



# **ULUSOY**

## Hazardous Materials Guide for Ulusoy Cesme Port Management

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## **1 INTRODUCTION**

**1.1.** The recommendations in this guidance are limited to Hazardous cargoes in the port area as part of the transport chain. The recommendations in this guidance do not apply to Hazardous Material that are generally kept in the port area for storage or used in the port area, but the Administration may wish to check that such use and storage complies with legal national requirements.

IMDG CODE, ERG 2012 and IMO 1216 CR. documents were consulted and information was used in the preparation of this guide.

### **Facility Information Form**

General information about the facility has been notified to the relevant authorities within the scope of the Coastal Facility Operation Permit and public disclosure is restricted.

## **1.2. Loading / Unloading, Handling and Storage Procedures for Hazardous Material Handled and Temporarily Stored at the Port Facility**

### **1.2.1.1 Safe Handling of Packaged Hazardous Material Operation Procedure**

#### **1.2.1.2 Packaged Hazardous Material**

- a. Packaged Hazardous cargoes will be handled at the pier in our port facility.
- b. Necessary warnings are made to ensure that trucks do not load more than their capacity limit and those responsible show the necessary attention in this regard.
- c. Drivers will be kept at the specified point away from the vehicle during vehicle loading and unloading. It will be checked that the driver has the necessary protection equipment.

#### **1.2.1.3 Necessities**

- a. Our port facility is equipped with fire equipment consisting of fire hydrants connected to water tanks of sufficient volume, fire hydrants connected to fire pumps of sufficient power and capacity, fire hydrants connected to fire pipes of sufficient number/diameter, fire cabinets, backup (generator) of sufficient power, sufficient number of foam (for extinguishing works other than buildings and liquefied gas fire) and dry chemical/powder fixed/portable fire extinguishing devices and the details of which are specified in Article 8.10.
- b. It will be ensured that the personnel involved in the loading/unloading of packaged Hazardous cargoes at the port facility are trained in emergency situations (fire, explosion, leakage, etc.) and response, occupational health and safety, ISPS code safety awareness training and security issues in accordance with their job descriptions and working areas.

#### **1.2.1.4 Documentation**

- a. A vessel carrying packaged Hazardous cargoes should have a special list or manifest specifying the Hazardous cargoes, marine pollutants and their location on board. As such a special list or manifest, a detailed stowage plan identifying the Hazardous cargoes and marine pollutants on board by class and showing their location may be used. IMO FAL form 7 contains such a manifest format.

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- b. The list or manifest of Hazardous Material and/or marine pollutants must be based on the documentation and certification required by section 5.4 of the IMDG Code and must include the stowage location and total quantity of Hazardous Material and/or marine pollutants on board and will be notified to our facility by the agent.

### **1.2.1.5 General transport precautions**

Port management is within their area of responsibility:

- a. When Hazardous cargoes are transported, necessary precautions shall be taken to prevent unauthorised access to the transport areas.
- b. If there is a problem in the containment of Hazardous cargoes, it will be ensured that the necessary feasible steps are taken to minimise the risks to persons and adverse effects on the environment.
- c. Packages and packages to be used in the activities of replacing and repairing cargo transport units or placing damaged packages in rescue packages shall be manufactured and certified in accordance with the provisions of IMDG Code Section 6, in accordance with the structure of the Hazardous Material.
- d. The handling and temporary storage operations to be carried out shall be carried out in accordance with the segregation rules specified in Table 1 (Segregation Schedule for Hazardous Material in Port Areas) in the Annex of the "Recommendations on the Safe Transport of Hazardous Material and Related Activities in Port Areas" of the International Maritime Organisation (IMO) circular MSC / Circ.1216 specified in Section 4.

## **2 RESPONSIBILITIES**

All parties involved in the transport of Hazardous Material must take all necessary precautions to ensure safe, secure and environmentally harmless transport, to prevent accidents and to minimise damage in the event of an accident.

### **General responsibilities**

- a) They are obliged to take all necessary precautions to carry out transport in a safe, secure and environmentally harmless manner, to prevent accidents and to minimise the damage as much as possible when an accident occurs.
- b) In emergency situations such as fire, leakage, spillage occurring during the transport of Hazardous cargoes, they benefit from the EmS Guide, which includes Emergency Response Methods and Emergency Schedules for Vessels Carrying Hazardous Material.
- c) They benefit from the Medical First Aid Guide (MFAG) in the annex of the IMDG Code in order to provide the necessary medical first aid to persons affected by the damages of Hazardous cargoes and the health problems caused by accidents involving these cargoes.

### **Responsibilities of the cargo handler**

- a) Prepares or has prepared the mandatory documents, information and documents related to Hazardous cargoes and ensures that these documents are available with the cargo during the transport activity.
- b) Ensures that Hazardous cargoes are classified, packaged, marked, labelled and placarded in accordance with their type.
- c) It ensures that Hazardous cargoes are loaded, stowed and securely fastened to approved packaging and cargo transport units in accordance with the rules and in a safe manner.

### **Carrier's responsibilities**

- a) It requests the mandatory documents, information and documents related to Hazardous cargoes from the cargo authority and ensures that they are available with the cargo during the transport activity.
- b) It checks the compliance of the Hazardous Material classified, packaged, marked, labelled and placarded by the cargo operator with the legislation.

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c) Checks that Hazardous cargoes are packaged in accordance with the rules using approved packaging and cargo transport units, safely loaded and securely connected to the cargo transport unit.

#### **Responsibilities of the coastal facility operator**

- a) Vessels carrying Hazardous cargoes shall not dock at the facility without the permission of the port authority.
- b) Provides written information to the vessel that will dock at the facility within the scope of facility rules, cargo handling rules and relevant legislation.
- c) It does not handle Hazardous cargoes for which it has not received permission from the administration to handle, and does not victimise the vessels that will dock by planning in this context.
- d) It requests the mandatory documents, information and documents related to Hazardous cargoes from the cargo authority and ensures that they are available with the cargo. In the event that the relevant documents, information and documents cannot be provided by the cargo operator, it is not obliged to accept or handle the Hazardous cargo to its facility.
- e) It shares all the data that may be required according to the nature of the cargo with the vessel's person and carries out the loading or unloading operation according to the agreement to be reached. It does not make any changes in the operation without the knowledge of the vessel owner.
- f) It determines the working limits by taking into account the safe working capacity of the facility and weather forecasts, and takes the necessary precautions for the vessel to remain safely moored at the dock and for handling.
- g) Checks the transport documents containing information that the Hazardous cargoes arriving at the facility are properly classified, packaged, marked, labelled, labelled, placarded and safely loaded into the cargo transport unit.
- h) It ensures that the personnel involved in the handling of Hazardous cargoes and the planning of this handling are documented by receiving the necessary training and does not assign personnel without documents in these operations.
- i) It ensures that the Hazardous cargo handling equipment in its facility is operational and that the relevant personnel are trained and certified for the use of these equipment.
- j) It ensures that the personnel use personal protective equipment suitable for the physical and chemical properties of the Hazardous cargo by taking occupational safety measures in the coastal facility.
- k) Carries out activities related to Hazardous cargoes at docks, piers and warehouses established in accordance with these works.
- l) It equips the docks and piers reserved for vessels that will load or unload Hazardous liquid bulk cargoes with installations and equipment suitable for this work.
- m) Keeps an up-to-date list of all Hazardous cargoes in the vessels docked at the facility and in the closed and open areas of the facility and provides this information to the relevant persons upon request.
- n) It notifies the port authority of the instant risk posed by the Hazardous cargoes handled or temporarily stored in its facility and the measures taken against it.
- o) Notifies the port authority of accidents related to Hazardous cargoes, including accidents at the entrance to closed areas.
- p) Provides the necessary support and co-operation in the controls and inspections carried out by the administration and the port authority.
- q) Ensures that Class 1 (except Class 1 Compatibility Group 1.4 S), Class 6.2 and Class 7 Hazardous cargoes, which are not allowed to be temporarily stored, are transported out of the coastal facility as soon as possible without waiting, and applies to the Administration for permission in cases where it is necessary to keep them waiting.
- r) Temporarily stores the cargo transport units in which Hazardous cargoes are transported in accordance with the separation and stowage rules and takes fire, environmental and other safety measures appropriate to the class of Hazardous cargo in the storage area. It keeps fire extinguishing systems and first aid units ready for use at all times in the areas where Hazardous cargoes are handled and periodically performs the necessary checks.
- s) It obtains permission from the port authority before the hot working works and operations to be carried out in the areas where Hazardous cargoes are handled and temporarily stored.



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t) Prepares an emergency evacuation plan for the evacuation of vessels from coastal facilities in case of emergency and submits it to the port authority and informs the relevant persons about the plan approved by the port authority.

u) It ensures that the internal loading of cargo transport units is carried out in accordance with the loading safety rules in the facility.

#### **Responsibilities of the vessel owner**

- a) Ensures that the cargo to be carried by the vessel is certified to be suitable for carriage and that the cargo holds, cargo tanks and cargo handling equipment are suitable for cargo transport.
- b) Requests all mandatory documents, information and documents related to Hazardous cargoes from the cargo and ensures that they are available with the cargo during the transport activity.
- c) Ensures that the documents, information and documents required to be available on the vessel related to Hazardous cargoes within the scope of legislation and international conventions are appropriate and up-to-date.
- d) Checks the transport documents containing information that the cargo transport units loaded on board are properly marked, signposted and loaded safely.
- e) Informs the relevant vessel personnel about the risks of Hazardous cargoes, safety procedures, safety and emergency measures, intervention methods and similar issues.
- f) Keeps up-to-date lists of all Hazardous cargoes on board and declares them to the relevant persons upon request.
- g) It ensures that the loading programme, if any, on board is approved and documented and kept in operation.
- h) It notifies the port authority and the coastal facility of the instant risk posed by the Hazardous cargoes on the vessel docking at the coastal facility and the measures taken for this.
- i) In case of leakage of Hazardous cargo or in case of such a possibility, it does not accept the Hazardous cargo for carriage.
- j) Notifies the port authority of Hazardous cargo accidents occurring on board the vessel during navigation or while at the coastal facility.
- k) It provides the necessary support and co-operation in the controls and inspections carried out by the administration and the port authority.
- l) It does not accept to carry Hazardous cargoes that are not included in the vessel certificates issued by the relevant institutions and organisations.
- m) Ensures that the seafarers in charge of Hazardous cargo handling use personal protective equipment suitable for the physical and chemical properties of the cargo during handling.
- n) Provides the requirements for the loading safety of the cargoes loaded on their vessels.

#### **Hazardous Material Safety Advisor responsibilities**

- a. To monitor compliance with the requirements for the carriage of Hazardous Material.
- b. To provide recommendations to the coastal facility on the transport of Hazardous Material.
- c. To prepare an annual report to the coastal facility on the activities of the coastal facility operator in the transport of Hazardous Material. (Annual reports are kept for 5 years and submitted to the administration upon request.)
- d. To control the following practices and methods;
  - .1 Procedures for checking that the Hazardous Material arriving at the facility are properly identified, that the correct shipping names of the Hazardous Material are used, certified, packaged/packaged, labelled and declared, safely loaded and transported in approved and compliant packaging, container or cargo transport unit and reporting of the control results.
  - .2 Loading/unloading procedure for Hazardous Material handled and temporarily stored,
  - .3 Whether the coastal facility takes into account the special requirements of the Hazardous Material transported when purchasing the means of transport for the Hazardous cargoes handled,



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- .4 Control methods of equipment used in the transport, loading and unloading of Hazardous Material
- .5 Whether coastal trisi workers have received appropriate training, including changes in legislation, and whether records of this training are kept,
- .6 The suitability of emergency methods to be applied in the event of an accident or an event that will affect safety during the transport, loading or unloading of Hazardous Material,
- .7 The appropriateness of reports on serious accidents, incidents, or serious violations occurring during the transport, loading or unloading of Hazardous Material,
- .8 Determination of the necessary measures against the recurrence of accidents, incidents or serious violations and evaluation of the implementation,
- .9 The selection of subcontractors or 3rd parties and the extent to which the rules on the transport of Hazardous Material are taken into account,
- .10 Determining whether employees working in the transport, handling, storage and loading/unloading of Hazardous Material have detailed knowledge of operational procedures and instructions
- .11 The appropriateness of the measures taken to be prepared for the risks during the transport, handling, storage and loading/unloading of Hazardous Material
- .12 Procedures for all mandatory documents, information and documents related to Hazardous Material.
- .13 Procedures for the safe berthing, mooring, loading / unloading, sheltering or anchoring of vessels carrying Hazardous Material at day and night.
- .14 Procedures for additional measures to be taken according to seasonal conditions for loading, unloading and limbo operations of Hazardous Material.
- .15 Accuracy of the issues regarding the possibility, capability and capacity of the coastal facility to respond to emergencies,
- .16 Appropriateness of the arrangements for the first interventions to be made for accidents involving hazardous substances,
- .17 Procedures for handling and disposal of damaged Hazardous cargoes and wastes contaminated with Hazardous cargoes,
- .18 Information on personal protective clothing and procedures for its use.

### **3 RULES AND MEASURES TO BE APPLIED BY THE COASTAL FACILITY**

*In emergency situations such as FIRE, LEAKAGE, FIRST AID, REPORTING HAZARDOUS MATERIAL ACCIDENTS AND INCIDENTS arising from Hazardous Material; emergency response methods specified in the "Emergency Situation Guide (EmS Guide)" in the Supplement (Supplement) of the IMDG Code are also used together with the port operation emergency plans and procedures. In order to provide the necessary medical first aid to the persons affected by the damages of Hazardous cargoes and the health problems caused by accidents involving these cargoes, the "Medical First Aid Guide (MFAG)" in the annex of the IMDG Code is used.*

#### **Contaminated wastes**

Ensures that wastes contaminated with Hazardous cargoes are immediately collected and disposed of in accordance with the requirements of the Administration.

Slac - UN 3082

Sintine - UN 3082

Waste Cooking Oil Liquid – UN 3082

Operation Waste Liquid - UN 3082

Operation Waste Solid - UN 3077

Waste Lithium Batteries - UN 3091

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Electronic Wastes Containing Lithium Batteries – UN 3481

### **Hazardous cargo areas**

Areas where Hazardous Material are handled are kept under constant surveillance by the relevant facility personnel and / or security guards. In areas where hazardous substances are temporarily stored, separation and Stowing requirements are provided. Areas where hazardous substances are handled are equipped with the necessary equipment and equipment to prevent the possible harmful effects of such hazardous substances. In order to make the necessary intervention in case of emergency, adequate entry-exit facilities are provided to the areas where hazardous substances are handled, or if hazardous substances are stowed or stored in the entire site, access roads to the cargo transport units containing hazardous substances are kept open and equipment that can provide emergency facilities and capabilities that can be intervened in a short time are available on site.

### **Special areas for damaged Hazardous Material and wastes contaminated by Hazardous Material**

For damaged Hazardous cargoes and wastes contaminated by Hazardous cargoes, special areas are prepared where damaged Hazardous cargoes can be kept and contaminated wastes can be separated and kept until they are removed.

Such areas should be covered, have a waterproof floor and bottom, have shut-off valves, pits or pools and have means to discharge polluted water to special facilities to protect the port area and its surroundings. These areas are fenced to prevent the entry of unauthorised persons and should include appropriate means of communication for security personnel when a checkpoint is put in place.



### **Damaged Container Tracking and Evacuation Procedure**

Damaged containers are repaired by taking them to authorised repair companies outside the port area by obtaining the necessary permissions by the transport companies they belong to. The shift supervisor takes the ID number of the damaged container and records it in the system and notifies the handling personnel and the vessel's first mates. Handling personnel check the ID numbers of the containers in case the container with the same ID number comes to the port again. The production document showing that the rescue container coming to pick up the damaged container is a rescue container is checked by the field operation officer. The test certificate issued by the repairing organisation that the container whose ID number is checked is repaired is checked. Containers that do not meet the required qualifications are not allowed to operate.

Pollution caused by hazardous substances in the pool; If the amount is large, it is taken by a licensed waste reception tanker or if the amount is small, it is taken from the pool with absorbent materials and taken to the temporary waste storage area with containers such as IBC, barrels. Then the waste code is determined according to the UN no and MSDS information of the product. The wastes are sent to licensed recovery and disposal companies with the following two codes against inorganic and organic origin.








- 16 03 03\* Inorganic wastes containing hazardous substances
- 16 03 05\* Organic wastes containing hazardous substances

## 4 CLASSES OF HAZARDOUS CARGOES, TRANSPORT, HANDLING, SEGREGATION, LOADING AND STORAGE










### 4.1 Classification of Hazardous Material


Classification is made by the shipper/shipper or the appropriate competent authority. Shipment Name, UN Number, Class, Packing Code, Quantity Information of Hazardous Material arriving to and leaving the port are recorded in the computer programme at the Port as of 2022. IMDG Code classifies Hazardous Material as follows..

**Table A**



Class 1		
	1	Either explosive substances and products used to produce pyrotechnic effects
Sub-Classes		
	1.1	Explosives with mass explosion hazard
	1.2	Explosives with severe projection hazard
	1.3	, Explosives that do not pose a blast or projection hazard but pose a mass explosion hazard
	1.4	Explosives with small fire or projection hazard
	1.5	Substances insensitive to a blow that carries the danger of a mass explosion,
	1.6	Substances extremely insensitive to the coup

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Class 2		
	2.1	Flammable gas
	2.2	Non-flammable pressurised gas
	2.3	Toxic or poisonous gas
Class 3		
	3	Flammable Liquids
Class 4		
	4.1	Flammable Solids, Spontaneously Reacting Substances, Solid Explosives with Reduced Sensitivity.
	4.2	Substances Prone to Spontaneous Combustion
	4.3	Substances that release flammable gases in contact with water
Class 5		
	5.1	Incendiary substance
	5.2	Organic peroxide

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### Class 6

	<b>6.1</b>	Toxic substances
	<b>6.2</b>	Infectious substances


### Class 7

	<b>I</b>	Category I - White (symbol 7A)
	<b>II</b>	Category II - Yellow (symbol 7B)
	<b>III</b>	Category III - Yellow (symbol 7C)
	<b>Fissile</b>	Criticality security index label (symbol 7E)

### Class 8

	-	Abrasives Substances
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### Class 9

	-	Miscellaneous Hazardous Substances and Objects
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## 4.2 Packages and packaging of Hazardous Material.

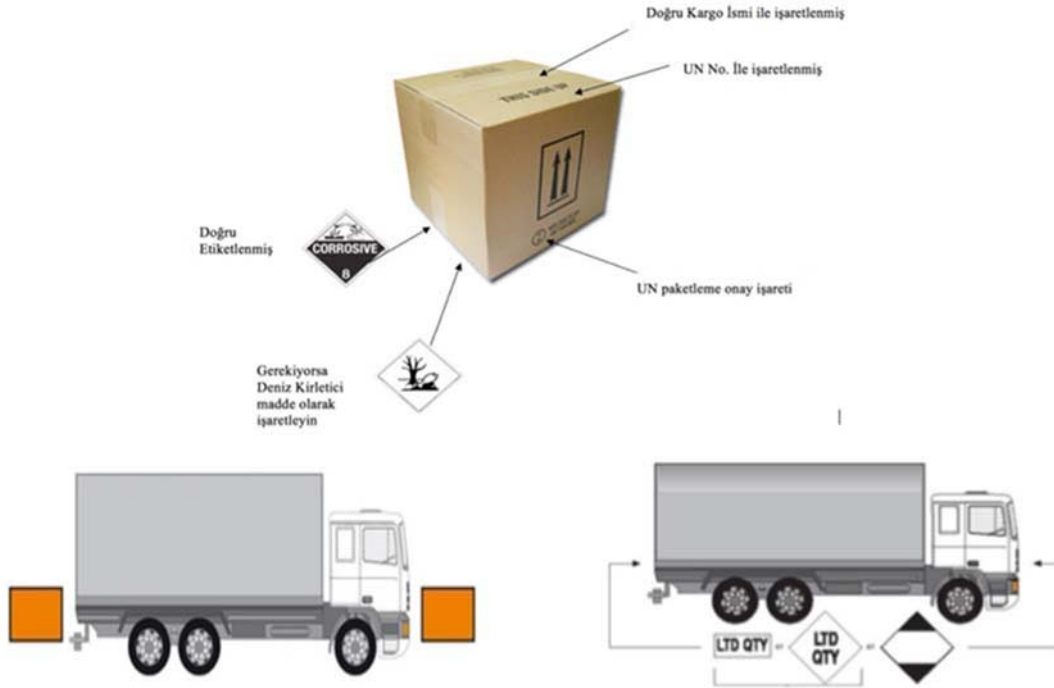
The packaging of Hazardous Material is defined in the IMDG Code. In this context, numbers are used for packaging types and capital letters are used for material types.

The risks presented by Hazardous Material in maritime transport are associated with their packaging, which must be safe, well designed, manufactured and in good condition.

Packages/containers must comply with the following requirements:

- It should not be affected by the load it carries.
- They must be strong enough to withstand the rough handling and risks associated with sea transport.
- They must be able to withstand rain, wind and sea water. Be usable and adequate for the loads they carry.
- They must be correctly marked, labelled and labelled.

Packaging



### Packaged Hazardous Material Limited Quantity

Carriers of Hazardous Material must clearly indicate the UN Number and the appropriate shipping name on the cargo. In the case of the presence of marine pollutants, the word "marine pollutant" must appear on the document accompanying the consignment. This requirement is particularly important in order to establish the emergency procedures necessary to deal appropriately with the situation in the event of an accident involving these goods. In the presence of marine pollutants, the master of the vessel is required to comply with the requirements of MARPOL 73/78.



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#### 4.3 Placards, plates, marks and labels relating to Hazardous Material.

Packages containing Hazardous cargoes and all Cargo Transport Units (CTU) arriving at the port facility shall be marked, labelled and placarded in accordance with IMDG code sections 5.2 and 5.3. The IMDG Code recommends a system based on labels and placards specifically designed to enable anyone working in close proximity to such cargo to recognise, preferably at first sight, the nature of the risks posed by these substances, whatever their packaging.

The method used for fixing labels or applying writing templates on packages containing Hazardous substances shall be such that the label(s) or template(s) are still legible even if the package remains submerged for three months. When deciding on appropriate labelling methods, the durability of the packaging material used and the surface of the package shall be taken into account. **Shapes and colours of labels and placards are the shapes, colours and symbols shown in 4.1 Classification of Hazardous Material.**

#### 4.4 Markings and packaging groups of Hazardous Material.

Hazardous Material belonging to all classes except Class 1, 2, 5.2, 6.2 and 7 and self-reactive ones in Class 4.1 are divided into three "packaging groups" according to the degree of danger they represent. Packaging Groups for Class 3, Class 4, Class 5.1, Class 6.1, Class 8, Class 9 There are three types of packaging groups.

*Packaging group I: Highly Hazardous Material*

*Packaging group II: Moderately Hazardous Material*

*Packaging group III: Low degree of danger goods.*

The packaging (packaging) group to which the Hazardous Material belong is specified in the List of Hazardous Material in IMDG Code section 3.2

#### 4.5 Separation tables on board and in port according to the classes of Hazardous Material.

One of the most important elements of the transport of Hazardous Material is the Stowing and separate storage of goods. Hazardous Material should not be stored together with substances that may interact and cause danger.

Incompatible Hazardous Material must be placed separately from each other during transport and storage. Improper stowage of Hazardous Material may cause toxic fumes, fire, spillage and deterioration of the quality of the product. For this reason, the IMDG Code specifies the rules on stowage and separate storage in Volume 1 Section 7 entitled "Rules on Carriage Operations".

##### 4.5.1. Separate Storage and Stowing principles

The following situations may cause major chemical accidents during Stowing and separate storage:

- Quality assurance - inadequacy of container inspection certificates
- Incomplete understanding of the structure of matter
- Inadequate records of chemical record stocks in different terminal areas
- Inadequate labelling and registration of chemicals
- Poor housekeeping - lack of fire extinguishing equipment in work areas

The IMDG Code requires the storage and segregation of Hazardous Material according to their hazard, class and compatibility. The Code also provides detailed information on important factors on where Hazardous Material should be stowed and how they should be stored separately from other cargoes.

In the following paragraph the five stowage categories prescribed by the IMDG Code are given.

### Stowing Categories

Category	A	B	C	D	E
Cargo vessel carrying up to 25 passengers	Above deck or	Above or below deck	Deck top only	Deck top only	Above deck or
Passenger carrying more than 25 passengers	Above deck or	Deck top only	Deck top only	Forbidden	Forbidden

### There are the following 5 categories for vessel stowage:

Stowing category 01 vessels (maximum 12 passengers) Cargo Passenger vessels	On deck or below deck in a closed cargo transport unit
Stowing category 02 vessels (maximum 12 passengers) Cargo Passenger vessels	On deck or below deck in a closed cargo transport unit
Stowing category 03 vessels (maximum 12 passengers) Cargo Passenger vessels	On deck in an enclosed cargo transport unit or in an enclosed cargo transport unit below deck in accordance with 7.1.4.4.5 On deck or below deck in a closed cargo transport unit
Stowing category 04 vessels (maximum 12 passengers) Cargo Passenger vessels	Prohibited except in accordance with 7.1.4.4.5.
Stowing category 05 vessels (maximum 12 passengers) Cargo Passenger vessels	Not permitted on deck in an enclosed cargo transport unit or in an enclosed cargo transport unit below deck, except in accordance with 7.1.4.4.5. Not permitted on deck in a closed cargo transport unit only, except in accordance with 7.1.1.4.4.5

#### 4.6 Separation distances and terms for Hazardous Material in warehouses.

##### 4.6.1 Separate Storage

The IMDG Code uses four separate storage terms:

1. "Keep away" (minimum separation distance between two incompatible goods)
2. "Keep it separate"
3. "Keep in separate or separate places with a complete partition"
4. "Keep longitudinally separated by a complete partition or in separate locations" (maximum distance at which two incompatible substances can be kept apart) General provisions for the separation of Hazardous Material between different classes are set out in the Separate Storage Table below:

CLASS	1.1 1.2 1.5	1 · 3 1	1 ·	2 ·	2 ·	2 ·	3 ·	4 ·	4 ·	4 ·	5 ·	5 ·	6 ·	6 ·	7	8	9	
Explosives	1.1, 1.2,	*	*	*	4	2	2	4	4	4	4	4	2	4	2	4	X	
Explosives	1.3, 1.6	*	*	*	4	2	2	4	3	3	4	4	2	4	2	2	X	
Explosives	1.4	*	*	*	2	1	1	2	2	2	2	2	X	4	2	2	X	
Flammable gases	2.1	4	4	2	X	X	X	2	1	2	X	2	2	X	4	2	1	X
Non-toxic, flammable gases	2.2	2	2	1	X	X	X	1	X	1	X	X	1	X	2	1	X	X
Toxic gases	2.3	2	2	1	X	X	X	2	X	2	X	X	2	X	2	1	X	X
Flammable liquids	3	4	4	2	2	1	2	X	X	2	1	2	2	X	3	2	X	X
Flammable solids (including self-reactive substances and solid desensitised explosives)	4.1	4	3	2	1	X	X	X	X	1	X	1	2	X	3	2	1	X
Substances responsible for spontaneous combustion	4.2	4	3	2	2	1	2	2	1	X	1	2	2	1	3	2	1	X
Substances emitting flammable gases in contact with water	4.3	4	4	2	X	X	X	1	X	1	X	2	2	X	2	2	1	X
Oxidising agents (agents)	5.1	4	4	2	2	X	X	2	1	2	2	X	2	1	3	1	2	X
Organic peroxides	5.2	4	4	2	2	1	2	2	2	2	2	2	X	1	3	2	2	X
Toxic substances	6.1	2	2	X	X	X	X	X	X	1	X	1	1	X	1	X	X	X
Infectious substances	6.2	4	4	4	4	2	2	3	3	3	2	3	3	1	X	3	3	X
Radioactive material	7	2	2	2	2	1	1	2	2	2	2	1	2	X	3	X	2	X
Corrosive substances	8	4	2	2	1	X	X	X	1	1	1	2	2	X	3	2	X	X
Various hazardous substances and mixtures	9	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

(This table applies to unitised Hazardous Material; pallets, drums, boxes and crates and other similar packages. It does not apply to containers carrying Hazardous Material.)

Numbers and symbols as defined in this section relate to the following conditions;

<b>1</b>	Keep it away	3 metres
<b>2</b>	Keep it separate	6 metres
<b>3</b>	"Keep in separate or separate places with a complete partition"	12 metres
<b>4</b>	"Keep longitudinally separated by a complete partition or in separate locations"	24 metres
<b>X</b>	If there is separate storage, it is indicated in the Hazardous Material List	-

Explosives require special storage according to their compatibility group. Explosives with the same letter may be stowed together regardless of their class division. Although the properties of the substance, material or the same Class of product may be very different, it is important to first consult the Hazardous Material List to determine the appropriate separate storage conditions in each case.



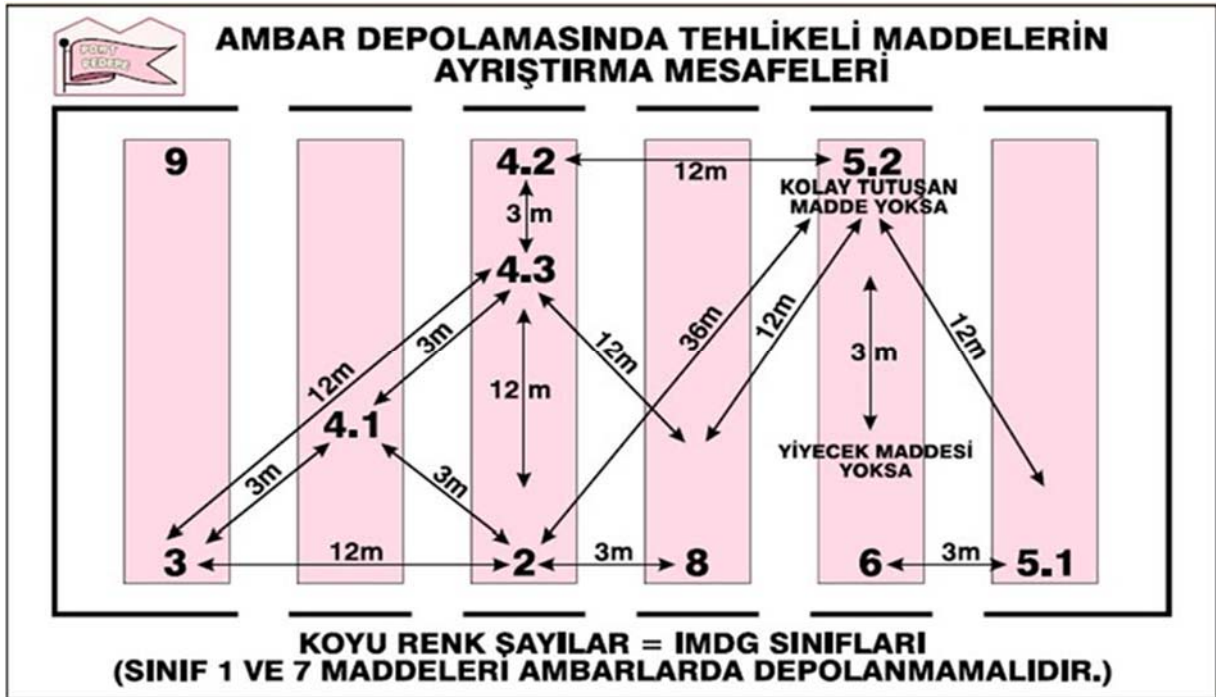
In terms of storage in ports, the table only specifies three categories of storage..

"0" means pairs of Hazardous Material which must be stored separately from others (unless indicated by separate entries in the numerical list of Hazardous Material, which must always be checked)

"A" indicates the requirement to "keep away..." separate storage from other classes within this pair (3 metres)

"Class 1 cargoes (with the exception of paragraph 1.4 S), 6.2 and 7 are generally subject to authorisation only for direct shipment or delivery in the port area. These classes are not included in the table. However, in the event of unforeseen circumstances, these cargoes must be temporarily held in designated areas. Separate storage requirements for separate classes, as stipulated in the IMDG Code, should be taken into account by the port authority when establishing specific requirements.

Since the hazardous substances stored in our port are only waste oil bilge water and sludge wastes, no separation is required. However, as general information, in case of the presence of a different hazardous substance, a separation should be made in the vessel hold in accordance with the drawing below.



## 5. HANDBOOK ON HAZARDOUS CARGOES HANDLED AT THE COASTAL FACILITY

The port facility engaged in Hazardous cargo loading / unloading and handling and temporary storage activities in order to contribute to the safe fulfilment of these activities;  
Classes of Hazardous Material, packages, packaging, labels, markings and packaging groups of Hazardous Material,  
Separation tables on board and in port according to the classes of Hazardous cargoes, Separation distances of Hazardous cargoes in warehouse storage, Separation terms,

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Hazardous Material documents,

A Hazardous Material Handbook, which includes the subjects of Hazardous Material emergency response action flow diagram, has been prepared and presented in the annex.

## **6. OPERATIONAL CONSIDERATIONS**

### **6.1 Procedures for the safe berthing, mooring, loading/unloading, harbouring or anchoring of vessels carrying Hazardous Material by day and night.**

It is the responsibility of the port authority to direct where and when a vessel carrying any Hazardous cargo on its deck can anchor, moor with a tugboat, berth and stay in the port area, taking into account relevant issues such as the nature and quantity of Hazardous cargoes, environment, population and weather conditions.

In case of an emergency, a vessel with any Hazardous cargo on board may be directed to be transported in the port area or to be removed from the port area for the safety of the vessel and crew, with the decision of the vessel's captain, the port authority and the approval of the port authority.

It is the responsibility of the port authority to determine any additional requirements in accordance with local conditions and the quantity and nature of the Hazardous cargoes exposed.

Port facility operators should ensure that the following are provided: Adequate and safe mooring facilities are provided; and

Ensuring adequate and safe access between the vessel and the shore.

### **6.2 Procedures for additional measures to be taken according to seasonal conditions for loading and unloading of Hazardous Material.**

In case of 2 beaufort wind, it is forbidden to work on loading and unloading of Hazardous cargoes in the facility.

### **6.3 Procedures for keeping flammable, combustible and explosive materials away from spark-generating/spark-generating operations and for not operating spark-generating/spark-generating tools, equipment or instruments in Hazardous Material handling, stowage and storage areas.**

.1 Before carrying out a hot work at our facility, the responsible company official who will carry out the hot work shall have a written authorisation issued by the port authority to carry out such hot work. Such authorisation will include details of the hot work location as well as the safety precautions to be followed.

.2 In addition to the safety precautions required to be taken by the port authority, before starting the hot work, the responsible company officer who will carry out the hot work will take additional safety precautions required by the vessel and / or interface together with the vessel and / or interface responsible (s).

.3 These additional safety precautions shall include:

a) Frequency of inspection and re-inspection of local areas and adjacent areas, including tests carried out by approved testing organisations to ensure that areas remain free and clear of flammable and/or explosive atmospheres and that there is no oxygen deficiency;

b) Removal of Hazardous cargoes and other flammable substances from work areas and adjacent areas. The substances to be removed from these areas include lime, sludge, sediment and other potentially flammable substances.



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c) Effective protection of combustible building materials (e.g. beams, wooden partitions, floors, doors, wall and ceiling coverings) against accidental ignition.

d) Sealing and sealing of open pipes, pipe passages, valves, joints, gaps and open parts in order to prevent the spread of flames, sparks and hot particles from working areas to adjacent areas or other areas.

.4 A copy of the hot work authorisation and safety precautions shall be posted at the entrance to each work area as well as in the area adjacent to the work area. The authorisation and safety precautions to be taken shall be posted in a place visible to and clearly understood by all employees involved in the hot work.

.5 When performing hot work,

a) Checks will be made to ensure that conditions have not changed; and

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

.6 Effective fire control shall be carried out in the hot work area, as well as in adjacent areas where there may be a hazard from heat transfer, for a sufficient period of time after completion of this work during hot work.

.7 For additional more detailed information and procedures related to hot works and operations, the "International Safety Guide for Oil Tankers and Terminals (ISGOTT)" document will be referred to. Permission will be granted for works to be carried out on the facility and jetty in accordance with ISGOTT and Work Permit Procedure. Port Facility Work Safety Procedure will also be applied.

## **7. DOCUMENTATION, CONTROL AND RECORDING**

### **7.1 Procedures on all mandatory documents, information and documents related to hazardous substances, their supply and control by those concerned.**


- The following documents related to Hazardous Material are kept up to date.

IMDG Code International Code for Hazardous Material Carried at Sea MARPOL 73/78 as amended International Convention for the Prevention of Pollution from Vessels, 1973/78 S O L A S 74 as amended International Convention for the Safety of Life at Sea 1974 "International Safety Guide for Oil Tankers and Terminals (ISGOTT)"

- Operation Department regarding the Hazardous Material handled in our port; All records of Hazardous cargoes arriving at and departing from the port and temporarily stored in the port shall be created in full and kept in such a way that they can be shown when requested.

Hazardous cargo records are limited to the personnel who need to know.

### **7.2. Procedures for keeping an up-to-date list of all hazardous substances in the coastal facility site and other relevant information regularly and completely**

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- The records of the Hazardous cargoes handled in our port are recorded in the system created by the Operation department in a way to include the following information.  
UN Number,  
PSN name (Suitable Shipping Name, Class, (with sub-hazards)  
Packaging Group (Class 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9) Whether it is a Marine Pollutant,  
Receiver, Sender,  
Container/Packaging, number, Seal number,  
Additional Information (Ignition degree, viscosity etc.) Where it is stored in the Port Area  
Duration of stay in the harbour

**7.3 Procedures for checking that the Hazardous Material arriving at the facility are properly identified, that the correct shipping names of the Hazardous Material are used, certified, packaged/packaged, labelled and declared, that they are safely loaded and transported in approved and compliant packaging, containers or cargo transport units, and reporting of control results.**

- They check the accuracy of the following information on the Hazardous Material Document issued by the Shipper of the Hazardous Material to be accepted to the Port in coordination with the Planning and Operation;

UN Number,

PSN name ( Suitable Shipment Name, Class, ( Together with sub-hazards )

Packaging Group (Class 3, 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9) Whether it is a Marine Pollutant,

Container/Packaging, number, Seal number,


Additional Information (Ignition degree, viscosity etc.) Where to store in the Port Area

- This information is transmitted to the Operation Supervisor Field Supervisors, handling officers, and personnel who need to know through Terminals / Documents and the incoming Hazardous cargo is controlled.

- In the event that the information from the operation and the cargo carries different information, the Operation is immediately informed and the Shipper is instructed to verify the information about the Hazardous cargo / vehicle / container and to correct the missing incorrect label marks.

**7.4. Procedures for the supply and retention of safety data sheet (SDS).**

- As of 1 January 2014, it is obligatory to have a Hazardous Material Safety Data Sheet (SDS) containing the following information with Hazardous Material to be transported in all modes of transport (by road, rail, air and sea) in accordance with the laws of our country.

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UN Number,  
 PSN name (Proper Shipping Name,) (Required for maritime transport) Class, (With sub-hazards)  
 Packaging Group (Class 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9) Whether it is a Marine Pollutant,  
 Tunnel Restriction Code (Required for road transport)

- For all Hazardous cargoes to be accepted to the port, it is checked that this document is present with the Hazardous Material.
- SDSs are sent to DGSA by e-mail.

#### **7.5. Procedures for keeping records and statistics of Hazardous cargoes.**

The report containing information about the Hazardous cargoes handled in our Port Facility has been processed into a computer programme used by the port since 2022 and can be retrieved from the programme at any time.

### **8. EMERGENCIES, EMERGENCY PREPAREDNESS AND RESPONSE**

#### **8.1. Procedures for response to hazardous substances that pose a risk to life, property and/or the environment and hazardous situations involving hazardous substances.**

The options for protective measures in a given situation depend on a number of factors. In some situations, evacuation may be the best option. In other cases, sheltering in place may be the best option. Sometimes, these two actions can be used together. In any emergency situation, the authorities need to give instructions to the public quickly. The public will need to hear information and instructions continuously while being sheltered in place or evacuated.

**Protective Measures** refers to the steps to be taken to protect the health and safety of emergency responders and the public in the event of an incident involving the release of hazardous substances.

**Isolating the Hazardous Area and Prohibiting Entry** means that anyone not directly involved in emergency response operations should be kept away from the area. Unprotected emergency responders should also not be allowed to enter the isolated area.

**The purpose of this "isolation"** is primarily to establish control over the area in which operations are to take place. This is the first step for any subsequent protective action.

**Evacuate:** Refers to the need to move everyone from a threatened area to a safer place. For an evacuation to take place, there must be enough time for people to be warned, prepare and leave the area. If there is sufficient time, then evacuation is the best protective measure.

**Protect at the Scene:** Indicates that people should be taken under protection inside a building and remain inside until the danger has passed.

The measure of sheltering in place is applied if evacuation of persons would pose a greater risk than if they remain where they are, or if evacuation is not possible. Instruct persons inside to close all doors and windows and switch off all ventilation, heating and cooling systems.

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

- a. The facility has an approved fire plan. Fire fighting teams have been formed for each shift. Training exercises and drills are carried out at planned and unplanned times within the scope of various scenarios and reports and records are created. Fire fighting equipment stipulated in the approved plan is kept in full, maintenance checks and tests are carried out.
- b. The facility has an approved Environmental and Marine Pollution Control Plan. Training and drills are carried out twice a year within the scope of a planned scenario and reports and records are created. Equipment related to Environmental and Marine Pollution is stored in the facility and counted and controlled..
- c. Response teams will be assigned in accordance with this guide and IMDG CODE against spillage of hazardous materials.

## 8.3 Regulations on the first intervention to be carried out for accidents involving Hazardous Material (Procedures for first intervention, first aid facilities and capabilities, etc.).

- a. In the event that an Emergency Situation occurs or signs are detected in the port, the Emergency Coordinator initiates the appropriate measures to be taken in accordance with the Emergency Management System in accordance with the relevant plans. Emergency Management Group reviews and implements the decisions regarding the measures to be taken within the scope of ISGOTT and IMDG Code. Developments are continuously monitored by the Emergency Management Group and if necessary, it is decided to take measures at a higher level or to receive assistance.
- b. Emergency Management at facility level will be maintained by using a well-designed organisation, personnel equipped with training and exercises, Emergency Plans including procedures and documentation, and secure, fast internal and external communication facilities. Basically, the following measures will be implemented in Emergency Management and the process will be monitored and controlled.
- c.

PROCEDURES TO BE PERFORMED	Related Sections
<b>WARNING: Notification that an emergency and unexpected situation has occurred / the possibility of occurrence has increased</b>	All Personnel and Vessel
<b>CALLING FOR HELP: Contacting the relevant organisations and conveying the necessary information</b>	All Personnel
<b>RESPONSE: Responding to the Emergency Situation as soon as possible with the correct equipment and trained personnel determined in the Plan</b>	Response teams
<b>FIRST AID: Fulfilment of first aid activities until professional support teams arrive</b>	All First Aid Trained

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<b>RESCUE: Rescue of materials, vehicles, information, documents and other important documents belonging to the Port Facility</b>	First Aid
<b>PROTECTION: Recovered material, tools, information, documents and protection of other important documents</b>	Safety
<b>INFORMATION: Sending the necessary explanations to customers and other persons and the press with whom we have business relations</b>	Press and Public Relations
<b>MANDATORY NOTIFICATIONS: Notifications required to be made to public authorities in accordance with the legislation</b>	Management

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

- a) The time of the accident,
  - b) If known, how the accident occurred and why,
  - c) Location (coastal facility and/or vessel), position and impact area where the accident occurred,
  - d) If there is a vessel involved in the accident, information (name, flag, IMO no, owner, operator, cargo and quantity, master's name and similar information),
  - e) Meteorological conditions,
  - f) UN number, appropriate transport name (to be based on the legislation specified in the definition of Hazardous Material) and quantity of Hazardous Material,
  - g) Hazard class of the hazardous substance or sub-hazard section, if any,
  - h) Packaging group of the Hazardous substance, if any,
  - i) Additional risks of the hazardous substance such as marine pollutants, if any,
  - j) Marking and labelling details of the Hazardous substance,
  - k) The characteristics and number of the packaging, cargo transport unit and container in which the Hazardous Material are transported, if any,
  - l) The producer, sender, carrier and receiver of the Hazardous Material,
  - m) Extent of damage/contamination caused,
  - n) The number of injured, dead and missing, if any,
- Emergency response practices made by the coastal facility for the accident.

#### 8.5 Procedures for reporting accidents.

- a) Communication channels for determining the methods of communication within the port and outside the facility in case of emergencies that may occur in the port facility and for the effective management of emergencies;

They were identified as:

- Fixed Mobile Phones
- Computers
- Walkie-talkie
- Siren
- Messengers.

- b) In case of any emergency that may occur in the port, secure communication is provided with the official authorities, neighbouring facilities and related parties as soon as possible.

- c) Emergency Management Centre; It will operate the reporting system that will accurately inform the relevant authorities about the Emergency Situation that will occur in the port as soon as possible. It will create the records of these reports containing the information to be notified in an emergency in a healthy way.

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d) Hazardous cargo accidents will be reported to the Harbour Master.

### 8.6 Method of coordination, support and co-operation with public authorities.

In emergencies involving hazardous substances, support and co-operation is requested from the official institutions in the Emergency External Communication List.

### 8.7 Emergency evacuation plan for the removal of vessels and marine vessels from the coastal facility in case of emergency

#### Emergency Separation System Preparation

- a) All emergencies must be reported to the Port Authority authorities.
- b) If the emergency separation of the vessel is decided, the safe places where the vessel can be transported under controlled conditions should be specified by the Port Authority.
- c) The master of the vessel and the port facility shall initiate the emergency departure process by mutual agreement in cases requiring emergency separation and shall notify the Port Authority as soon as possible. In cases where the severity of the emergency situation and time permits, a representative from the Port Authority authority or the Harbour Master, Terminal Manager / Operation Officer, Vessel Captain, Pilot Captain will agree on the time and form of the separation process before the emergency separation is carried out.
- d) The vessel's machinery, steering equipment and equipment for taking a break from the Marine System must be made ready for immediate use.
- e) All cargo discharge, ballasting operations should be stopped and be ready for the separation operation.
- f) The vessel's fire circuit should be flooded and water fog should be started to be used for strategic sections.
- g) In all emergencies, if the necessary intervention exceeds the capabilities of the terminal, the local police or fire brigade should be notified immediately.
- h) The decision to remove the vessel under control is based on the principle of life safety, but should also include the following conditions.

Adequacy of tugboats

The ability of the vessel to take off under its own power

The availability of safe places where a Vessel in distress can proceed or be towed

Firefighting competence

Proximity of other vessels


Fire Ropes

- i) As long as the vessel is in the harbour facility, the fire ropes should be kept on the bow and shoulder of the vessel on the sea side. The eye of the ropes should be lowered to sea level and the part above the broadside should be tightened by wrapping at least five turns around the bollard. The part of the rope on the top of the pipe should be taut from the bollard. A rope that can carry the rope should be tied just before the eye of the rope and the eye of the rope should be positioned three metres above sea level. The eye of the rope must be kept at this level at all times while the vessel is in the port facility.

#### Realisation of Emergency Separation

- a) If all the above preparations are examined and deemed appropriate, the vessel will be lifted immediately.
- b) Emergency Separation operations will be provided by fulfilling the following procedures in order.
- c) Close coordination and co-operation between Terminal, Vessel and Port Authorities is required at each stage



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- d) Emergency Separation Procedures are as follows.
- Raising an alarm
  - Informing about the emergency situation via VHF, telephone
  - Initial situation assessment between the vessel captain and the Port Facility official Suspension of the operation
  - Implementation of Port Facility and vessel emergency plan measures Worsening of the current situation and the existence of the above-mentioned emergency separation conditions.
  - Assessment of the situation between the vessel captain, port facility authority, port authority or harbour master, pilot captain
  - Decision on urgent separation
  - Notification of neighbouring facilities and other vessels
  - Deployment of tugboats for emergency separation around the vessel, completing preparations and indicating readiness
  - The master completes the preparations related to the vessel and states that the vessel is ready. Approval to open the release hooks by the authorised person

**ATTENTION!**

**VESSEL EMERGENCY SEPARATION SHOULD BE CONSIDERED AS A LAST RESORT AND THE SEPARATION HOOKS SHOULD NOT BE RELEASED UNTIL ALL PRECAUTIONS HAVE BEEN TAKEN AND THE ABOVE CONDITIONS HAVE BEEN FULFILLED.**

**After Emergency Separation**


- e) Towing the vessel after the vessel separation process and deciding and declaring the location where the vessel will be taken.
- f) Transfer / mooring of the vessel to the allocated area accompanied by tugboats or with its own engine
- g) Port Facility Inspection of the Port Facility and detection of possible damage or deficiency
- h) Assessment of the time when the vessel and port facility will be ready to handle cargo again
- i) Sharing the negativities, if any, that occurred during the emergency departure

An agreement was made between the pilotage and towage organisation and the coastal facility authorities for fire, explosion and similar emergencies that may occur during loading / unloading.

In accordance with the protocol made with the authorised company, tugboats of sufficient towing power and number, equipped to fight fire according to the weather and sea conditions, reach the scene as soon as possible in case of emergency in order to quickly remove the vessel from the facility and tow it to a safe point.

**8.8 Procedures for the handling and disposal of damaged Hazardous cargoes and wastes contaminated with Hazardous cargoes.**

The wastes are collected and transported separately in waste bins according to their types and stored appropriately. Wastes generated as a result of maintenance activities are also handled within this scope.

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If an additional waste class is determined to the existing waste classes, it is integrated into the system.

Wastes are separated according to whether the collected wastes are non-hazardous or hazardous wastes and removed from the facility by contracted organisations in accordance with legal recovery/disposal methods.

The possibilities of all contractors and transporters within the scope of waste management to transport and/or dispose of wastes by appropriate methods are examined.

### 8.9 Emergency drills and their records.

Drills to be applied in case of emergencies are carried out and recorded as shown in the emergency action plan.

### 8.10 Information on fire protection systems.


Emergency and fire equipment are as follows:

***Fire Hydrants, Fire Extinguishers, Fire Cabinets and Fire Hoses, Fire Alarm Detectors in Sites, Electric and Diesel Fire Pumps***

***ATTENTION: In case of large-scale hazardous material fires, no intervention will be made by the port management, the fire brigade will be called immediately.***

In case of fire related to Hazardous cargoes, the emergency response methods specified in the "Emergency Guide (EmS Guide)" in the Supplement of the IMDG Code are also utilised. When any leakage or fire is detected, firstly, the UN Number of the Hazardous Material is found, together with the UN Number, a determination is made for the substance with leakage or fire from the relevant EmS chart written in column 15 of the Hazardous Material List in Volume 2 of the IMDG Code Book, Emergency Schedules in case of leakage or fire of different types of Hazardous substances are as follows:

FIRE CHARTS	DESCRIPTIONS
F – A	GENERAL FIRE CHART
F – B	EXPLOSIVE SUBSTANCES AND OBJECTS
F – C	INCOMBUSTIBLE GASES
F – D	COMBUSTIBLE GASES
F – E	FLAMMABLE LIQUIDS THAT DO NOT REACT WITH WATER
F – F	TEMPERATURE CONTROLLED ORGANIC PEROXIDES
F – G	OBJECTS REACTING WITH WATER
F – H	OXIDISING OBJECTS WITH EXPLOSIVE POTENTIAL
F – I	RADIOACTIVE MATERIAL
F – J	NON-HEAT CONTROLLED SPONTANEOUSLY REACTIVE ORGANIC PEROXIDES

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Fire inventory is as in the Emergency Plan.

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

Periodic maintenance of fire extinguishing and fire protection equipment in the facility is carried out and recorded.

### **8.12 Measures to be taken in cases where fire protection systems do not work.**

In cases where fire protection systems do not work or are not sufficient, assistance is obtained from the local fire brigade.

## **9 OCCUPATIONAL HEALTH and SAFETY**

### **9.1. Occupational health and safety measures.**

The Port Facility Management is obliged to take all necessary measures to prevent employees from being affected by these substances, to minimise the effects of these substances where this is not possible, and to protect employees from the hazards of these substances when working with hazardous chemicals.

#### **9.1.1 Risk assessment**

Liman The Facility Operator is obliged to carry out a risk assessment in accordance with the provisions of the Occupational Health and Safety Risk Assessment Regulation published in the Official Gazette dated 29/12/2012 and numbered 28512 in order to determine whether there are hazardous chemicals in the port facility and to determine the negative effects of hazardous chemicals in terms of health and safety of employees.

#### **9.1.2 Emergency cases**

Port Facility Management takes into account the emergency situations arising from hazardous chemical substances in the port facility, without prejudice to the matters specified in the Regulation on Emergency Situations in Workplaces published in the Official Gazette dated 18/6/2013 and numbered 28681.

#### **9.1.3 Training and informing employees**

Port Facility Management ensures that employees and representatives are trained and informed, without prejudice to the matters specified in the Regulation on the Procedures and Principles of Occupational Health and Safety Training of Employees dated 15/5/2013 and numbered 28648.

### **9.2 Information on personal protective clothing and procedures for its use.**

#### **Personal Protective Equipment of Intervention Teams**

##### **Level A**

Area of usage : High level skin, respiratory, eye etc. events that need to be protected - Gas-tight.  
 Positive pressure Scuba Breathing apparatus - SCBA  
 Fully protective clothing against chemicals  
 Gloves, chemical resistant inside  
 Gloves, chemical resistant outside  
 Boots or boots, chemical resistant, steel heeled  
 Underwear, cotton, long sleeves and cuffs  
 Hard Headboard  
 Long sleeves  
 Two-way radio communication (Non-Sparking)

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### **Level B**

Minimum level required for entry and exit to and from the scene, rather for spillage of liquids Positive pressure Scuba Breathing apparatus - SCBA  
Protective clothing against chemicals  
Gloves, inside chemical resistant Gloves, outside chemical resistant  
Boots or boots, chemical resistant, steel heeled  
Hard Headboard  
Two-way radio communication (Non-Sparking)  
Face Mask

### **Level C**

It is used when the chemical in the environment is known, the concentration is determined, and it is decided that the skin and eyes will not be damaged. However, continuous measurement should be made.

- Full mask, air purifying filter
- Protective clothing against chemicals
- Gloves, chemical resistant inside
- Gloves, chemical resistant outside
- Boots or boots, chemical resistant, steel heeled
- Hard Headboard
- Two-way radio communication (Non-Sparking)
- Face Mask

### **Level D**

Work clothes (emergency responders). Requires long sleeves and safety shoes/boots. Other personal protection equipment depends on the situation. If there will be problems in contact with skin, you should not enter the scene with this type of clothing.

## **10. OTHER MATTERS**

### **10.1 Validity of Hazardous Material Conformity Certificate**

The port also has a TMUB updated 02.09.2021 and valid until the date of the Coastal Facility Temporary Operation Permit.

### **10.2 Tasks defined for the Hazardous Material Safety Advisor**

**Within the scope of the DIRECTIVE ON THE ISSUANCE OF SHORE FACILITY HAZARDOUS CARGO CONFORMITY CERTIFICATE dated 31/5/2022 and numbered 330837**


#### **Hazardous Material safety advisor**

**ARTICLE 10 - (1)** In addition to IMDG Code, DGSA has information about IBC Code, IGC Code, IMSBC Code and MARPOL 73/78 applications and generally about the Hazardous cargo activities of the coastal facility within the scope of Hazardous cargoes handled at the coastal facility. Controls whether the Hazardous cargoes handled in the coastal facility are handled in accordance with the rules and informs the coastal facility.

(2)DGSA shall ensure that the coastal facilities where they work or provide services are in compliance with the Regulation

prepares quarterly reports in the format determined by the Administration for the responsibilities specified in the Directive and notifies this report to the Administration. If deficiencies or inaccuracies are detected in the reports, the Administration or the port authority is authorised to carry out inspections at the coastal facility. The Administration may work on entering these reports via e-Government.

(3)DGSA is present at the coastal facility during the TYUB inspections conducted within the scope of Article 7 and actively participates in the inspections.

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The audit of the coastal facilities whose DGSA does not participate in the audit is not carried out and the audit fee is not refunded. In this case, the coastal facility is also required to re-apply within the scope of Article 6 and pay the audit fee again.

(4) DGSAs working / serving in the coastal facility should be able to reach the facility within 2 (two) hours at the latest when called by the coastal facilities where they work or serve, the request of the port authority to which they are affiliated or in case of emergency when there is a Hazardous cargo operation stored and / or handled in the facility by the facility and cargo authorities. Otherwise, administrative sanctions are applied by the port authority within the scope of the Regulation.

(5) DGSA working/serving at the coastal facility prepares the Hazardous Material Handling Guide of the coastal facility together with the coastal facility and checks its accuracy. DGSA's signature is also included in the guide.

### **10.3 Issues for the carriers of Hazardous Material that will arrive at/leave the coastal facility by land (documents that road vehicles carrying Hazardous Material must have at the entrance/exit from/to the port or coastal facility area, equipment and equipment that these vehicles must have; speed limits in the port area, etc.).**

The following are the requirements for transports within the scope of ADR:

- SRC 5 certificate suitable and valid for transport
- ADR written instruction
- Vehicle Certificate of Conformity valid and suitable for transport
- Transport documents
- CSC Certificate for containerised transports
- In the case of the use of heat-treated wood in the cargo transport unit (CTU) and for loading security or transport, a certificate that the wood is suitable
- Loading safety certificate showing that the cargoes in the container or vehicle are properly secured within the scope of the IMDG Code (except for partial cargoes and solid / liquid bulk cargoes with no gaps, no possibility of movement)

The documents to be issued by the relevant parties during the transport of Hazardous Material are as follows:

- Hazardous Material Declaration
- Hazardous Material Transport Waybill
- Multimodal Hazardous Material Form
- Hazardous Material Manifesto
- Packaging and Container/Vehicle Loading Certificate
- Material Safety Data Sheet
- Transport documents showing exemption for transports within the scope of ADR/RID/IMDG Code 3.4 and 3.5
- Transport documents showing exemption for transports within the scope of ADR 1.1.3.6
- Compulsory financial liability insurance for Hazardous Material and hazardous waste

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Hazardous cargoes arriving at and departing from port facilities cannot be transported without the mandatory documents for transport listed above. Cargoes that are not properly secured under the IMDG Code are also treated as Hazardous cargo.

The speed limit in the port area is 20 km/h.

#### **10.4 Issues for the carriers of Hazardous Material that will arrive at the coastal facility / leave the port facility by sea (day / night signs to be shown by vessels and marine vessels carrying Hazardous cargo at the port or port facility, cold and hot working procedures on vessels, etc. issues).**

##### **10.4.1. Arrival by Sea**

###### **Hazardous bulk cargoes (liquid or solid):**

- a) The name of the vessel and the vessel's IMO number, agency and estimated time of arrival (ETA), normally no later than 24 hours before arrival;
- b) A list of Hazardous bulk cargoes showing the product name and other information required by the relevant IMO Code;
- c) For the cargo, a valid International Certificate of Conformity for the Bulk Carriage of Hazardous Chemicals or a valid Certificate of Conformity for the Bulk Carriage of Hazardous Chemicals, whichever is appropriate, the International Pollution Prevention Certificate for the Carriage of Liquid Bulk Substances Hazardous to Health (NLS Certificate) and/or the International Fuel Oil Pollution Prevention Certificate must be kept;
- d) Hazardous cargoes to remain on board must be specified in a way to refer to their numbers in the list;
- e) Additional information that may be submitted to the port authority before Hazardous cargoes are brought into or removed from the port area may be those specified in Part B of the ISPS Code. Examples of other information required by the regulatory authorities on packaged Hazardous cargoes are as follows:
  - .1 Container number
  - .2 Transport licence number or reference (if IMDG Code class 1 or 7);
  - .3 Consignee or local carrier name and contact details (if available).

##### **10.4.2. Departure by Sea**

###### **Hazardous bulk cargoes (liquid or solid):**

- a) The name of the vessel and the vessel's IMO number, agency and estimated time of departure (ETD) as required by the regulatory authorities;
- b) A list of Hazardous bulk cargoes showing the product name and other information required by the relevant IMO Code;
- c) For the cargo, a valid International Certificate of Conformity for the Carriage of Hazardous Bulk Chemicals or a valid Certificate of Conformity for the Carriage of Hazardous Bulk Chemicals, whichever is appropriate, the International Pollution Prevention Certificate for the Carriage of Liquid Bulk Substances Hazardous to Health (NLS Certificate) and/or the International Fuel Oil Pollution Prevention Certificate must be available;
- d) Stowage or location of Hazardous cargoes on board.

#### **10.5 Additional matters to be added by the coastal facility.**

##### **10.5.1 Training**

General awareness, task-oriented training and safety training within the scope of IMDG code must be taken.



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### 10.5.2 Accident Prevention Policy

#### **ACCIDENT PREVENTION POLICY OF ULUSOY CESME LIMAN ISLETME A.S.**

**As the management of ULUSOY CESME LIMAN ISLETME A.S., we are aware that the operations carried out in our port have the potential to cause accidents due to their nature.**

**However, we believe that all accidents can be prevented. Therefore, we are committed to managing operations in the best possible way to prevent accidents and ensure the highest level of protection of employees, subcontractors, visitors, neighbours and the environment.**


**With the aim of preventing accidents and reducing their effects in line with ULUSOY CESME LIMAN ISLETME A.S. Quality Management Systems;**

**Our "ACCIDENT PREVENTION POLICY" includes the following:**

- **Ensuring that a high level of safety measures are taken for people and the environment around the port facility and providing all necessary resources for this purpose,**
- **Carrying out risk assessments based on quantitative analyses related to ordinary and extraordinary operations in order to identify and evaluate accidents and keeping these assessments constantly updated**
- **Carrying out the arrangements including maintenance, repair and temporary stoppages regarding the risks identified and preparing the necessary procedures,**
- **To follow technological developments in order to prevent accidents and minimise their effects and to provide the necessary support for the continuous improvement of safety measures in the facilities,**
- **Making the necessary arrangements and controls for new plant and process design together with planned changes, and carrying out risk assessments and evaluating their acceptability before they are carried out,**
- **Identification of emergencies that can be detected in advance through systematic analysis, preparation of emergency plans for these emergencies and regular auditing and review in drills,**
- **Monitoring the performance of the system within the framework of the procedures in order to evaluate compliance with the objectives set by the Quality Management Systems, and investigating corrective actions in case of non-compliance,**
- **Appointment of personnel with appropriate knowledge, skills, training and experience for positions that will affect operational business processes, safety and security within the organisation,**
- **Ensuring that our staff continuously improve themselves by providing trainings,**

#### **10.5.3 Hot Work Procedure**

1. **Hot works to be carried out on board are not permitted. However, in mandatory cases, permits will be obtained by the vessel agency in accordance with the legal regulations and will be carried out under the control of the port facility. Hot work must be carried out at least 50 metres away from the Hazardous cargo area. Hot works closer than 50 metres to the Hazardous cargo area are not allowed. In case of 2 beaufort wind, hot work will not be carried out in the facility.**
2. **Before starting hot works and operations in our port facility, written permission will be obtained from the port authority that such hot works can be carried out. In the said permission, the Hot Work Form will specify the details of the place where the hot work and operations will be carried out and also the safety precautions to be applied.**
3. **Hot Work Form includes the following.**

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- a) Frequent inspections of the area where the work is to be carried out and adjacent areas, including tests carried out by accredited testing organisations, to ensure that the areas where the work is to be carried out are free from flammable and/or explosive atmospheres and are not deficient in ventilation and oxygen,
  - b) Removal of hazardous cargoes and other flammable substances from work areas and adjacent areas, (substances to be removed from such areas include lime, sludge, sediment and other potentially flammable substances).
  - c) Effective protection of combustible building materials (e.g. beams, wooden partitions, floors, doors, wall and ceiling coverings) against accidental ignition,
  - d) Sealing and sealing of open pipes, pipe penetrations, valves, joints, gaps and open parts in order to prevent the spread of flames, sparks and hot particles from working areas to adjacent areas or other areas,
4. A sign with the permit for the hot work to be done and the safety precautions to be taken shall be posted in the work area and at all entrances to the work area. The authorisation document and safety precautions shall be easily visible and clearly understood by everyone who will carry out hot work.
5. The following points should be taken into consideration while performing hot works:
- a) Checks shall be made to verify that the existing conditions in the working environment have not changed.
  - b) When hot work is carried out, at least one fire extinguisher or other suitable fire extinguishing equipment, together with all its apparatus, shall be readily available for immediate use.
6. During hot work and operations, when such work is completed and for a sufficient time after completion, effective fire control shall be carried out in the area where the hot work is carried out and in adjacent areas where danger may arise due to heat transfer.
7. The need to refer to the "International Safety Guide for Oil Tankers and Terminals (ISGOTT)" document for additional more detailed information and procedures related to hot work and operations shall always be taken into consideration.

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**(Sıcak Çalışma Talep Formu)**  
**(Form of Requesting Hot Work Permission)**

Geminin Adı <i>Ship's name</i>	Tipi <i>Type of Ship</i>	IMO No: <i>IMO Nr.</i>	Bayrak Devleti <i>Flag State</i>	Ordino tarih ve no <i>Date and no of the berthing order</i>

Yükün Cinsi <i>Type of Cargo</i>	Miktarı <i>Quantity of Cargo</i>	İşlem (Yükleme/Boşaltma) <i>Operation (loading/discharging)</i>	Sıcak çalışma anında gemide mevcut olacak tahmini miktar. <i>Quantity of cargo at the time of hot working</i>

**SICAK ÇALIŞMA İŞLEMLERİ HAKKINDA BİLGİ (Details about hot working operation)**

<b>GEREKÇE (Reasons):</b> <i>Aşağıda belirtilen ve/veya varsa diğer gerekçelerinizi belirtiniz. (Mark one of the reasons below or explain if other than those stated below)</i>	
<input type="checkbox"/> Yükleme/Boşaltma anında oluşan hasarların giderilmesi (Repairing the damages occurred during loading/discharging)	
<input type="checkbox"/> Yük istifleniş başı amacıyla mapra vb. ekipmanların montajı (Erection, overhaul etc. Erection, overhaul)	
<input type="checkbox"/> PSC Denetimi sonucu tespit edilen aksaklıkların giderilmesi (Rectifying deficiencies found during PSC inspection)	
<b>PLANLANAN SICAK ÇALIŞMA İŞLEMLERİ (Explanation of Hot Working Operations – Date, Working Hours and Duration must be indicated) (Tarih, Çalışma Saatleri ve Süresi Belirtilecektir)</b>	
1	
2	
3	
4	
5	

**ÇEŞME LİMAN BAŞKANLIĞINA**

*(HARBOUR MASTER OF ÇEŞME)*

<b>The Master and/or the agent of the above mentioned vessel declare that:</b>		<b>Yukarıda adı ve karakteristik bilgileri verilen gemide;</b>	
1- <i>There will be no flammable/ explosive or dangerous cargo on board during hot working operation.</i>		1- Sıcak çalışma anında yanıcı parlayıcı tehlikeli yük bulunmayacağını,	
2- <i>Necessary precautions will be taken according to safety management system.</i>		2- Gemi içerisinde ISM Çođ çerçevesinde gerekli tedbirlerin tesis ve tanzim edileceğini,	
3- <i>Additional precautions will be taken if requested by the port facility.</i>		3- Yanışık durumda olduğumuz Liman İşletme Tesisince gerek görüldüğünde ilave tedbirlerin Tesis Sorumlusu nezaretinde tanzim ve tesis edileceğini,	
4- <i>In case of using external maintenance team, necessary permission will be taken from the custom office and checkings/controls in the frame of ISPS code will be done.</i>		4- Harici bir Tamir Ekibi kullanılması halinde İlgili Gümrük İdaresinden gerekli izinlerin alınacağını ve ISPS Çođ çerçevesinde gerekli denetimlerin yapılacağını,	
5- <i>No any other hot works other than those stated above will be done, and kindly request your permission.</i>		5- Yukarıda belirtilen planlanan sıcak çalışma işlemleri haricinde başkaca bir sıcak çalışma ameliyesi yapılmayacağını, taahhüt eder müsaadelerinizi arz ederiz.	
<b>Gemi Kaptanı (Master name-signature-stamp/date)</b> Adı – MühürKaşe Tarih – İmza		<b>Acentesi (Agent-Name-Date-Stamp&amp; Signature)</b> Adı – MühürKaşe Tarih – İmza	

**HARBOUR MANAGEMENT FACILITY APPROVAL:**

During the planned and authorised hot work operations on the above-mentioned vessel;

- 1- Flammable, flammable, Hazardous cargo shall not be discharged to the vessel in question.
- 2- Oil-fuelling will not be allowed to the vessel in question.
- 3- No combustible, flammable, hazardous cargo handling will be carried out at an unsafe distance to the vessel in question.
- 4- Additional measures will be taken when deemed necessary.
- 5- ISPS Code requirements will be fulfilled if we authorise the use of an external Repair Team.

It is deemed appropriate provided that no other hot work operations other than the hot work operations specified / planned in the request are carried out.


**Port Management Facility Authorised**

Name - Seal/Stamp

Date – Signature

Following the finalisation of the studies, it is deemed appropriate provided that the agency informs our Presidency and the above-mentioned criteria are complied with.

Harbour Master of Çeşme

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The hot work form can be made by the company official who will carry out the hot work by obtaining the approvals of the port management and the port authority respectively. In this context, the main responsibility is again the real or legal persons who do / have the work done.

## **10.6 Responsibilities of Personnel in Operation**

### **10.6.1 Operation Officer**

#### **In Export Operation;**

1. The list of Hazardous Material to be loaded on the vessels will be sent in advance by the Operation Officer in charge to the gate registration personnel, port security officer, field operation personnel and the loading officer of the vessel.
2. Field personnel will be directed to the Hazardous load area by checking the suitability of the Hazardous load according to the segregation table. In case the positioning of the Hazardous cargo is not suitable according to the segregation plan, the Operation Supervisor will request correction from the operator.

#### **In Import Operation;**

1. The list of Hazardous cargoes to be discharged from the vessels and the documents within the scope of ADR will be notified in advance by the Operation Officer to the field operation personnel for port temporary storage and to the port gate exit security officer for the controls within the scope of ADR (Annex-1).
2. Field personnel will be directed to the Hazardous cargo area by checking the suitability of the Hazardous cargo according to the separation table. In case the positioning of the Hazardous cargo is not suitable according to the segregation plan, the Operation Officer will request correction from the mafi operator.

### **10.6.2 Field Operation Personnel**


Provides environmental safety.

Takes the necessary fire precautions and checks that the system is working. Checks the availability of necessary warning and warning signs.

Ensures that Hazardous cargoes are positioned in the Hazardous cargo area according to the separation table.

### **10.6.3 Operators**

1. They ensure that the Hazardous cargoes are discharged from the vessel and taken to the stowage area according to the vessel loading plan given by the operation officer in the import operation.
2. In the export operation, they ensure that the Hazardous cargoes are positioned on the vessel according to the instructions given by the operation officer and the vessel loading officer.

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## 10.7 EmS (Emergency Procedures for Vessels Carrying Hazardous Material) and MFAG (Medical First Aid Guide)

In emergency situations, it is important to use all available information from IMDG Code, EMS and MFAG, as well as IMSBC and IBC Codes in respect of Hazardous cargoes.

### 10.7.1 EmS

EmS includes procedures for actions to be taken when a fire or spillage of hazardous substances occurs.

EmS includes specific action procedures for certain products as well as general procedures applicable to a whole class of substances.

The necessary protective equipment and the types of extinguishing agents available for extinguishing fires involving Hazardous Material can be found in the EmS guide "In case of emergency action".


EmS is divided into two for spills and fires. There are EmS application numbers for each UN number in column 15 of the Hazardous Material list. It is not mandatory to indicate the EmS number in the Hazardous Material Declaration.

Plans have been prepared for two separate emergencies such as FIRE and LEAKAGE:  
*Emergency Plan for fire (EmS for fire)*

*Emergency Plan for spillage (EmS for spillage)*

- When any leakage or fire is detected, the UN Number of the Hazardous substance is first found,
- Determination is made for the substance with leakage or fire from the relevant EmS chart written in column 15 of the Hazardous Material List in Volume 2 of the IMDG Code Book together with the UN Number,  
Emergency Schedules in case of leakage or fire of different types of Hazardous substances are as follows

FIRE CHARTS	DESCRIPTIONS
F – A	GENERAL FIRE CHART
F – B	EXPLOSIVE SUBSTANCES AND OBJECTS
F – C	INCOMBUSTIBLE GASES
F – D	COMBUSTIBLE GASES
F – E	FLAMMABLE LIQUIDS THAT DO NOT REACT WITH WATER
F – F	TEMPERATURE CONTROLLED ORGANIC PEROXIDES
F – G	OBJECTS REACTING WITH WATER
F – H	OXIDISING OBJECTS WITH EXPLOSIVE POTENTIAL
F – I	RADIOACTIVE MATERIAL
F – J	NON-HEAT CONTROLLED SPONTANEOUSLY REACTIVE ORGANIC PEROXIDES

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<b>SPILLAGE CHARTS</b>	<b>DESCRIPTIONS</b>
S – A	POISONOUS OBJECTS
S – B	ABRASIVE OBJECTS
S – C	FLAMMABLE CORROSIVE LIQUIDS
S – D	FLAMMABLE LIQUIDS
S – E	FLAMMABLE LIQUIDS ON WATER
S – F	WATER SOLUBLE MARINE POLLUTANTS
S – G	FLAMMABLE SOLIDS AND REACTING OBJECTS
S – H	FLAMMABLE SOLIDS (FUSIBLE MATERIAL)
S – I	FLAMMABLE SOLIDS (REPACKAGING POSSIBLE)
S – J	SOAKED AND SELF-HEATING EXPLOSIVE OBJECTS

## 10.7.2 MFAG


MFAG table numbers are not mandatory to be specified in the Declaration on Hazardous Substances. MFAG constitute a flowchart of actions to be taken according to the syndromes in case a person is exposed to a type of hazardous substance. However, it is important that workers are trained to use MFAG in advance to work in an emergency situation.

Employees should also liaise with a doctor for assistance in treating an injured person.

## 11. ANNEXES

- 1- General site plan of the coastal facility
- 2- General view photos of the coastal facility
- 3- Emergency Contact Points and Contact Details
- 4- General Layout Plan of Hazardous Material Handling Areas
- 5- Fire Plan of Areas where Hazardous Material are Handled
- 6- General Fire Plan of the Facility
- 7- Emergency Plan
- 8- Emergency Assembly Places Plan
- 9- Emergency Management Scheme
- 10- Hazardous Material Manual
- 11- Infiltration areas and equipment, inlet/outlet drawings for CTU and Packages
- 12- Inventory of Port Service Vessels
- 13- Sea coordinates of the administrative boundaries of the Port Authority, anchorage areas and pilot landing / disembarkation points
- 14- Emergency response equipment against marine pollution in the coastal facility
- 15- Personal protective equipment (PPE) usage map
- 16- Hazardous cargo incidents notification form
- 17- Control results notification form for Hazardous cargo transport units (CTUs)
- 18- Other necessary attachments
- 19- Hazardous Material Handling Guide Additional Cargo Notification (Where required)



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## 12. ABBREVIATIONS

VHF: Sea Band Radio

CTU: Cargo Transport Unit

IMDG: International Hazardous Material Guide

IMO: International Maritime Organisation

ILO: International Labour Organization

UN: United Nations

PEAR: Harmful to People, Environment, Property and Reputation

NWTF: National Waste Transport Form

AFAD: Disaster and Emergency Management Presidency

## 13. PRESENTATION

These Guidelines apply to the entry and presence of Hazardous cargoes in port areas, both on board vessel and on shore. They are intended to apply to all vessels visiting a port, regardless of their flag. They should not apply to vessels' stores and equipment or to troop transport vessels and warships.

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It is important that definitions are carefully analysed and used to avoid misunderstanding.

## 14. DEFINITIONS


Interface means a dock, breakwater, breakwater, quay, jetty, pier, marine terminal or similar structure (floating or non-floating) to which a vessel may be moored. This includes any facility or property, other than a vessel, used directly or indirectly in the loading or unloading of Hazardous cargoes.

Port Facility means any person or organisation that controls a port operation on a day-to-day basis.

Bulk means cargo intended for carriage without intermediate compartments for storage in a tank permanently fixed on or in the vessel or in a cargo space which is a structural part of a vessel.

Cargo companies means a shipper (consignor), carrier, forwarder, forwarding agent, groupage agent, packing house or any person, company or institution involved in any of the following activities: receiving cargo at the port, transporting it by sea and having control over the cargo at all times in relation to the identification, containment, packaging, packing, securing, labelling, placarding or documentation of Hazardous cargoes

Certificate of Conformity means a document issued by or on behalf of the Administration in accordance with the relevant laws for the vessel's structure and equipment certifying that the vessel's structure and equipment are suitable for the Hazardous cargoes to be carried on board the vessel.

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Hazardous Material means any of the following cargoes, whether or not transported in packaged, bulk packaged or bulk form, within the scope of the following documents:

Oils covered by MARPOL 73/78 Annex I;

- Gases covered by the Laws for the construction and equipment of vessels carrying Liquefied Gases in bulk;
- Toxic liquid substances/chemicals, including wastes, covered by MARPOL 73/78 Annex II and the Code for the construction and equipment of vessels carrying Hazardous Chemicals in bulk;
- Chemical hazards in bulk (MHBs), including wastes, covered by the group B annexes to the Code of safety practices for bulk cargoes in solid form (BC Code) and solid materials in bulk containing solid hazardous materials;
- Hazardous substances in packaged form (covered by MARPOL 73/78 Annex III); and
- Hazardous substances, materials or materials (covered by the IMDG Code).

The term Hazardous cargoes also includes any uncleaned packaging (tank-container containers, intermediate bulk containers (IBCs), bulk intermediate containers (IBCs), bulk packages, portable tanks or tank vehicles) filled with a substance that is not classified as Hazardous or that has been purged of gases to neutralise any Hazardous and previously transported Hazardous cargo if the residues of Hazardous cargoes have not been adequately cleaned.

Certificate of Conformity means a document issued by or on behalf of the Administration to a vessel carrying Hazardous Material in bulk in solid form or in packaged form under SOLAS regulation II-2/19.4, which constitutes evidence that the structure and equipment comply with the requirements of the regulation.

Flexible conduit means flexible hose and end fittings, including means with sealed ends, used for the transfer of Hazardous cargoes.


Handling includes intermediate holding operations, such as the temporary storage of Hazardous cargoes in the port area during their transport from the point of origin to the destination route for the purpose of changing the means and methods of transport and movement within the port, which form part of the transport supply chain for cargoes, and loading or unloading operations from a vessel, railway wagon, vehicle, freight container or other means of transport, intermediate transport between vessels or other means of transport or transfer within a vessel or in a warehouse or terminal area. This term has been extended to cover the full range of many operations relating to Hazardous cargoes in the port area.

Hot work means open fire and flame, power tools or hot riveting, grinding, welding, burning, cutting, welding or other repair work involving heat or the generation of sparks, which may be made hazardous by the presence of or in close proximity to Hazardous loads.

Captain means a person in command of a vessel. Pilot not included.

Packaging means the packing, loading and filling of Hazardous cargoes into consignees, intermediate containers for bulk transport (IBCs), freight containers, tank containers, portable tanks, railway wagons, bulk containers, vehicles, vessel-borne barges or other cargo transport units.

Pipeline means all pipes, connections, valves and other auxiliary plant, apparatus and equipment in a port used for or relating to the loading of Hazardous cargoes

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However, it shall not include any pipe, apparatus or piece of equipment, flexible pipe, loading arm of the vessel, except the ends of the parts of the pipes, apparatus or equipment of the vessel to which the flexible pipes are connected.

Port area means the land and sea area defined by legislation. Note: Some harbour areas may overlap and legal requirements should be taken into account in this case. When establishing the definition of a harbour area in legislation, care needs to be taken to ensure that the law applies to all facilities that may be involved.

Port Authority means any person or body authorised to exercise effective control in the port area.

Administration(s) means the national, regional or local authority that has the authority to enforce legal requirements and is authorised to enforce legal requirements in relation to a port area.

Responsible Person means a master of a vessel or a person appointed by a shore-side employer who is certified or otherwise recognised by the Regulatory Authority where necessary, has sufficient knowledge and experience for this purpose, and has the authority to make all decisions in relation to a specific task.

Vessel means any watercraft used for the carriage of Hazardous cargoes, whether or not capable of taking to the open sea, including those used in inland waters.

Vessel's stores means materials on board a vessel for the maintenance, preservation, safety, use or navigation of the vessel (excluding fuel and compressed air used for the vessel's primary propulsion machinery or stationary auxiliary equipment) or for the safety or comfort of the vessel's passengers or crew. The vessel's stores are stated to include those items, including those for the comfort of passengers and crew, which a vessel may require for the normal operation of the vessel, but excluding items which a vessel may carry for the purpose of carrying out specialised functions, e.g. explosives carried by a deep-sea rescue vessel or hazardous substances used by a well propulsion vessel.

Responsible person means a person who has up-to-date knowledge, experience and competence to fulfil a specific task.

Stowage means the positioning of packages, intermediate bulk containers (IBCs), freight containers, tank containers, portable tanks, bulk containers, vehicles, barges, other cargo transport units and bulk cargo on the deck, holds, sheds or other areas of the vessel.

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

An unstable substance means a substance which, due to its chemical structure, has a tendency to polymerise or otherwise give Hazardous reactions under certain temperature conditions or in contact with a catalyst. Reduction of this tendency can be achieved through special transport conditions or by using a sufficient amount of chemical inhibitors or stabilisers in the product.