dangerous cargoes in port operated by GÜBRETAŞ.

The guide is published on the coastal facility's website for the access and information of all facility personnel, public authorities and facility users.

	Document Name	Doc. Number	EK.YRM.01
	GÜBRETAŞ YARIMCA PORT DANGEROUS GOODS HANDLING GUIDE	Date of Issue	16.05.2022
		Revision No	7
		Revision Date	07.10.2025

1. PREAMBLE

1.1. Facility Information Form

1	Port facility operator name / title	GÜBRE FABRİKALARI TÜRK ANONİM ŞİRKETİ
2	Port facility operator contact info (adress, telephone, fax, e-mail and web)	Nida Kule Merdivenköy Mah. Bora Sok. No:1 Kat:12-30-31 Kadıköy / İstanbul Tel: +90 216 468 50 50 Fax: +90 216 407 10 11 gubretas@gubretas.com.tr www.gubretas.com.tr KEP: gubrefabrikalari@hs01.kep.tr
3	Port facility name	GÜBRETAŞ YARIMCA PORT
4	Province	KOCAELİ
5	Port facility contact info (adress, telephone, fax, e-mail and web)	Atalar Mah. Hayat Sok. No:30 Körfez / KOCAELİ Tel: +90 262 528 46 40 Fax: +90 262 528 21 31 gubretas@gubretas.com.tr www.gubretas.com.tr KEP: gubrefabrikalari@hs01.kep.tr
6	Geographical region	Marmara Region
7	Region Port Authority of the Facility and Contact Information	Kocaeli Regional Port Authority Tel: +90 262 528 37 54 Fax: +90 262 528 47 90
8	Connected mayoral and contact info	Körfez Belediye Başkanlığı Tel: +90 262 528 23 02 Fax: +90 262 528 54 22
9	Connected Organized industrial zone or free zone name	-
10	Coastal Facility Operation Permit Validity Date of Certificate	10.06.2026
11	Coastal plant annual status	Own cargo and 3 rd Parties (X) Own Cargo (.....) 3 rd Parties (.....)
12	Facility responsible's name and contact info (telephone, fax, e-mail)	İbrahim Atalay SANLI / Facility Manager Tel: +90 262 528 46 40 Fax: +90 262 528 21 31 atalay.sanli@gubretas.com.tr
13	Dangerous operation responsible person on the facility, name and contact info (telephone, fax, e-mail)	Ayhan SÖĞÜT / Logistic Operations Manager Tel: +90 262 528 46 40 Fax: +90 262 528 21 31 ayhan.sogut@gubretas.com.tr
14	Dangerous goods adviser of the facility, name and contact info (telephone, fax, e-mail)	Dilbade SANCAKTAR / TMGD +90 232 520 26 61 dilbade.sancaktar@entegretmgd.com.tr
15	Navigational coordinates	N: 40.77131 – E: 29.71679
16	Handling dangerous cargoes (MARPOL - I, IMDG Code, IBC Code, IGC Code, IMSBC Code, Grain Code, TDC Code, asphalt / bitumen and scrap)	MARPOL Ek-II IMDG CODE IBC CODE IGC CODE IMSBC CODE GRAIN Code
17	Types of dangerous goods handled at the facility (Goods other than IMDG Code will be written separately from 16. Additional cargo request will be sent to the region port authority)	UN 1805 Phosphoric Acid (Class 8), UN 1830 Sulphuric Acid (Class 8) UN 2067 / UN 2071 Ammonium Nitrate (Class 5.1, Class 9) UN 1005 Ammonia (Unhidrid) (Class 2.3, 8)

	Document Name	Doc. Number	EK.YRM.01
	GÜBRETAS YARIMCA PORT DANGEROUS GOODS HANDLING GUIDE	Date of Issue	16.05.2022
		Revision No	7
		Revision Date	07.10.2025

	with the Annex-1 form. It will be added to TYER when appropriate.)	
18	Classes for cargo handled, subject to IMDG Code	Class 5.1, Class 9
19	Groups in characteristic table for handled cargo subject to IMSBC Code	Grup AB, Grup B
20	Type of vessel can be berth the facility	Chemical Tanker Bulk Carrier General Cargo Ship Liquified Gas Carrier (Ammonia)
21	Distance to main road (km)	0,30
22	Distance to railway (km) or railway connection (yes/no)	Yes
23	Nearest airport name and distance (km)	Cengiz Topel Airport 33 Sabiha Gökçen Airport 50
24	Cargo handling capacity (ton/year; TEU/year; vehicle/Year)	1.000.000 ton/year
25	Handling scrap cargo	No
26	Have border cross? (yes / no)	Yes
27	Have bonded area? (yes / no)	Yes
28	Cargo handling equipment and capacities?	Dry Cargo – Crane (5.000 mt/pd), Liquid Cargo – Pipe Line (200mtph – 1.000 mtph)
29	Cargo storage tank capacity (m3)	72.270
30	Open storage area (m2)	No
31	Semi open storage area (m2)	No
32	Covered storage area (m2)	18.955
33	The designated area for fumigation and/or removal from fumigation (m2)	No
34	Pilotage and towage services provides's name and contact info	ANKAŞ (Anadolu Kılavuzluk A.Ş.) Tel: +90 262 528 33 00 Fax: +90 262 528 53 72 yarimcapilot@ankaspilot.com MARINTUG (Marin Römorkör ve Kılavuzluk A.Ş.) Tel: +90 262 528 14 04 Fax: +90 262 528 14 01 izmit@marintug.com
35	Have security plan? (yes / no)	Yes
36	Waste acceptance facility capacity (This area will prepare according to accepting type of vessel)	KOCAELİ BÜYÜKŞEHİR BELEDİYESİ - IZAYDAS
37	Characteristic of the dock / pier etc.	

	Document Name	Doc. Number	EK.YRM.01
	GÜBRETAS YARIMCA PORT DANGEROUS GOODS HANDLING GUIDE	Date of Issue	16.05.2022
		Revision No	7
		Revision Date	07.10.2025

Dock / Pier No	Length (meter)	Width (meter)	Maksimum water level (meter)	Minimum water level (meter)	Allowable vessels tonnage and length (DWT-GT/ meter)
Port (1)	101	14	11,00	8,50	23.000 DWT – 150 m
Dock (2,3) Bulk Carrier / General Cargo	200	27	17,00	13,00	40.000 DWT / 50.000 DT – 190 m
Dock (2,3) Chemical Tanker	200	27	17,00	13,00	40.000 DWT / 54.000 DT – 190 m
Dock (2,3) Liquified Gas Carrier	200	27	17,00	13,00	30.000 DWT / 49.000 DT – 190 m

Pipe line name (if exist)	Count (piece)	Length (meter)	Diameter (inch)
FA 1	1	165	8
FA 2	1	400	10
SA 1	1	185	8
SA 2	1	400	10
A 1	1	180	16

1.2. Loading/discharge, handling and storage procedures of dangerous goods handled and temporarily stored in shore facilities

Dangerous goods handled at GÜBRETAS Yarimca Port are listed below:

- UN 1805 Phosphoric Acid
- UN 1830 Sulphuric Acid
- UN 1005 Ammonia (Unhidrid)
- UN 2067 Ammonium Nitrate
- UN 2071 Ammonium Nitrate

Procedures related to the loads handled are in the annex of the guide.

- *PR.YRM.13 Safe Handling of Packaged Dangerous Goods Operation Procedure*
- *PR.YRM.14 Safe Handling of Dangerous Solid Bulk Cargo Operation Procedure*
- *PR.YRM.15 Safe Handling Operation Procedure of Dangerous Liquid Bulk Cargoes*
- *PR.YRM.16 Ship Operations Purge Procedure*
- *PR.YRM.17 Hot Work and Operations Operation Procedure*
- *TL.YRM.105 Flexible Hose Instructions for Use*
- *FR.YRM.12. Ship Shore Safety Check List*
- *FR.YRM.96 Chemical Tanker Discharge Control Form*
- *FR.YRM.97 Chemical Tanker Loading / Discharging Protocol Form*
- *FR.YRM.18 Ship Shore Safe Passage Procedure*

	Document Name	Doc. Number	EK.YRM.01
	GÜBRETAŞ YARIMCA PORT DANGEROUS GOODS HANDLING GUIDE	Date of Issue	16.05.2022
		Revision No	7
		Revision Date	07.10.2025

2. RESPONSIBILITIES

2.1. General Responsibilities

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

- They are obliged to take all necessary measures to make the transportation safe, secure and harmless to the environment, to prevent accidents and to reduce the damage as much as possible when an accident occurs.
- In emergencies such as fire, leakage, spillage that occur during the transportation of dangerous goods, the EmS Guide, which includes Emergency Response Methods and Emergency Schedules for Ships Carrying Dangerous Goods, will be used.
- The Medical First Aid Guide (MFAG) in the IMDG Code annex will be used in order to provide the necessary medical first aid for the people affected by the damages of the dangerous goods and the health problems caused by the accidents involving these cargoes.

2.2. Responsibilities of Those Responsible for Goods

The responsibilities of the cargo person are as follows:

- It prepares and has the mandatory documents, information and documents related to dangerous goods prepared and will ensure that these documents are present with the cargo during the transportation activity.
- It will ensure that the dangerous goods are classified, packaged, marked, labeled and placarded in accordance with their type.
- It will ensure that dangerous goods are loaded, stacked and securely fastened to approved packaging and cargo transport units in accordance with the rules and in a safe manner.

2.3. Responsibilities of Carrier

The responsibilities of the carrier are as follows:

- Mandatory documents, information and documents related to dangerous goods will be requested from the cargo person and will ensure that they are present with the cargo during the transportation activity.
- It will control the compliance of the dangerous goods classified, packaged, marked, labeled and placarded by the cargo person with the legislation.
- It will check that the dangerous goods are packaged in accordance with the rules by using approved packaging and load transport units, they are safely loaded and securely fastened to the cargo transport unit.

2.4. Responsibilities of the Port Operator

The responsibilities of the coastal facility operator are as follows:

	Document Name	Doc. Number	EK.YRM.01
	GÜBRETAŞ YARIMCA PORT DANGEROUS GOODS HANDLING GUIDE	Date of Issue	16.05.2022
		Revision No	7
		Revision Date	07.10.2025

- a) It will not berth the ships carrying dangerous goods without the permission of the region port authority.
- b) It will give written information to the ship that will berth at its facility within the scope of facility rules, cargo handling rules and relevant legislation.
- c) It will not handle dangerous goods for which it has not received a handling permit from the Administration, and it will not make victims of the ships that will approach by planning in this context.
- d) Mandatory documents, information and documents related to dangerous goods shall be requested from the cargo person and ensure that they are present with the cargo, and if the relevant documents, information and documents cannot be provided by the cargo person, he/she shall not be obliged to accept or handle the dangerous cargo at its facility.
- e) By sharing all the data that may be required according to the nature of the cargo with the ship's person, it will carry out the loading or unloading operation according to the agreement to be reached, and the ship will not make any changes in the operation without the knowledge of the person concerned.
- f) It will determine the working limits by taking into account the safe working capacity of the facility and the weather forecasts, and take the necessary measures to ensure that the ship is safely moored at the pier and handling.
- g) It will check the transport documents containing information that the dangerous goods coming to the facility are classified, packaged, marked, labeled, plated and loaded safely to the cargo transport unit.
- h) It will ensure that the personnel involved in the handling of dangerous goods and in the planning of this handling will receive the necessary training and be certified, and will not assign the personnel without documents to these operations.
- i) It will ensure that the dangerous goods handling equipment in its facility is in working condition and that the relevant personnel are trained and documented regarding the use of these equipment.
- j) By taking occupational safety measures at the coastal facility, it will ensure that the personnel use personal protective equipment suitable for the physical and chemical characteristics of the dangerous cargo.
- k) The activities related to dangerous goods will be carried out in quays, piers and warehouses established in accordance with these works.
- l) It will equip the quays and piers reserved for ships that will load or unload dangerous liquid bulk cargoes with appropriate installations and equipment for this work.
- m) It will keep the updated list of all dangerous goods on the ships berthed at its facility and in the closed and open areas of its facility, and will provide this information to the relevant persons upon request.
- n) It will notify the region port authority of the instant risk of dangerous goods handled or temporarily stored in its facility and the measures it has taken for it.
- o) It will notify the region port authority of accidents related to dangerous goods, including accidents at the entrance to closed areas.
- p) It will provide the necessary support and cooperation in the controls and inspections carried out by the Administration and the region port authority.

	Document Name	Doc. Number	EK.YRM.01
	GÜBRETAŞ YARIMCA PORT DANGEROUS GOODS HANDLING GUIDE	Date of Issue	16.05.2022
		Revision No	7
		Revision Date	07.10.2025

r) Class 1 (except Class 1 Compatibility Group 1.4 S), Class 6.2 and Class 7 dangerous goods that are not allowed to be temporarily stored shall be transported out of the coastal facility as soon as possible, and shall apply to the Administration for permission in cases where it is necessary to wait.

s) It will temporarily store the cargo transport units where the dangerous goods are transported in accordance with the separation and stacking rules, and will take fire, environmental and other safety measures in accordance with the class of the dangerous cargo in the storage area. It will keep the fire extinguishing systems and first aid units ready for use at all times in the areas where dangerous cargoes are handled and will make the necessary controls periodically.

t) Before the hot work to be carried out in the areas where dangerous goods are handled and temporarily stored, permission will be obtained from the region port authority.

u) It will prepare an emergency evacuation plan for the evacuation of ships from the coastal facilities in case of emergency and submit it to the region port authority and inform the relevant people about the plan approved by the region port authority.

x) It will ensure that the internal loading of the cargo transport units is carried out in accordance with the loading safety rules in its facility.

2.5. Responsibilities of third party, cargo/ship agency, etc. engaged in shore facility

Responsibilities of ship owners are as follows:

a) It shall ensure that the cargo to be carried by the vessel is documented as suitable for transportation and that the cargo holds, cargo tanks and cargo handling equipment are suitable for cargo transportation.

b) All mandatory documents, information and documents related to dangerous goods will be requested from the cargo person and ensured that they are present with the cargo during the transportation activity.

c) It will ensure that the documents, information and documents required to be found on the ship regarding dangerous goods within the scope of legislation and international conventions are appropriate and up-to-date .

d) He will check the transport documents containing information that the cargo transport units loaded on the ship are appropriately marked, plated and loaded safely.

e) It will inform the relevant ship personnel on the risks of dangerous cargoes, safety procedures, safety and emergency measures, response methods and similar issues.

f) It will keep up-to-date lists of all dangerous cargoes on board and declare them to the relevant parties upon request.

g) It will ensure that the loading program, if any, is approved and documented and kept in working condition.

h) He will notify the region port authority and the coastal facility about the instant risk of dangerous cargoes on the ship approaching the coastal facility and the measures taken for this.

i) In case of leakage in the dangerous cargo or if there is such a possibility, it will not accept the dangerous cargo to be carried.

	Document Name	Doc. Number	EK.YRM.01
	GÜBRETAŞ YARIMCA PORT DANGEROUS GOODS HANDLING GUIDE	Date of Issue	16.05.2022
		Revision No	7
		Revision Date	07.10.2025

- j) He will notify the region port authority of the dangerous cargo accidents that occur on his ship while navigating or at the coastal facility.
- k) It will provide the necessary support and cooperation in the controls and inspections carried out by the Administration and the region port authority.
- l) It will not accept to carry dangerous goods that are not included in the ship certificates issued by the relevant institutions and organizations.
- m) It will ensure that the people of the ship involved in the handling of dangerous goods use personal protective equipment suitable for the physical and chemical characteristics of the cargo during handling.
- n) It will provide the requirements regarding the loading safety of the loads loaded on its ships.

	Document Name	Doc. Number	EK.YRM.01
	GÜBRETAŞ YARIMCA PORT DANGEROUS GOODS HANDLING GUIDE	Date of Issue	16.05.2022
		Revision No	7
		Revision Date	07.10.2025

3. RULES TO BE FOLLOWED/APPLIED AND MEASURES TO BE TAKEN BY SHORE FACILITY

3.1. Loading Safety

- (1) The region port authority stops the handling operation at the coastal facility when it sees any risk and does not start it until the risk is eliminated.
- (2) BLU Code and BLU Manual, Safe Code of Practice for Load Stacking and Safety (CSS Code), Code of Practice for Packing Cargo Transport Units (CTU Code) and Safe Regarding Ships Carrying Timber Cargo on Deck, in order to ensure safe loading of the cargo on the ship. The provisions of the Code of Practice (TDC Code) are complied with.
- (3) The stacking of the cargo is carried out in accordance with the relevant legislation and international agreements to which we are a party.
- (4) The ship cannot be loaded more than the loading limit considering the loading limit brand. In case of detection of such a situation, the ship is not allowed to sail and administrative action is taken against the ship's person within the scope of Article 22.
- (5) The loading-unloading plan before the handling operation and the results of the draft survey or weighbridge survey are presented to the region port authority by the ship owner to determine the amount of loaded cargo before the ship takes off. Administration or region port authority may request that the draft survey or scale survey report be received from an authorized inspection firm.
- (6) Precautions are taken to prevent the stability of the ship from being adversely affected by ensuring that the cargo in bulk carriers, especially single-hold bulk carriers, is loaded in such a way that it spreads over the floor of the hold (by trapping).
- (7) It is ensured that the load and ballast water pattern are monitored throughout the loading or unloading operation so that the structure of the ship is not subjected to excessive stress.
- (8) Care is taken to ensure that the ship is free of heel, but if an inclination is required during loading, it is ensured that this is as short as possible. In order to avoid structural damage to the ship, balanced loading and unloading is ensured in accordance with the approved stability boucle.
- (9) Under adverse meteorological and oceanographic conditions that may affect the cargo handling operation, the handling operation is stopped by the captain until the conditions improve.
- (10) In order to prevent situations such as placing heavy cargo on light cargo, placing liquid cargo on dry cargo, or spreading the smell of bad-smelling cargo to other cargoes, cargoes with properties that may damage other cargoes are loaded in accordance with the separation rules.
- (11) All cargoes, cargo units and cargo transport units, excluding solid and liquid bulk cargoes, in accordance with SOLAS Chapter VI Part A Rule 5.6, in order to ensure that the safety measures regarding loading, stacking, separation, handling, transportation and unloading of cargoes are fully implemented and maintained. It is loaded, stacked and secured in accordance with the Cargo Securing Manual approved by the Administration or authorized classification societies on behalf of the Administration.

	Document Name	Doc. Number	EK.YRM.01
	GÜBRETAŞ YARIMCA PORT DANGEROUS GOODS HANDLING GUIDE	Date of Issue	16.05.2022
		Revision No	7
		Revision Date	07.10.2025

3.2. Cargoes covered by the IBC CODE

(1) All stakeholders involved in the transportation of cargo within the scope of the IBC Code use the product name and features of the cargo specified in IBC Code Sections 17 and 18 and comply with all obligations regarding the cargo. The updates regarding the loads covered by the IBC Code and named in Chapters 17 and 18 are followed up with the MEPC.2 circulars published by IMO in December each year.

(2) The documents specified in the IBC Code Section 16.2 are kept on the ships carrying the cargoes within the scope of the IBC Code.

(3) In accordance with the provision of IBC Code Section 14.1.1, protective equipment that meets the EN 943-1:2015+A1:2019 and TS EN 943-2:2019 standards in sufficient numbers and suitable features is available for the people involved in the loading or unloading operation. This equipment includes a large gown, long-sleeved gloves, appropriate footwear, full-body chemical-proof clothing, and a full eye goggle or face mask.

(4) On ships carrying cargo within the scope of the IBC Code, work clothes and protective clothing are kept in easily accessible places and in special cabinets. The equipment used during the operations are not kept in the living quarters. However, protective clothing may also be stored in living quarters, provided that it is in special cabinets adequately separated from living areas such as cabins, frequently used corridors, dining areas and shared bathrooms.

(5) With the exception of asphalt products, hazardous dangerous liquid bulk cargoes with the phrase “safety-S” in the “d” column titled “hazards” of the table in Chapter 17 of the IBC Code cannot be handled as supralan in coastal facilities. These loads can only be handled by discharging them from the ships to the tanks in the facility via pipelines and filling them to the land tankers from these tanks. The same rule applies for loading from land tankers to ships.

3.3. Cargoes covered by the IMSBC CODE

(1) In accordance with SOLAS Chapter VII Part A Rule 7.2.1, the use of “bulk shipping name” is mandatory in all documents related to the transport of dangerous solid bulk cargoes, the trade name of the cargo alone is not sufficient.

(2) Ships carrying dangerous solid bulk cargoes must have a cargo manifest or special list showing the dangerous goods on board, together with their locations, in accordance with SOLAS Chapter VII Part A Rule 7.2.2. A detailed stowage plan showing the location and class of all dangerous goods on board can be used instead of the aforementioned cargo manifest or special list.

(3) In accordance with SOLAS Chapter XII Rule 10, the density of solid bulk cargoes is declared by the cargo person in addition to SOLAS Chapter VI Part A Rule 2 before the cargo is loaded on the ship. For ships within the scope of SOLAS Chapter XII Rule 6, all solid bulk cargoes with densities between 1,250 kg/m³ and 1,780 kg/m³ must have a density measurement taken by an authorized testing firm, unless they meet the requirements for solid bulk cargoes with a density of 1,780 kg/m³ and above. This load density test can be performed by a laboratory accredited by the Turkish Accreditation Agency (TS EN ISO/IEC 17025: 2017) if the loading port is in Turkey.

	Document Name	Doc. Number	EK.YRM.01
	GÜBRETAŞ YARIMCA PORT DANGEROUS GOODS HANDLING GUIDE	Date of Issue	16.05.2022
		Revision No	7
		Revision Date	07.10.2025

(4) Within the scope of the IMSBC Code, the following conditions are required for Group A (and Group A and B) cargoes to be handled at shore facilities and to be transported on board:

a) The transportable maximum moisture (TML) certificate of the cargo and the moisture content (MC) certificate or declaration of the cargo, which are issued by the authorized institutions by the authorized administration of the port of loading, are delivered by the cargo person to the relevant ship. If the loading port is in Turkey, the TML test is performed by a laboratory accredited by the Turkish Accreditation Agency (TS EN ISO/IEC 17025: 2017). The TML certificate contains the TML test result or the test report containing this result. A copy of these documents is taken and stored by the relevant region port authority and the coastal facility operator and is submitted upon request during the inspections made by the Administration.

b) To ensure that the MC value is less than TML while the cargo is on board, the procedures for sampling, testing and controlling the moisture content are prepared by the ship owner, taking into account the provisions of the IMSBC Code. The approval of these procedures and their implementation are controlled by the region port authority. The document stating that the procedure has been approved is given to the ship owner.

c) Group A cargoes can only be loaded on the ship if the actual MC value at the time of loading is lower than the TML value of that cargo. Group A cargoes with an MC value greater than the TML value can only be transported on ships with the characteristics specified in IMSBC Code Section 7.3.2.

ç) TML test is carried out within six months before the loading date of Group A cargo. If there is a change in the load composition or characteristics for any reason, a new test is performed.

d) Sampling and testing for the MC test of Group A cargo should be as close as possible to the date of loading of the cargo on board, and never more than seven days. If heavy rain or snow falls between the test and loading, the moisture content test is repeated to confirm that the MC value of the load does not exceed the TML value.

(5) Information on solid bulk cargoes within the scope of the IMSBC Code must be provided to the ship owners in accordance with SOLAS Chapter VI Part A Rule 2 by the cargo authorities.

(6) Appropriate emergency response instructions are kept on board to respond to accidents caused by dangerous solid bulk cargoes.

(7) The procedures regarding the transportation and notification of a solid bulk cargo not included in the IMSBC Code are determined by the Administration.

3.4. Cargoes covered by the IMDG CODE

(1) Substances and objects prohibited in the IMDG Code cannot be transported by sea.

(2) The parties involved in the transportation of dangerous goods transported in packages take the necessary measures in accordance with this Regulation and the IMDG Code provisions, taking into account the nature and extent of the foreseeable risks, in order to prevent damage and injury and to minimize their effects.

(3) For the transport of dangerous goods by sea, it is obligatory to use the packages defined in IMDG Code Chapter 6 and tested by the institutions authorized by the Ministry or by the authorized administration of a country party to SOLAS and given UN certificate.

	Document Name	Doc. Number	EK.YRM.01
	GÜBRETAŞ YARIMCA PORT DANGEROUS GOODS HANDLING GUIDE	Date of Issue	16.05.2022
		Revision No	7
		Revision Date	07.10.2025

(4) The Container/Vehicle Packing Certificate in the IMDG Code Rule 5.4.2 is filled and signed by the persons who load the dangerous goods to the cargo transport unit (excluding the tank container). These persons receive the relevant training contained in IMDG Code Rule 1.3. The Container/Vehicle Packing Certificate is presented to the port before the cargo arrives at the port or at the entrance with the cargo. A copy of this certificate is placed on the inside wall of the right door of the container.

(5) Every ship carrying the dangerous goods in packages shall have the documents specified in IMDG Code Rules 5.4.3, 5.4.4 and 5.4.5.

(6) In accordance with SOLAS Chapter II-2 Part G Rule 19.4, a Certificate of Compliance issued by the authorized administration is kept on the ships to prove that the ships are in a suitable structure and equipment to carry dangerous goods. Except for dangerous solid bulk cargoes, there is no need for certification for IMDG Code Class 6.2, Class 7 and dangerous cargoes that can be transported in limited quantities.

3.5. Transport of dangerous goods in the port area and between adjacent ports

(1) Dangerous goods are transported in the administrative area of the port and between adjacent ports, in suitable packages, loaded on cargo transport units and provided that the necessary safety measures are taken by the carrier and the shipper. The provisions of IMDG Code Rule 7.1.3.1 and Section 7.5 are taken into account when determining the number of passengers to be on board.

3.6. Other ship-specific provisions

(1) Pursuant to the Decision No. MEPC.148(54) published to ensure that general dry cargo ships already certified to carry vegetable oils in bulk continue to carry vegetable oils for certain voyages, the cargoes defined in article 1.1 of the guide meet the conditions given in the said article. may be transported on general dry cargo ships.

(2) Within the scope of the provisions of IGC Code Section 13.6.13, it is obligatory to have at least two portable gas detectors on ships carrying the cargoes within the scope of the IGC Code. These detectors should be capable of detecting the oxygen level in closed spaces and measuring flammable, explosive and toxic gases that may arise from the cargoes carried by the ship. The detectors to be kept on the ships can be separate for each gas or they can be multi-purpose with the ability to measure the presence of gases that may arise from the cargoes carried. The detectors that measure the oxygen level to be kept on the ships meet the TS EN 50104:2020 performance requirements and test standard; detectors measuring the presence of flammable gas, TS EN 60079-29-1:2017 performance requirements and test standard; Detectors measuring the presence of toxic gas must meet TS EN 60079-29-4:2011 design requirements and test standards. The calibrations of these detectors are carried out in accredited laboratories according to the TS EN ISO / IEC 17025: 2017 standard, at the periods and in the method determined by the manufacturers.

(3) On ships, the provisions of MARPOL73/78 Annex II Chapter 5 Regulation 13, which contains mandatory provisions regulating the discharge of cargo wastes or ballast waters, tank washing waters or other mixtures containing Category X, Y or Z substances shall be complied with.

	Document Name	Doc. Number	EK.YRM.01
	GÜBRETAŞ YARIMCA PORT DANGEROUS GOODS HANDLING GUIDE	Date of Issue	16.05.2022
		Revision No	7
		Revision Date	07.10.2025

(4) Ships carrying Category X cargoes within the scope of MARPOL Annex II or Category Y cargoes with high viscosity or which can solidify are obliged to pre-wash the cargo tanks they discharged from the discharge port in order to purify them from cargo wastes and deliver their wastes to the waste reception facility.

(5) If the vessels carrying Category Y or Z cargoes do not discharge their cargo in accordance with the evacuation guide (Procedures and Arrangement Manual), the model of which is explained in MARPOL Annex II Appendix 4, or if the alternative measures to be taken are not approved by the region port authority, the cargo tanks that they have evacuated before departing from the discharge port are not loaded into the cargo tanks. In order to purify their waste, they have to pre-wash and give their waste to the waste reception facility.

(6) Pre-washing is carried out under a procedure prepared in accordance with MARPOL Annex II Attachment 6, approved by the authorized classification societies for classed ships, and under a procedure approved by the competent authority of the flag state for non-classified ships. Administration may grant exemption for pre-washing.

	Document Name	Doc. Number	EK.YRM.01
	GÜBRETAŞ YARIMCA PORT DANGEROUS GOODS HANDLING GUIDE	Date of Issue	16.05.2022
		Revision No	7
		Revision Date	07.10.2025

4. CLASSES, TRANSPORTATION, LOADING/DISCHARGING, HANDLING, SEGREGATION, STOWING AND STORAGE OF DANGEROUS GOODS

4.1. Classes of Dangerous Goods

According to IMDG Code and ADR, Classes and Subdivisions of Dangerous Goods are as follows, as explained in IMDG Code Book Volume 1, Part 2, and ADR Book Volume 1 Part 2:

Hazard Class	Name of Hazard Class	IMDG Code – Vol. 1
Class 1	Explosives	Chapter 2.1, P:52
Class 2	Gases	Chapter 2.2, P:62
Class 3	Flammable Liquids	Chapter 2.3, P:65
Class 4.1	Flammable Solids	Chapter 2.4, P:69
Class 4.2	Substances Liable to Spontaneous Combustion	Chapter 2.4, P:76
Class 4.3	Solid Substances Which, in Contact with Water, Emit Flammable Gases	Chapter 2.4, P:77
Class 5.1	Oxidising Substances	Chapter 2.5, P:80
Class 5.2	Organic Peroxides	Chapter 2.5, P:82
Class 6.1	Toxic Substances	Chapter 2.6, P:96
Class 6.2	Infectious Substances	Chapter 2.6, P:100
Class 7	Radioactive Materials	Chapter 2.7, P:105
Class 8	Corrosive Substances	Chapter 2.8, P:126
Class 9	Miscellaneous Dangerous Substances and Articles and Environmentally Hazardous Substances	Chapter 2.9, P:132

Hazardous Substance Subdivisions

Class 1 Explosives

Class 1.1 Explosives which have a mass explosion hazard

Class 1.2 Explosives which have a projection hazard but not a mass explosion hazard

Class 1.3 Explosives which have a fire hazard and either a minor blast hazard or a minor projection hazard or both, but not a mass explosion hazard

	Document Name	Doc. Number	EK.YRM.01
	GÜBRETAŞ YARIMCA PORT DANGEROUS GOODS HANDLING GUIDE	Date of Issue	16.05.2022
		Revision No	7
		Revision Date	07.10.2025

Class 1.4 Substances and articles which present no significant hazard

Class 1.5 Very insensitive substances which have a mass explosion hazard

Class 1.6 Extremely insensitive articles which do not have a mass explosion hazard

The subdivisions from the most hazardous to the least hazardous are as follows:

1.1 - 1.5 - 1.2 - 1.3 - 1.6 - 1.4

There are Compatibility Groups for each Subdivision (IMDG Code Chapter 2.1.2). The description of Compatibility Groups and which Subdivision they fit are set out below:

A : Primary explosive substance (1.1)

B : Article containing a primary explosive substance and not containing two or more effective protective features. Some articles, such as detonators for blasting, detonator assemblies for blasting and primers, cap-type, are included even though they do not contain primary explosives (1.1, 1.2, 1.4).

C : Propellant explosive substance or other deflagrating explosive substance or article containing such explosive substance (1.1, 1.2, 1.3, 1.4)

D : Secondary detonating explosive substance or black powder or article containing a secondary detonating explosive substance, in each case without means of initiation and without a propelling charge, or article containing a primary explosive substance and containing two or more effective protective features (1.1, 1.2, 1.4, 1.5)

E : Article containing a secondary detonating explosive substance, without means of initiation, with a propelling charge (other than one containing a flammable liquid or gel or hypergolic liquids) (1.1, 1.2, 1.4)

F : Article containing a secondary detonating explosive substance with its own means of initiation, with a propelling charge (other than one containing a flammable liquid or gel or hypergolic liquids) or without a propelling charge (1.1, to 1.4).

G : Pyrotechnic substance, or article containing a pyrotechnic substance, or article containing both an explosive substance and an illuminating, incendiary, tear- or smoke-producing substance (other than a water-activated article or one containing white phosphorus, phosphides, a pyrophoric substance, a flammable liquid or gel, or hypergolic liquids) (1.1, 1.2, 1.3, 1.4)

H : Article containing both an explosive substance and white phosphorus (1.2, 1.3)

J : Article containing both an explosive substance and a flammable liquid or gel (1.1, 1.2, 1.3)

K : Article containing both an explosive substance and a toxic chemical agent (1.2, 1.3)

L : Explosive substance or article containing an explosive substance and presenting a special risk (such as due to water-activation or presence of hypergolic liquids, phosphides or a pyrophoric substance) and needing isolation of each type (1.1, 1.2, 1.3)

N : Articles containing only extremely insensitive detonating substances (1.6)

S : Substance or article so packaged or designed that any hazardous effects arising from accidental functioning are confined within the package unless the package has been degraded by fire, in which case all blast or projection effects are limited to the extent that they do not significantly hinder or

	Document Name	Doc. Number	EK.YRM.01
	GÜBRETAŞ YARIMCA PORT DANGEROUS GOODS HANDLING GUIDE	Date of Issue	16.05.2022
		Revision No	7
		Revision Date	07.10.2025

prohibit firefighting or other emergency response efforts in the immediate vicinity of the package
(1.4)

Class 2 Gases

Class 2.1 Flammable Gases

Class 2.2 Non-Flammable, Non-Toxic Gases

Class 2.3 Toxic Gases

Class 4 Flammable Solids

Class 4.1 Flammable Solids

Class 4.2 Substances Liable to Spontaneous Combustion

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

Class 5 Oxidising Substances and Organic Peroxides

Class 5.1 Oxidising Substances

Class 5.2 Organic Peroxides

Class 6 Toxic and Infectious Substances

Class 6.1 Toxic Substances

Class 6.2 Infectious Substances

There are no Subdivisions for **Class 3, Class 7, Class 8 and Class 9**

At the terminal site, from amongst the above hazard classes, handling will be performed for substances in **Class 2.3, Class 5.1, Class 8 and Class 9**.

4.2. Packs and packaging of dangerous goods

Definitions

Effectively closed: liquid-tight closure.

Hermetically sealed: vapour-tight closure.

Securely closed: so closed that dry contents cannot escape during normal handling; the minimum provisions for any closure.

Dangerous goods shall be packed in good quality packagings, including IBCs and large packagings, which shall be strong enough to withstand the shocks and loadings normally encountered during transport, including trans-shipment between cargo transport units and between cargo transport units and warehouses as well as any removal from a pallet or overpack for subsequent manual or mechanical handling. Packagings, including IBCs and large packagings, shall be constructed and closed so as to prevent any loss of contents when prepared for transport which may be caused under normal conditions of transport, by vibration, or by changes in temperature, humidity or pressure (resulting from altitude, for example). Packagings, including IBCs and large packagings, shall be closed in accordance with the information provided by the

	Document Name	Doc. Number	EK.YRM.01
	GÜBRETAŞ YARIMCA PORT DANGEROUS GOODS HANDLING GUIDE	Date of Issue	16.05.2022
		Revision No	7
		Revision Date	07.10.2025

manufacturer. No dangerous residue shall adhere to the outside of packages, IBCs and large packagings during transport. These provisions apply, as appropriate, to new, re-used, reconditioned or remanufactured packagings, and to new, re-used, repaired or remanufactured IBCs, and to new, re-used or manufactured large packagings.

Parts of packagings, including IBCs and large packagings, which are in direct contact with dangerous goods:

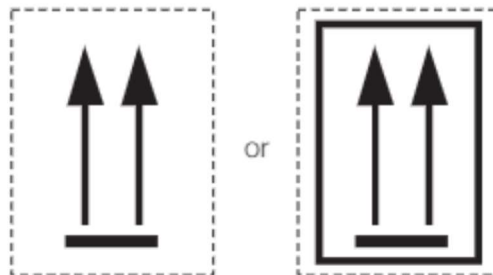
- Shall not be affected or significantly weakened by those dangerous goods; and
- Shall not cause a dangerous effect, such as catalysing a reaction or reacting with the dangerous goods;
- Shall not allow permeation of the dangerous goods that could constitute a danger under normal conditions of transport.

Where necessary, they shall be provided with a suitable inner coating or treatment.

Unless otherwise provided elsewhere in this Code, each packaging, including IBCs and large packagings, except inner packagings, shall conform to a design type successfully tested in accordance with the provisions of IMDG 6.1.5, 6.3.2, 6.5.4 or 6.6.5, as applicable. However, IBCs manufactured before 1 January 2011 and conforming to a design type which has not passed the vibration test of 6.5.6.13 or which was not required to meet the criteria of 6.5.6.9.5.4 at the time it was subjected to the drop test may still be used.

When filling packagings, including IBCs and large packagings, with liquids,¹ sufficient ullage (outage) shall be left to ensure that neither leakage nor permanent distortion of the packaging occurs as a result of an expansion of the liquid caused by temperatures likely to occur during transport. Unless specific provisions are prescribed, liquids shall not completely fill a packaging at a temperature of 55°C.

Inner packagings shall be packed in an outer packaging in such a way that, under normal conditions of transport, they cannot break, be punctured or leak their contents into the outer packaging. Inner packagings containing liquids shall be packaged with their closures upward and placed within outer packagings consistent with the orientation markings prescribed in 5.2.1.7 of this Code.



Orientation Arrows Marks

	Document Name	Doc. Number	EK.YRM.01
	GÜBRETAŞ YARIMCA PORT DANGEROUS GOODS HANDLING GUIDE	Date of Issue	16.05.2022
		Revision No	7
		Revision Date	07.10.2025

Inner packagings that are liable to break or be punctured easily, such as those made of glass, porcelain or stoneware or of certain plastics materials, etc., shall be secured in outer packagings with suitable cushioning material. Any leakage of the contents shall not substantially impair the protective properties of the cushioning material or of the outer packaging.

Dangerous goods shall not be packed together in the same outer packaging, or in large packagings, with dangerous or other goods if they react dangerously with each other and cause:

- Combustion and/or evolution of considerable heat;
- Evolution of flammable, toxic or asphyxiant gases;
- The formation of corrosive substances; or
- The formation of unstable substances.

Liquids may only be filled into inner packagings which have an appropriate resistance to internal pressure that may be developed under normal conditions of transport.

Liquids shall be filled only into packagings, including IBCs, which have an appropriate resistance to the internal pressure that may develop under normal conditions of transport. As the vapour pressure of low-boiling-point liquids is usually high, the strength of receptacles for these liquids shall be sufficient to withstand, with an ample factor of safety, the internal pressure likely to be generated.

4.3. Placards, plates, brands and labels related to the dangerous goods

All Cargo Transport Units (CTU) including packages and containers that will enter into the terminal site shall be marked, labelled and placarded as shown below, in accordance with IMDG Code Chapter 5.2 and 5.3. Here below is information on such labels and signs:

Class 1 Explosives

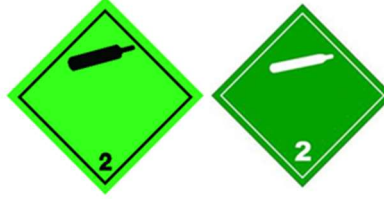


	Document Name	Doc. Number	EK.YRM.01
	GÜBRETAŞ YARIMCA PORT DANGEROUS GOODS HANDLING GUIDE	Date of Issue	16.05.2022
		Revision No	7
		Revision Date	07.10.2025

Class 2 Gases



Class 2.1



Class 2.2



Class 2.3

Class 3 Flammable Liquids



Class 4 Flammable Solids



Class 4.1



Class 4.2



Class 4.3

Class 5 Oxidising Substances and Organic Peroxides



Class 5.1



Class 5.2

	Document Name	Doc. Number	EK.YRM.01
	GÜBRETAŞ YARIMCA PORT DANGEROUS GOODS HANDLING GUIDE	Date of Issue	16.05.2022
		Revision No	7
		Revision Date	07.10.2025

Class 6 Toxic and Infectious Substances



Class 6.1



Class 6.2

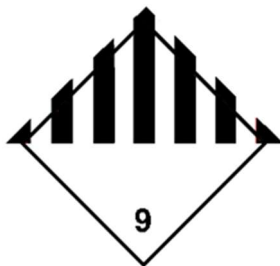
Class 7 Radioactive Materials



Class 8 Corrosive Substances



Class 9 Miscellaneous Dangerous Substances and Articles and Environmentally Hazardous Substances



	Document Name	Doc. Number	EK.YRM.01
	GÜBRETAŞ YARIMCA PORT DANGEROUS GOODS HANDLING GUIDE	Date of Issue	16.05.2022
		Revision No	7
		Revision Date	07.10.2025

Dangerous Goods Handled at Gübretaş Yarımca Port

- UN 2067 – Ammonium Nitrate (Solid Bulk, Packed)
- UN 2071 – Ammonium Nitrate (Solid Bulk, Packed)
- UN 1830 – Sulphuric Acid (Liquid Bulk)
- UN 1805 – Phosphoric Acid (Liquid Bulk)
- UN 1005 – Unhidrid Ammonia (Liquid Bulk)

The loads that we handle as bulk liquids are taken to their own tanks via their own pipelines.

UN 2067
AMMONIUM NITRATE
OXIDIZING SUBSTANCE
CLASS 5.1
PG III



UN 1830
SULPHURIC ACID
CORROSIVE SUBSTANCE
CLASS 8
PG II



UN 1805
PHOSPHORIC ACID
CORROSIVE SUBSTANCE
CLASS 8
PG III



UN 1005
AMMONIA (UNHIDRID)
TOXIC GAS,
CORROSIVE SUBSTANCE
CLASS 2.3, 8



	Document Name	Doc. Number	EK.YRM.01
	GÜBRETAŞ YARIMCA PORT DANGEROUS GOODS HANDLING GUIDE	Date of Issue	16.05.2022
		Revision No	7
		Revision Date	07.10.2025

4.4. Marks and Packing Groups of Dangerous Goods

Other signs that will be used, when required, in addition to hazard classes, are as shown below:



Marine Pollutant Mark



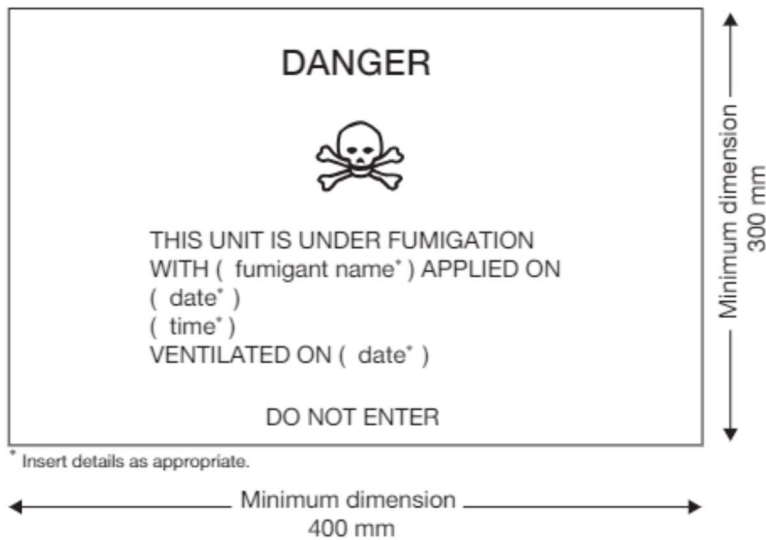
Mark for Transport at Elevated Temperature

As shown in Chapter 3.5 within the scope of categories indicated in column 7b of the Dangerous Goods List in IMDG Code Volume II (from category E0 to E5), maximum 1000 packages falling within this scope may be carried.

When this label is applied, the consignor shall be indicated in the part **, and the hazard class of the product shall be indicated in the part *.



Limited and Excepted Quantities Marks



Fumigation Warning Mark

	Document Name	Doc. Number	EK.YRM.01
	GÜBRETAŞ YARIMCA PORT DANGEROUS GOODS HANDLING GUIDE	Date of Issue	16.05.2022
		Revision No	7
		Revision Date	07.10.2025

There are Packing Groups (PGs) for different dangerous goods classes. These groups and their meanings are shown below:

PG I - High danger

PG II - Medium danger

PG III - Low danger

Classes 1, 2, 5.2, 6.2 and 7, and self-reactive substances of class 4.1 are not assigned with packing group, and in addition, there is no PG I for Class 9.

The letters X, Y, and Z in UN type-approved packing codes refer to durability of the packaging. Letter X is the most durable packaging and it can be used for all Packing Groups. Letter Y is of medium durability, and can be used for Packing Groups II and III, and letter Z is the least durable package, and must be used solely for Packing Group III.

All package markings required by IMDG Kod 5.2.1.1:

- shall be readily visible and legible;
- shall be such that this information will still be identifiable on packages surviving at least three months' immersion in the sea. In considering suitable marking methods, account shall be taken of the durability of the packaging materials used and the surface of the package;
- shall be displayed on a background of contrasting colour on the external surface of the package;
- not be located with other package markings that could substantially reduce their effectiveness.

The marine pollutant mark shall be as shown below. For packagings, the dimensions shall be at least 100 mm x 100 mm, except in the case of packages of such dimensions that they can only bear smaller marks.

4.5. Ship and Port Breakdown Tables by Classes of Hazardous Materials

For determining the conditions for segregation of two or more dangerous goods, the provisions in the Table of Segregation given in 7.2.4 of IMDG Code, Volume I, and Column 16(b) of Dangerous Goods List (DGL) given in IMDG Code, Volume II shall be applicable.

In case of any conflicts, the provisions given in Column 16(b) of Dangerous Goods List (DGL) shall prevail.

General table of segregation of dangerous goods is given below:

	Document Name	Doc. Number	EK.YRM.01
	GÜBRETAS YARIMCA PORT DANGEROUS GOODS HANDLING GUIDE	Date of Issue	16.05.2022
		Revision No	7
		Revision Date	07.10.2025

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

Segregation terms used in this table provide information on the distances that must be present among dangerous goods of different hazard classes:

“1”: **“away from”:** may be transported in the same hold or on deck provided a minimum horizontal separation of 3 meters is provided.

“2”: **“separated from.....”:** may be transported in different holds under deck, or on hold, provided a minimum horizontal separation of 6 meters is provided.

“3”: **“separated by a complete compartment or hold from....”:** may be transported on deck provided a minimum horizontal separation of 12 meters is provided. May not be transported in the same hold or compartment under deck.

“4”: **“separated longitudinally by an intervening complete compartment or hold from”:** may be transported on deck provided a minimum 24 meters horizontal separation is provided. If transported under deck (in fore-aft direction), a further additional hold must enter between the dangerous goods.

For **“X”** and **“*”**, the stowage conditions within the framework of special provisions given in IMDG Code and in Dangerous Goods list shall be applicable.

The dangerous goods that are inside different cargo transport units or in packaged form, at the terminal site, shall be stacked based on the separation distances given in the following table:

	Document Name	Doc. Number	EK.YRM.01
	GÜBRETAS YARIMCA PORT DANGEROUS GOODS HANDLING GUIDE	Date of Issue	16.05.2022
		Revision No	7
		Revision Date	07.10.2025

Note for the segregation table:

Cargoes of classes 1 (except division 1.4S), 6.2 and 7 should normally be allowed into the port area for direct shipment or delivery only. These classes have not been included in the table. However, if, through unforeseen circumstances, these cargoes have to be temporarily kept, it should be in designated areas. Segregation requirements of the individual class as stipulated in the IMDG Code should be considered by the region port authority when establishing specific requirements.

Segregation Table For Sulphuric Acid and Phosphoric Acid In Vessel

General Segregation from other classes

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
4	2	2	1	X	X	X	1	1	1	2	2	X	3	2	X	X

X Segregation, if any, is shown in the Dangerous Goods List:

- [transported in bulk](#)
- [transported conventionally](#)

1 Away from:

- [transported in bulk](#)
- [transported conventionally](#)

2 Separated from

- [transported in bulk](#)
- [transported conventionally](#)

3 Separated by a complete compartment or hold from:

- [transported in bulk](#)
- [transported conventionally](#)

4 Separated longitudinally by an intervening complete compartment or hold:

- [transported in bulk](#)
- [transported conventionally](#)

Special Provisions:

n/a

- [Container ships](#)
- [Hatchless container ships](#)
- [Ro-Ro ships](#)
- [Conventional ships](#)
- [Conventional ships bulk material](#)

	Document Name	Doc. Number	EK.YRM.01
	GÜBRETAS YARIMCA PORT DANGEROUS GOODS HANDLING GUIDE	Date of Issue	16.05.2022
		Revision No	7
		Revision Date	07.10.2025

Segregation Table For Ammonium Nitrate In Vessel

General Segregation from other classes

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
4	4	2	2	X	X	2	1	2	2	X	2	1	3	1	2	X
X Segregation, if any, is shown in the Dangerous Goods List: transported in bulk transported conventionally																
1 Away from: transported in bulk transported conventionally																
2 Separated from transported in bulk transported conventionally																
3 Separated by a complete compartment or hold from: transported in bulk transported conventionally																
4 Separated longitudinally by an intervening complete compartment or hold: transported in bulk transported conventionally																
Container ships Hatchless container ships Ro-Ro ships Conventional ships Conventional ships bulk material																

	Document Name	Doc. Number	EK.YRM.01
	GÜBRETAŞ YARIMCA PORT DANGEROUS GOODS HANDLING GUIDE	Date of Issue	16.05.2022
		Revision No	7
		Revision Date	07.10.2025

The dangerous goods that are inside different cargo transport units or in packaged form, at the terminal site, shall be stacked based on the separation distances given in the following table:

		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, nonflammable 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	4.1	A	0	0	0	0	A	0	A	S	0	A	0
Spontaneously Combustible Substances	4.2	S	A	S	S	A	A	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
Oxidising Substances	5.1	S	0	0	S	A	S	S	0	S	A	S	0
Organic Peroxides	5.2	S	A	S	S	S	S	S	S	0	A	S	0
Toxic Substances	6.1	0	0	0	0	0	A	0	A	A	0	0	0
Corrosives	8	A	0	0	0	A	A	A	S	S	0	0	0
Miscellaneous Dangerous Substances and Articles and Environmentally Hazardous Substances	9	0	0	0	0	0	0	0	0	0	0	0	0

Package / IBCs / trailers / flat or platform containers

0 = no segregation required (unless otherwise specified in special provisions)

A = “away from...” – minimum 3 m distance

S = “separated from...” – minimum 6 m distance in open areas; A distance of 12 meters or separation by fire-proof walls in closed spaces and in depots

Closed containers / mobile tanks / closed land vehicles

0 = no segregation required (unless otherwise specified in special provisions)

A = “away from ...” – no segregation required (unless otherwise specified in special provisions)

S = “separated from...” – minimum 3 m distance vertically and horizontally in open spaces, minimum 6 m distance or separation by fire-proof walls in closed spaces and depots.

	Document Name	Doc. Number	EK.YRM.01
	GÜBRETAS YARIMCA PORT DANGEROUS GOODS HANDLING GUIDE	Date of Issue	16.05.2022
		Revision No	7
		Revision Date	07.10.2025

Open land vehicles / train wagons / open top containers

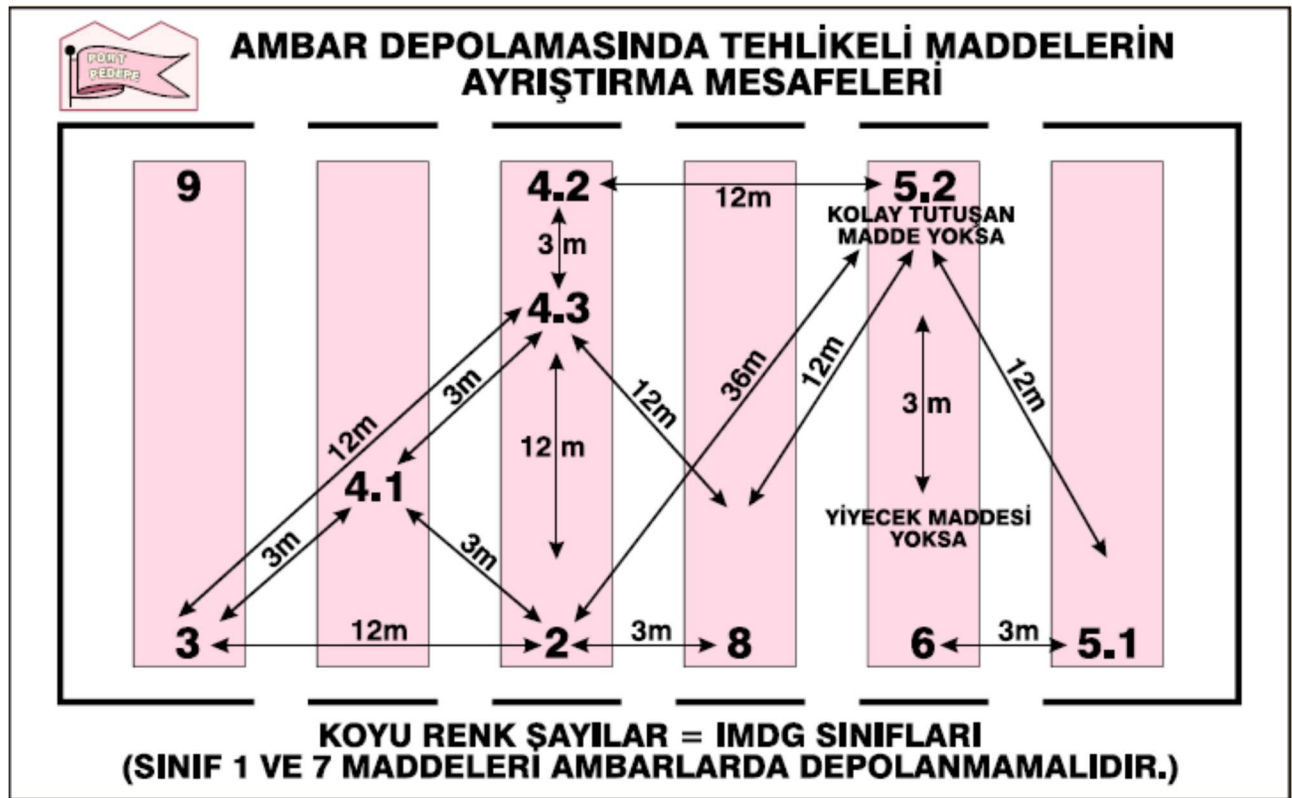
0 = no segregation required (unless otherwise specified in special provisions)

A = “away from...” – minimum 3 m distance

S = “separated from...” – minimum 6 m distance vertically and horizontally in open spaces; minimum 12 m distance or separation by fire-proof walls in closed spaces and depots

4.6. Segregation distances for dangerous cargo in warehouse storage in holds and segregation terminology

At GÜBRETAS YARIMCA Port, no dangerous cargo storage will be performed with packages that will come to the terminal other than the cargo transport units. In case dangerous cargo is stored at the port warehouses for short term in a controlled manner due to force majeure circumstances, the below segregation distances shall be applicable.



	Document Name	Doc. Number	EK.YRM.01
	GÜBRETAŞ YARIMCA PORT DANGEROUS GOODS HANDLING GUIDE	Date of Issue	16.05.2022
		Revision No	7
		Revision Date	07.10.2025

5. HANDBOOK / MANUEL

The handbook of the loads handled at the facility is attached:

	Document Name	Doc. Number	EK.YRM.01
	GÜBRETAŞ YARIMCA PORT DANGEROUS GOODS HANDLING GUIDE	Date of Issue	16.05.2022
		Revision No	7
		Revision Date	07.10.2025

6. OPERATIONAL ISSUES

Hazardous cargo handling is concerned, all parties concerned to fulfill their responsibilities in operational matters within the scope of section 3 of this guide. In addition, special applications of each load, disclosures made within hazardous materials Safety Data Sheet (SDS) in the way they fulfill the specified.

The resort of SDS handling dry cargo each new varieties will be made, this guidance revision of the processed page is added to the end 6TH page.

If desired electronic data to be stored, the article directory to write again to the revision of the UN number and name will be written as where the information is stored electronically.

6.1. Procedures for berthing, mooring, loading/discharging, harbouring or anchoring of ships transporting dangerous goods at night and day in a safe condition

Docking Procedure of Dangerous Cargo Ships to our port:

- The berthing order of the ship is received from the Kocaeli Regional Port Authority by the Ship Agency.
- The docking order of the ship is sent to the ANKAŞ Pilot Station by the region port authority via mail / fax.
- Under the pilot's guidance, the ship is brought to the port maneuvering area.
- When the port enters the maneuvering area, the moorings on the quay tie the ship's ropes to the release hooks.
- Thus, the docking of the ship takes place.
- There are no quay / climate / time restrictions for other dangerous cargoes.

	Document Name	Doc. Number	EK.YRM.01
	GÜBRETAŞ YARIMCA PORT DANGEROUS GOODS HANDLING GUIDE	Date of Issue	16.05.2022
		Revision No	7
		Revision Date	07.10.2025

6.2. Procedures for additional measures taken for loading, discharging and transshipment of dangerous goods according to seasonal conditions

Dangerous Goods are generally affected by high temperatures (in the summer) rain, strong wind (available all year) depending on the seasonal changes. The port facility is rarely exposed to snow and ice effects due to its geographical condition.

Loading/unloading operations are interrupted in stormy, fog, strong windy days and in case of streak of lighting.

Loading/unloading operations are interrupted considering personnel and cargo safety in rainy weather.

Port engines and transport vehicles are not permitted to work in snowy and iced days. Once the environment is safe, vehicles start to transfer operations immediately.

6.3. Procedures for keeping flammable, combustible and explosive materials away from spark producing operations and procedures for not operating vehicles, equipment and tools capable of spark-production in the area where dangerous goods are handling, stowing and storing

All of the hot works performed in port site or ships are subjected to permit. All of the subcontractors and ship staff at the Gübretaş Yarımca Port site are informed about demanding the set-up providing insulation and safety, information plates, a restricted working area, evacuation plan and permission for working at high levels. If it is inevitable to work at sites having high dangerous risk, before starting to work cargos containing Dangerous Goods shall be transferred to a safe place. Smoking is prohibited at sites where Dangerous Goods exists. Permissions in this context will be taken within the framework of “**PR.YRM.01 Work Permit Procedure**”.

“*PR.YRM.01 Work Permit Procedure*”,

“*FR.094 Work Permit Form*”,

“*PR.YRM.17 Hot Work and Processes Operation Procedure*” are attached.

	Document Name	Doc. Number	EK.YRM.01
	GÜBRETAŞ YARIMCA PORT DANGEROUS GOODS HANDLING GUIDE	Date of Issue	16.05.2022
		Revision No	7
		Revision Date	07.10.2025

7. DOCUMENTATION, CONTROL AND RECORD

7.1. Principles on what all compulsory documentation, information and documents related with dangerous goods are, their being made available by the related parties, and checking of the same

Handling of dangerous cargoes will be all about the proper documentation is provided in chapter 9 is verified to be the filing, check the list will be created in the file registration confirmation will be deducted.

Keeping control approval when electronic data will be done through a preferred form will be added to this guide.

Dangerous goods handled at GÜBRETAŞ Yarımca Port are listed in the table below according to the type of handling:

Serial Number	UN Number	Dangerous Good	Liquid Bulk	Solid Bulk	Packed
1	UN1805	Phosphoric Acid	√		
2	UN1830	Sulphuric Acid	√		
3	UN1005	Ammonia	√		
4	UN2067	Ammonium Nitrate		√	√
5	UN2071	Ammonium Nitrate		√	√

The procedures, instructions and forms related to the safe handling of these dangerous goods are as follows:

- PR.YRM.13 Safe Handling of Packaged Dangerous Goods Operation Procedure
- PR.YRM.14 Safe Handling of Dangerous Solid Bulk Cargo Operation Procedure
- PR.YRM.15 Safe Handling Operation Procedure of Dangerous Liquid Bulk Cargoes
- PR.YRM.16 Ship Operations Purge Procedure
- PR.YRM.17 Hot Work and Operations Operation Procedure
- TL.YRM.105 Flexible Hose Instructions for Use
- FR.YRM.12. Ship Shore Safety Check List
- FR.YRM.96 Chemical Tanker Discharge Control Form
- FR.YRM.97 Chemical Tanker Loading / Discharging Protocol Form

Preparations and controls are made before the operation by the operation responsible for each dangerous cargo to be handled. After mutual agreement is reached, the instruction is given to start the operation.

The following documents regarding dangerous goods are kept up-to-date by the Coastal Facility:

- MARPOL

	Document Name	Doc. Number	EK.YRM.01
	GÜBRETAŞ YARIMCA PORT DANGEROUS GOODS HANDLING GUIDE	Date of Issue	16.05.2022
		Revision No	7
		Revision Date	07.10.2025

- IMDG CODE VOLUME I & II and Supplementary Book
- ISGOTT 6TH EDITION,
- IMSBC CODE, International Code for Solid Bulk Cargoes Transported at Sea
- IGC CODE,
- IBC CODE,
- BLU CODE, BLU MANUAL

In order for the Coastal Facility to safely handle the dangerous goods coming to the facility and to take appropriate precautions, the documents sent beforehand are absolutely needed. These documents are as follows.

- Dangerous Cargo Notification Document
- Documents Required on Board
- Other Required Documents and Information
- Multi Model Dangerous Cargo Form

Dangerous Cargo Notification Document:

The shipping documents prepared by the shipper will include a “Signed Certificate or Dangerous Goods Notification Document” stating that the shipment to be transported is properly packaged, marked, labeled and in suitable conditions for shipment.

At least twenty-four hours before the ship and sea vehicle carrying dangerous goods enter the port administrative area; Ships and marine vessels with a cruise time of less than twenty-four hours until they enter the port area submit a notification document containing detailed information about their cargo to the region port authority in writing, right after their departure from the coastal facility.

The cargo person has to notify the coastal facility at least 3 hours before entering the coastal facility regarding the dangerous goods coming by road and rail.

In case the notification obligation is not complied with or the notifications do not contain correct information, administrative action may be taken against the notifier and he may lose the order of approaching, departing, or passing, if any.

When the Dangerous Goods Notification Document is provided to the carrier by EDP (Electronic Information Processing) or EDI (Electronic Information Exchange) techniques, the sender information will be produced without delay as a printed document in the required order in this section.

Dangerous Goods Notification Document can be in any form, provided that it contains all the information specified in IMDG Code Section 5.4.

	Document Name	Doc. Number	EK.YRM.01
	GÜBRETAŞ YARIMCA PORT DANGEROUS GOODS HANDLING GUIDE	Date of Issue	16.05.2022
		Revision No	7
		Revision Date	07.10.2025

Documents required to be on board

Each ship carrying dangerous goods and marine pollutants shall have a specific list, manifest or stowage plan with the names and locations of the dangerous goods and marine pollutants. This particular list and manifest will be based on the documents and certificates required in the IMDG Code. A detailed stowage plan, determined by class and showing the locations of all dangerous goods and marine pollutants, can be used instead of this special list or manifest. For dangerous goods shipments; Appropriate information will be at hand at any time to be used in the emergency response to all kinds of accidents and incidents related to dangerous goods during transportation. This information will be away from packages containing dangerous goods and will be available immediately in case of an event. Information to be used in emergency response will be found in the following documents.

- Within the special list, manifest or dangerous goods declaration,
- In a separate document such as a safety data sheet,
- In separate documents, such as the Medical First Aid Guide (MFAG) for Use in Accidents involving Dangerous Goods and the Emergency Response Methods for Ships Carrying Dangerous Goods (EMS Guide) to be used in conjunction with the transport document.

Other necessary information and documents

In certain cases, the following special certificates or documents will be required.

- An air abrasion certificate as required for certain entries in the Dangerous Goods List.
- Substance, material or object; A certificate excluding IMDG provisions (see separate entries for charcoal, fish meal, seed meal, etc.);
- For new self-reactive substances and organic peroxides or new formulations of currently assigned self-reactive substances and organic peroxides, a notification by the competent authority of the country of origin on the approved classification and transport conditions.

Multimodal Hazardous Substances Form

Multi-Mode Dangerous Goods Form is a form that can be used as a combined dangerous goods declaration and container packaging certificate regarding the transportation of dangerous goods in more than one mode.

“Multimodal Dangerous Goods Form” is attached.

	Document Name	Doc. Number	EK.YRM.01
	GÜBRETAŞ YARIMCA PORT DANGEROUS GOODS HANDLING GUIDE	Date of Issue	16.05.2022
		Revision No	7
		Revision Date	07.10.2025

7.2. Procedures for keeping an up-to-date list and all other relevant information regarding all dangerous goods at the port facility, regularly and fully

When requested, the port facility is obliged to provide information about the class, quantity, emergency response methods and locations of all dangerous cargoes available at the port facility when requested. The records of dangerous goods handled at our port will be kept by the operations department, including the following information:

- UN Number,
- PSN name (Proper Post Name),
- Class (with Sub-hazards),
- Packing Group (Class 3, 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9),
- Whether it is a Marine Pollutant,
- Receiver and Sender,
- Packaging, number,
- Seal number,
- Additional Information (Ignition degree, viscosity, etc.),

This information is kept in a computer environment or in a file order so that only authorized personnel can access it and is displayed when requested. The port facility keeps up-to-date the class and quantity information of the dangerous goods it handles throughout the year.

7.3. Procedures for checking whether the dangerous goods that have arrived at the facility have been appropriately identified, correct shipping names have been used for the dangerous cargo, whether they have been properly certificated, packed / packaged, labelled, and declared, and whether they have been safely loaded into packages, receptacles or cargo transport units that are approved and that conform to the requirements, and procedures for reporting the results

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

- UN Number,
- PSN name (Proper Post Name),
- Class (with Sub-hazards),
- Packing Group (Class 3, 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9),
- Whether it is a Marine Pollutant,
- Packaging, number,
- Seal number,
- Additional Information (flash point, viscosity, etc.),

This information is transmitted to the Port Operations Officer, Operations Officers and other employees who need to know via terminals/documents, and the control of the incoming dangerous cargo is ensured. In the event that the information from the operation and the cargo carry different

	Document Name	Doc. Number	EK.YRM.01
	GÜBRETAŞ YARIMCA PORT DANGEROUS GOODS HANDLING GUIDE	Date of Issue	16.05.2022
		Revision No	7
		Revision Date	07.10.2025

information, the Operation is immediately informed and the Sender is instructed to verify the information about the dangerous cargo/vehicle and to correct the missing incorrect label marks.

7.4. Procedures for providing and keeping Safety Data Sheet (SDS) for dangerous goods

Safety Data Sheets for the handled dangerous goods are requested. SDSs are received from ships against signature and seal. In addition, the issue of whether these SDSs have been received is questioned in the documents mentioned below.

- FR.YRM.12. Ship Shore Safety Check List
- FR.YRM.97 Chemical Tanker Loading / Discharging Protocol Form

The received SDSs are shared with the people in charge of the operation through the warning and control forms. After the ship has berthed, the relevant persons go to the ship and fill in the above-mentioned documents before evacuation and confirm what will be done before, during and after the operation related to the ship. After this form is mutually signed, it is kept in the ship's file.

“FR.YRM.12. Ship Shore Safety Check List”,
“FR.YRM.97 Chemical Tanker Loading / Discharging Protocol Form”,
“UN1805 Phosphoric Acid SDS”,
“UN1805 Sulphuric Acid SDS”,
“UN1005 Ammonia (Unhydrid) SDS”,
“UN2067 Ammonium Nitrate SDS”,
“UN2071 Ammonium Nitrate SDS” are attached.

7.5. Procedures for keeping records and statistics for the dangerous cargo

Records both during and after the operation are kept with control forms.

- FR.YRM.96 Chemical Tanker Discharge Control Form
- Stock Notification Reports
- Gübretaş Bilgi Sistemi (GBS-SAP) Reports

Recording and statistical information of dangerous cargoes, instant tonnage, final tonnage, all cases report, events and problems during the operation (if any) are added to the Notes section in the loading and unloading processes of all ships. In ship files, all operational processes and documents related to ships are archived as hard copy.

“FR.YRM.96 Chemical Tanker Discharge Control Form”,
“Stock Notification Reports” are attached.

7.6. Information on the Quality Management System

“ISO 9001: 2015 Quality Management System Certificate” is attached.

	Document Name	Doc. Number	EK.YRM.01
	GÜBRETAŞ YARIMCA PORT DANGEROUS GOODS HANDLING GUIDE	Date of Issue	16.05.2022
		Revision No	7
		Revision Date	07.10.2025

8. EMERGENCY CIRCUMSTANCES, PREPAREDNESS FOR EMERGENCY CIRCUMSTANCES AND EMERGENCY RESPONSE

In case of emergency regarding dangerous goods handled at GÜBRETAŞ Yarımca Port, the following plans and procedures will be followed:

- PR.YRM.24. Emergency Procedure
- Coastal Facility Risk Assessment and Emergency Response Plan, (This plan was approved on 29.09.2021 by the "Marine and Coastal Management Department" of the Ministry of Environment and Urbanization, and the "General Directorate of Maritime Affairs" of the Ministry of Transport and Infrastructure.)
- Emergency Response Plan prepared within the scope of Dangerous Goods Conformity Certificate

"PR.YRM.24. Emergency Procedure",

"Coastal Facility Risk Assessment and Emergency Response Plan Approval Page",

"Emergency Response Plan prepared within the scope of Dangerous Goods Conformity Certificate" are attached.

8.1. Response procedure for dangerous goods that endangers/able to endanger life, property and/or environment and dangerous incidents involving dangerous goods

- From the moment the ships dock, in the mutual declaration between LTGS and the ship, an agreement is reached on the communication method for EMERGENCY SITUATIONS.
- In the event of fire or explosion, the ship or facility notifies the port and ship control centers as agreed.
- Warning lamps with rotating mirrors and sirens operate at the same time.
- In case of emergency in the facility, the following alarm tones must be observed and necessary coordination must be provided immediately when any of them are heard

- Emergency reporting line **2222**
- To make announcements via radio
- General announcement system
- Fire warning (alarm) buttons

For all personnel have emergency escape masks available for use only in emergencies.



	Document Name	Doc. Number	EK.YRM.01
	GÜBRETAS YARIMCA PORT DANGEROUS GOODS HANDLING GUIDE	Date of Issue	16.05.2022
		Revision No	7
		Revision Date	07.10.2025

8.2. Possibility, capability and capacity of emergency response in our facility



	Document Name	Doc. Number	EK.YRM.01
	GÜBRETAŞ YARIMCA PORT DANGEROUS GOODS HANDLING GUIDE	Date of Issue	16.05.2022
		Revision No	7
		Revision Date	07.10.2025

8.6. Coordination, support and cooperation method with public authorities

All accidents related to dangerous goods will first be coordinated with Kocaeli Regional Port Authority. By informing the Region Port Authority, support and cooperation will be provided with the Provincial / District Fire Brigade, AFAD, and the aid units of the neighboring facilities.

In case of a possible explosion, fire or emergency in the adjacent facility; First of all, measures will be increased in the facility, teams will be prepared to assist the neighboring facility,

Considering the urgency of the situation and the extent of the danger, when it is evaluated that there is no opportunity or time to seek help, aid and support teams will be assigned to respond to the incident.

The dangerous cargo area and the class, quantity and danger risk of the cargoes in the field will be evaluated and preparations will be made for measures such as discharging and dilution of the cargo, and lifting the vessel to the anchorage if there is a vessel at the interface.

8.7. Emergency evacuation plan for ship and sea vehicles from shore facility in emergencies

“PR.YRM.11 Evacuation Procedure for Ships and Marine Vehicles in Emergency Situations” is attached.

8.8. Procedures for handling damaged dangerous goods and wastes contaminated by dangerous goods and disposal of them

It is not possible for Ammonia to be disposed of or mixed with a different product. Handling takes place only through the Ammonia pipeline. And also Sulphuric Acid and Phosphoric Acid have got different pipelines.

Due to the transportation of bulk dangerous goods with the conveyor system, it is not possible to mix with any other product. The same is the case in supalan operations because of the uniform handling of products.

Since the packaging and storage areas are used only for that product in bagged loads, there is no confusion that will cause a reaction.

“PR.YRM.10 Waste Management Procedure”,

“TL.YRM.90 Packaging, Marking and Loading Instructions for Wastes Included in the Scope of Hazardous Goods” are attached.

	Document Name	Doc. Number	EK.YRM.01
	GÜBRETAŞ YARIMCA PORT DANGEROUS GOODS HANDLING GUIDE	Date of Issue	16.05.2022
		Revision No	7
		Revision Date	07.10.2025

8.9. Emergency practices and their records

All employees are informed about the people assigned with this plan. Newly recruited employees are informed about the emergency plan.

Emergency teams are specially trained.

Exercise	Explain	Frequency
Marine Pollution Exercise	Equipment introduction, usage and what to do in case of possible pollution together with the consultant company	Twice a year
Fire Drill	Using the Fire Extinguishing System	Once a year
Earthquake and Evacuation Exercise	Things to do in case of earthquake, evacuation and gathering rules	Once a year
ISPS Training	ISPS Code	Once a year
Chemical Spill, Release Training	Sulphuric Acid, Phosphoric Acid, Ammonia	Once a year

8.10. Information on fire protection system

FIRE EQUIPMENTS					
No	Equipment Name	Capacity	Unit	Kind	Place
1	SeaWater Purification Plant	1.000	m3/day	Plant	Factory East Region
2	Water Tank (1)	1.000	m3	Cylindrical Tank	Fire Station
3	Water Tank (2)	1.700	m3	Cylindrical Tank	Fire Station
4	Fire Pump	400	m3/hour	Elektrikli	Fire Station
5	Fire Pump	400	m3/hour	Dizel	Fire Station
6	Fire Pump	400	m3/hour	Dizel	Fire Station
7	Fire Pump	400	m3/hour	Dizel	Fire Station
8	International Fire Connection	1	Piece		Emergency Response Warehouse

	Document Name	Doc. Number	EK.YRM.01
	GÜBRETAŞ YARIMCA PORT DANGEROUS GOODS HANDLING GUIDE	Date of Issue	16.05.2022
		Revision No	7
		Revision Date	07.10.2025

8.11. Procedures for approval, inspection, test, maintenance of fire protection system and keeping ready for use

Fire Safety Report based on Operating License dated 09.03.2023 and numbered E-52045114-180.03-00002669806 was obtained from Kocaeli Metropolitan Municipality, Fire Brigade Department – Prevention and Training Branch Office.

In line with the Regulation on the Protection of Buildings from Fire, it has a fire plan prepared and approved by a mechanical engineer who works full time in the Free Consultancy Engineering Office registered in the field of fire installation by the Chamber of Mechanical Engineers and has the Fire Installation Engineer Authorization Certificate of the Chamber of Mechanical Engineers.

Port fire systems are controlled periodically by TÜRKAK accredited institutions and their maintenance is carried out by the Technical Safety Unit.

8.12. Measures to be taken when fire protection system is not working

In our port, there are 3 Diesel Pumps that provides 8 bar pressure water on the main pier, which will be activated in cases where the double water pumps within the enterprise fail.

8.13. Other risk control equipment

Firefighting on Sea

ARTICLE 32 –

1) Potential sea fires in the port administration area are responded by legal and independent parties in the context of “Regulations for Prevention, Fighting and Rescue Precautions against Fires in the Land and Its Expansion Level in the Land and Fires in the Land and its Expansion Level Sea, Port or Coast Included”, which was published by the decision of the Cabinet in the Official Gazette on 06/08/1975 and numbered 7/10357. Stationary and mobile fire extinguishers and first aid equipments and units must be ready to use on the coast facilities.

2) Fighting and protection activities against all potential fires on coast facilities are performed by using necessary fire extinguishers and equipments and tools with respect to concerning Regulations and Legal Directives. Fire-fighting activities that may occur in the coastal resort are carried out by fire-fighting teams who are equipped with necessary tools and equipment according to the related legislation. Facilities performing tug boating also participate in the protection and extinction of fire activities in the framework of port authorities in question.

	Document Name	Doc. Number	EK.YRM.01
	GÜBRETAŞ YARIMCA PORT DANGEROUS GOODS HANDLING GUIDE	Date of Issue	16.05.2022
		Revision No	7
		Revision Date	07.10.2025

9. OCCUPATIONAL HEALTH AND SAFETY

9.1. Occupational Health and Safety (OHS) Measures

- TL.01 OHS Guidelines

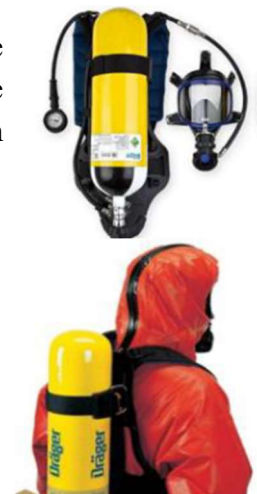
"TL.01 OHS Guidelines" is attached.

9.2. Information for personal protective clothing and procedures for using them

Requirements for Personal Protective Equipment are listed in the " TL.01 OHS Guidelines, 4.4. Personal Protectors" heading. However, starting from page 6 of the Occupational Health and Safety Information and Implementation Manual, extensive information has been given about PPE.

As Personal Protective Equipment (PPE), it is obligatory to use safety glasses, steel-toed shoes, phosphorescent vest, and helmet.

- **Helmet;** It is a hard hood that protects the head against impacts. Helmets must be worn during all work in the field.
- **Protective glasses;** They are different types of glasses made to protect the eyes of the wearer in every situation and according to the nature of the job.
- **Face shield;** It is a transparent mask that can be lowered and raised in an articulated manner, fixed to the head with an adjustable band, and partially or completely protecting the face against external influences. It should be used for all grinding and cutting jobs.
- **Filtered dust mask;** It is a mask that gives the dusty air around by passing it through a filter.
- **Safety gloves;** It is a glove made of various materials, which prevents the hands from being burned and cut, and provides electrical impermeability, which protects them from chemical effects.
- **Seat belt;** It is a equipment that prevents falling to the ground while working at height. Safety rope consists of belts and hooks to be attached to the body. Seat belts will definitely be used from heights that cannot be stepped or exited from the ground.
- **Clean Air Cylinder Breathing Set;** Clean air tubes where there is little oxygen, ammonia leak that is either dense smoke and fire and rescue crews in each place containers with clean compressed air into the mission field to work comfortably in the removal of illegal persons.
- **Ammonia Dress;** In particular, the cryogenic liquid is resistant to acid and alkaline solutions. The chemical protection suit WorkMaster Industry; tank and vessel cleaning operation in confined spaces and in the maintenance and repair work carried out in the refinery, the transport of chemicals in the cleaning process provides reliable protection from dangerous work and many others.



	Document Name	Doc. Number	EK.YRM.01
	GÜBRETAŞ YARIMCA PORT DANGEROUS GOODS HANDLING GUIDE	Date of Issue	16.05.2022
		Revision No	7
		Revision Date	07.10.2025

- **Ammonia Escape Mask;** A full-face emergency escape mask is kept ready in all departments to be used in case of ammonia leakage. The map regarding the issue is attached.

DONNING THE MASK		
		
Screw the Dräger X-plore Rd40 filter into the mask body.	Open straps as far as possible. Direct the mask towards the face.	First insert chin into the chinpiece of the mask.
		
Fit harness over the head until the mask is in position.	Tighten straps until the mask fits snug and secure. First tighten both neck straps,	then both temple straps and
		Negative pressure test: Seal respiratory filters with your palm and breathe in until a negative pressure (suction) is generated. Hold your breath for a moment. The negative pressure should be maintained. If not, readjust the face piece and adjust the straps. Repeat test until a successful for check is met.
tighten front strap if necessary.	Negative pressure test:	

	Document Name	Doc. Number	EK.YRM.01
	GÜBRETAŞ YARIMCA PORT DANGEROUS GOODS HANDLING GUIDE	Date of Issue	16.05.2022
		Revision No	7
		Revision Date	07.10.2025

9.3. Confined space entry permit measures and procedures

In order to be able to work in closed areas, first of all, the requirements of "TL.01 Occupational Health and Safety Instruction 4.4.4. Safety at Entry to Closed Area" must be met. In addition, TL.YRM.25 Instruction on Safety Precautions to be Applied Before, During and After Cleaning, Maintenance and Repair Works in Closed Containers and Areas will be followed.

The requirements of "TL.01 Occupational Health and Safety Instruction 4.4.4. Safety at Entry to Closed Area":

- Starting to work without getting permission to enter the closed area. (FR.094 Work Permit Form)
- While the personnel is working in a closed container, a supervisor will wait in front of the entrance and constantly monitor the status of the working personnel.
- If the supervising personnel sees a change in the situation of the personnel working in the closed container, they will never enter the container and will immediately inform their superiors.
- When entering the closed container; seat belt, safety rope and necessary protective equipment will be used.
- Necessary safety measures will be taken to prevent any harm to the workers inside the container while loading or unloading the material with a rope.
- If there is an electrically operated mechanical system such as a mixer in a closed container, the electricity of the motor will be cut off and the switch will be locked.
- Manholes, manholes, pipe trenches, etc., where personnel work. If it is necessary to leave without a watcher, they will be absolutely covered or guarded with barricades.

"TL.YRM.15 PPE Usage Instruction",

"FR.YRM.34 PPE Delivery Form",

"Occupational Health and Safety Information and Practice Manual",

"TL.01 OHS Guidelines",

"PR.YRM.19 Entry to Closed Areas Procedure",

"TL.YRM.25 Safety Precautions Instruction to Be Applied Before, During and After Cleaning, Maintenance and Repair Works in Closed Containers and Areas",

"PR.YRM.01 Work Permit Procedure",

"FR.094 Work Permit Form" are attached.

	Document Name	Doc. Number	EK.YRM.01
	GÜBRETAS YARIMCA PORT DANGEROUS GOODS HANDLING GUIDE	Date of Issue	16.05.2022
		Revision No	7
		Revision Date	07.10.2025

10. OTHER ISSUES

10.1. Validity of Dangerous Goods Compliance Certificate

Gübretaş Yarımca Port has got a valid Dangerous Goods Compliance Certificate.

10.2. Duties defined for Dangerous Goods Safety Advisor

Since dangerous goods are handled in our facility, it receives service from the Dangerous Goods Safety Consultancy institution authorized by the Ministry within the scope of the IMDG Code. Responsibilities and duties are listed as follows;

The main task of the consultant is to facilitate the management of these activities in the safest way by determining and using the most appropriate tools and activities within the scope of the requirements of the work, under the responsibility of the person at the head of the business.

Bir TMGD danışmanı başlıca aşağıdaki görevleri yapar:

To monitor compliance with the provisions of international agreements and conventions (ADR/IMDG) in the transport of dangerous goods.

To provide suggestions to the business regarding the transportation of dangerous goods in accordance with the provisions of ADR/RID.

TMGD, which is authorized within the scope of the IMDG Code, prepares a quarterly report for its responsibilities determined in accordance with the Article 6, paragraph 2 of the "Regulation on the Transport of Dangerous Goods by Sea and Loading Safety" published in the Official Gazette dated 14 November 2021 and numbered 31659 and reports this report to the Administration.

Determining the dangerous goods to be transported and determining the compliance procedures with the requirements in the IMDG/ADR regarding this substance.

Guiding the business while purchasing the transportation vehicles to be used in the transportation of dangerous goods.

To determine the procedures related to the control of the equipment used in the transportation, loading and unloading of dangerous goods.

To provide or provide training to the employees of the enterprise about the national and international legislation and the amendments made therein, and to keep the records of this training.

	Document Name	Doc. Number	EK.YRM.01
	GÜBRETAS YARIMCA PORT DANGEROUS GOODS HANDLING GUIDE	Date of Issue	16.05.2022
		Revision No	7
		Revision Date	07.10.2025

To determine the emergency procedures to be applied in case of an accident or a possible event that will affect the safety during the transportation, loading or unloading of dangerous goods,

Have the employees periodically perform exercises related to them and keep their records.
keep.

To ensure that measures are taken to prevent the reoccurrence of accidents or serious violations.

To ensure that the special conditions stipulated by the legislation on the transport of dangerous goods are taken into account in the selection and employment of subcontractors or third parties.

To ensure that employees involved in the transport, filling or unloading of dangerous goods have knowledge of operational procedures and instructions.

To take measures to increase the awareness of the relevant personnel in order to be prepared for possible risks in the transportation, loading or unloading of dangerous goods.

To create instructions for keeping the documents and safety equipment that should be in the vehicle during transportation according to the class of the dangerous substance.

To record all kinds of activities, including training, audit and control, to keep these records for 5 years and to submit them to the Administration if requested.

To ensure the implementation of the plan by preparing the enterprise security plan specified in ADR/RID Section 1.10.3.2.

In accordance with the provisions of the load loaded on the transport vehicle (IMDG/ADR); packaging,

To determine procedures for work and operations related to labeling, marking and loading.

In the inspections to be carried out in relation to his duties in the enterprise; To keep records by specifying the date and time of the audited persons and works.

In case of any danger, to stop the work until the danger is eliminated, to start the work with its own approval when the danger is eliminated, and to notify the business or the competent authorities in writing of any stage in the process until the danger is eliminated.

TMGD, in the event that an accident that occurs during transportation, loading or unloading in the enterprise for which it is responsible causes harm to life, property and the environment; collects information about the accident and gives an accident report to the enterprise management or the Administration. This report does not replace the report that should be written by the business management within the scope of international or national legislation.

	Document Name	Doc. Number	EK.YRM.01
	GÜBRETAS YARIMCA PORT DANGEROUS GOODS HANDLING GUIDE	Date of Issue	16.05.2022
		Revision No	7
		Revision Date	07.10.2025

Dangerous Goods Safety Consultant,

In addition to the IMDG Code, within the scope of dangerous goods handled at the coastal facility, they have information about the IBC Code, IGC Code, IMSBC Code and MARPOL 73/78 applications and generally about the dangerous goods activities of the coastal facility.

It checks whether the dangerous goods handled at the coastal facility are handled in accordance with the rules and informs the coastal facility.

It prepares a quarterly report in the format determined by the Administration regarding the responsibilities of the coastal facility in the Regulation and the Directive and notifies this report to the Administration.

It is present at the coastal facility and actively participates in the inspections during the PIU inspections carried out within the scope of Article 7 of the Directive.

TMGD, working/serving at the coastal facility, prepares the Dangerous Goods Handling Guide of the coastal facility together with the coastal facility and checks its accuracy.

10.3. Issues for carrier of dangerous goods to the shore facility /from the shore facility by land (documents to be kept by road vehicles during entrance/exit of port or shore facility field, equipment and tools kept by these vehicles; port field speed limits, etc.)

At our port, Ammonia, Sulfuric Acid and Phosphoric Acid cargoes are drawn to tank depots via pipelines. No vehicle is used.

Considerations for other dangerous goods:

Dangerous goods within the scope of IMSBC Code Group A, Group B and C & IMDG CODE

Documents to be carried

- Transport Document
- Dangerous Goods Transport Driver Training Certificate (SRC-5), identity document or passport
- Written instruction prepared by the transporter to be given to the driver,
- Multi-Mode Dangerous Goods Transportation Form for dangerous goods transported in more than one mode,
- Valid ADR certificate of conformity for vehicles
- Photocopy of the transport permit obtained from the relevant/authorized authorities for the transport of dangerous goods,
- Dangerous Goods and Hazardous Waste Compulsory Liability Insurance policy for vehicles carrying dangerous goods

	Document Name	Doc. Number	EK.YRM.01
	GÜBRETAS YARIMCA PORT DANGEROUS GOODS HANDLING GUIDE	Date of Issue	16.05.2022
		Revision No	7
		Revision Date	07.10.2025

Equipment and equipment that vehicles must have:

- Portable fire extinguishers,
- At least one chock suitable for the diameter and maximum mass of the wheel for each vehicle,
- 2 Sewable warning signs
- Eye rinse liquid
- Warning vest
- Portable lighting apparatus
- A pair of protective gloves, eye protection glasses

Speed limits in Port Area

Speed limits of vehicles in the facility “TL.01 Occupational Health and Safety Instruction 4.2.9. Driving Rules” As stated in the title:

- Vehicles will be kept clean and tidy. The embezzler of the vehicle must take the vehicle clean and orderly, given to the use of other personnel. Otherwise, it will provide the vehicle order and cleaning itself.
- Speed limits determined by Port facility will be applied. The cruising speed of vehicles in the port area is determined as 15 km/hour.



- Seat belts will definitely be used while driving.
- It is forbidden to drink or eat anything while driving.
- It is necessary to keep the headlights on during the day and night while in motion.
- It is strictly forbidden to smoke inside the vehicle,
- Personnel driving vehicles must comply with all instructions.
- The speed limits of the construction machinery in the field are 10 km/h.

The procedures, instructions and forms regarding the vehicles arriving/leaving the facility by road are as follows:

“PLN.YRM.05 ADR Safety Plan”,
“TL.YRM.91 Instruction for Control of Equipment Used in Transport, Loading and Unloading of Dangerous Goods”,
“FR.YRM.85 UN 1005 Ammonia, Anhydrous Vehicle Filling and Exit Control Form”,
“FR.YRM.86 UN 1830 Sulphuric Acid Vehicle Filling and Exit Control Form” are attached.

	Document Name	Doc. Number	EK.YRM.01
	GÜBRETAS YARIMCA PORT DANGEROUS GOODS HANDLING GUIDE	Date of Issue	16.05.2022
		Revision No	7
		Revision Date	07.10.2025

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

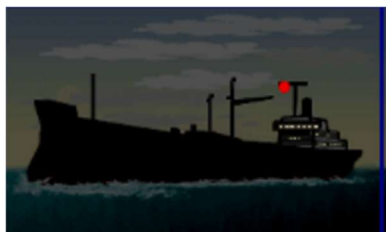
If a ship will participate or is participating in an operation related with carriage or handling of dangerous cargo at the terminal yard, a special signalling which is visible in day and night time shall be used. Dangerous Cargo includes also the cargo listed below:

- Bulk liquid cargo inside a closed receptacle, having a flash point below 60°C;
- Combustible and/or toxic bulk gases; and
- Explosives (outside the scope of part 1.4S), liquid explosives which lost the sensitivity allocated to Class 3, in accordance with the rating designated by the regulatory authority, and solid explosives which lost the sensitivity allocated to Class 4.1.

The reason of using day-time or night-time signalling is to give information to marine traffic and personnel within the port region regarding the increased hazard attributable to presence of dangerous cargo in the environment and their handling. The signals and signs to be used are as follows:



Day-time: “B” signal flag (I am taking or discharging or carrying dangerous goods) and



Night-time, non-flashing red light visible from 360°

The procedures for hot work to be carried out in ships carrying dangerous goods in the shore port are as follows:

- Before starting any hot work in shore facility, the responsible person of the company to carry out the hot work must be in possession of written authorization to carry out such hot work issued by the Region Port Authority. Such authorization shall include details of specific location of the hot work as well as safety precautions.
- In addition to the safety precautions required by the Region Port Authority, before starting any hot work, the responsible person of the company to carry out the hot work together with responsible person(s) of the ship and/or berth, shall add any additional safety precautions required by the ship and/or berth. These additional safety precautions shall include:
- Examination of local areas and adjacent areas, including tests to ensure the areas are free, continue to be free, of flammable and/or explosive atmosphere and appropriate not deficient in oxygen,

	Document Name	Doc. Number	EK.YRM.01
	GÜBRETAS YARIMCA PORT DANGEROUS GOODS HANDLING GUIDE	Date of Issue	16.05.2022
		Revision No	7
		Revision Date	07.10.2025

- The removal of dangerous cargoes and other flammable substances and articles away from the working and adjacent area.
- Efficient protection of flammable structural members such as beams, hatches, walls and ceiling coverings against accidental ignition and
- The sealing of open pipes, pipe lead through, valves, joints, gaps and open parts to prevent the transfer of flames, sparks and hot particles from working areas to adjacent or other areas.
- A duplicate of the hot work authorization and safety precautions shall be posted adjacent to the work area as well as at each entrance to the work area. The authorization and safety precautions shall be readily visible to, and clearly understood by all persons in charge of hot work.
- While carrying out hot work, it is essential that checks are carried out to ensure that conditions have not changed; and at least one suitable fire extinguisher or other suitable fire extinguishing equipment is readily available for immediate use at the location of the hot work.
- During hot work and after completion of such work, an effective monitoring shall be maintained for a sufficient time in the area of hot work as well as adjacent area where a danger causing from the transfer of heat may be created.
- Regarding cold and hot working procedures on ships, the process will be operated within the scope of “PR.YRM.17 Hot Work and Operations Operation Procedure”, as found in the Dangerous Goods Conformity Document Folder.

*“PR.YRM.17 Hot Work and Operations Operation Procedure”,
 “Form of Requesting Hot Work Permission (Harbour Master)”,
 “PR.YRM.01 Work Permit Procedure”,
 “FR.94 Work Permit Form”,
 “OHS Guidelines” are attached.*

10.5. Additional matters to be added by the coastal facility

(Forbidden Activities) ARTICLE 21

- 1) In the approaching channels, breakwater entrances, berthing and mooring spaces, anchorage sites of port facility; any kinds of fisheries hunting, sailing, rowing or other water sports activities are forbidden.
- 2) Sport, leisure and entertainment boats must navigate inside areas confined by breakwaters, and bays, inside the terminal site, in a manner that will not hinder and at a speed that will not harm the activities of other ships and marine vehicles. Region Port Authority shall designate the speed limits in areas and circumstances as it may deem appropriate.
- 3) Ships and sea vehicles apart from the ships and sea vehicles coming in or leaving from buoy mooring and ships and sea vehicles used for the services of coastal facilities, are not allowed to proceed and cross in buoy mooring or between buoy mooring lines.
- 4) Ships and marine vehicles other than those that are used in fishery facilities and fish cages may not approach the fisheries facilities and fish cages more than two hundred meters.
- 5) Ships or sea vehicles cannot be moored and berthed at places that are not in possession of port facility operating permit or in places which are not under the operation or ownership of

	Document Name	Doc. Number	EK.YRM.01
	GÜBRETAS YARIMCA PORT DANGEROUS GOODS HANDLING GUIDE	Date of Issue	16.05.2022
		Revision No	7
		Revision Date	07.10.2025

any institution / organisation. However, the Administration may make temporary arrangements for facilities as it may deem appropriate in emergency circumstances.

6) Ships and sea vehicles with excessive trims or dangerous leaning, and ships and sea vehicles which pose potential risk of environmental pollution due to any damage, ships and sea vehicles which pull backups and are not in possession of required dangerous cargo documents but which carry dangerous cargo may not berth at or sail away coastal facilities without the permission of the region port authority.

(Other Issues subject to Region Port Authority Permit) ARTICLE 22

1) Before installation of coastal structures and fishery production areas that will be constructed after obtaining the necessary permits and consents from relevant institutions / organisations, the relevant persons will obtain permission from the region port authority for starting the activities.

2) It is obligatory to obtain permission from the region port authority prior to buoying, diving, sea bottom and underwater activities, sea bottom dredging and similar activities. Ships and sea vehicles used for these activities emit day-time signs by a beacon lamp that conforms to the legislation, and give the sound signals.

3) For contest that will start in a port's administrative area and that will end in another port's administrative area, it is obligatory to apply to the region port authority for permission at least 15 days in advance, and for other contests and activities, it is obligatory to apply to the region port authority for permission at least 7 days in advance.

4) Unless permission is obtained from the region port authority, contests and similar activities or events may not be organised in the port administrative areas.

5) Water sports within port administrative area shall be performed within the scope of the provisions of the Regulation on Sportive Activities for Tourism Purposes published in the Official Gazette dated 23/2/2011 and numbered 27855 and other applicable legislation. The powers of the region port authority for safeguarding safety of life, property, navigation and the environment in connection with water sports for touristic purposes are reserved. The region port authority is entitled to bring all kinds of restrictions and stop such activities taking into consideration the safety and security of life, property, navigation and the environment.

6) Unless permission is obtained from the Region Port Authority, other ships or sea vehicles are not allowed to go alongside ships and sea vehicles waiting at anchor or at the port facility. Ship agents and boats for supplying provisions, public ships, fuel bunker ships, water tankers and port facility service vessels can go alongside and are excluded from the scope of this paragraph. These types of ships shall perform their services within the knowledge of the region port authority, in coordination with the port facility operators.

7) The master or agent of the ship that will provide fuel, oil bunkering or water supply shall make a notification to the relevant region port authority before the supply operation.

8) Fishers' boats and yachts may go alongside the boards of one another at coastal facilities, may not moor in double line.

9) Unless permission is obtained from the region port authority, ships and sea vehicles at the terminal sites, may not perform repair, rasping (scraping), and painting, welding and other hot works, lifeboat or boat release into the sea or any other maintenance procedures. If the ships and sea vehicles that will have these kinds of procedures performed are at the port facility, they have to ensure coordination with the port facility .

10) Coastal facilities located inside the port's administrative area shall make notification to the Naval Forces Commandership Navigation Hydrography and Oceanography Department in order that their geographical coordinates will be processed into the sea maps.

	Document Name	Doc. Number	EK.YRM.01
	GÜBRETAS YARIMCA PORT DANGEROUS GOODS HANDLING GUIDE	Date of Issue	16.05.2022
		Revision No	7
		Revision Date	07.10.2025

11) Ships and sea vehicles may not change their anchorage locations unless they obtain permission from the region port authority. However, those which are not capable of staying in their present location due to adverse weather and sea conditions may abandon their locations and anchor at safer anchorage sites. Their related officers will make notification to the region port authority within the shortest possible time. The arrangement in connection with implementation of this paragraph shall be made by the relevant region port authority in places where there is a ship traffic services centre.

12) Ships and marine vehicles that will not perform any operations at coastal facilities, but which anchor at anchorage sites for sheltering due to adverse weather conditions or force majeure circumstances such as those that will endanger the safety of navigation, life, property, and the environment shall make the necessary notification to the relevant region port authority and/or pilotage organisation without delay. The arrangement in connection with implementation of this paragraph shall be made by the relevant region port authority in places where there is a Ship Traffic Services Centre.

13) Ships and marine vehicles may not berth at the fore of the ships and marine vehicles that are stern fast.

14) The floating equipment to be used for designating the limits of swimming areas in beach areas and in front of coastal hotels, motels, holiday villages and building complexes within the port limits, sea areas up to 200 meters from the coast, shall be designated by the relevant bodies and made fully available and safekept between the dates 1st April – 15th November of each year. Ships and sea vehicles are not allowed to enter inside the designated swimming areas. The region port authority is authorised to make changes to the boundaries of the swimming area considering safety of navigation, life, property and the environment.

15) Transshipment operations inside the port administrative area is subject to the permission of the region port authority.

16) Backup procedures shall be performed with the permission of the region port authority within the framework of the principles and procedures designated by the Administration.

17) At every port, kedging and anchorage requirements and the related arrangements shall be made by the region port authority, and the operating principles and procedures shall be designated by the Administration.

18) Provision of pilotage services for ships and sea vehicles with no permission to berth at coastal facilities and ships and sea vehicles that are not in possession of port exit certificate or anchorage order is subject to the permission of the region port authority.

19) The matters relating to determining the mooring, berthing and navigation routes of daily excursion boats shall be designated by the region port authority considering the waste collection and other services and shall be approved by the Administration. The harbour master may bring restrictions for capacity, entry-exit and use, in case of exceeding of the capacity of mooring and berthing spaces.

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11. ANNEXES

- 1- General Condition Plan
- 2- Photos of Yarimca Port
- 3- Emergency Contact Points and Contact Information
- 4- General Condition Plan (Dangerous Goods Handling Areas)
- 5- General Fire Plan (Dangerous Goods Handling Areas)
- 6- General Fire Plan
- 7- Emergency Action Plan
- 8- Emergency Meeting Point Plan
- 9- Emergency Management Plan
- 10- Dangerous Goods Manuel
- 11- Space and Equipment for CTU and Packages, Inout / Output Drawings
- 12- Inventory of Port Service Ships
- 13- Region Harbour Master Administrative Boundaries, Anchoring Locations and Marine Coordinates of Harbour Pilot Landing / Boarding Points
- 14- Emergency Response Equipment against Marine Pollution in Port Facility
- 15- Personal Protective Equipment (PPE) Use Map
- 16- Notification Form for Dangerous Goods Incident
- 17- Notice of Control Results for Dangerous Load Transport Units (CTU)
- 18- Other Required Attachments
- 19- Dangerous Goods Handling Guide Additional Cargo Notification (When Necessary)