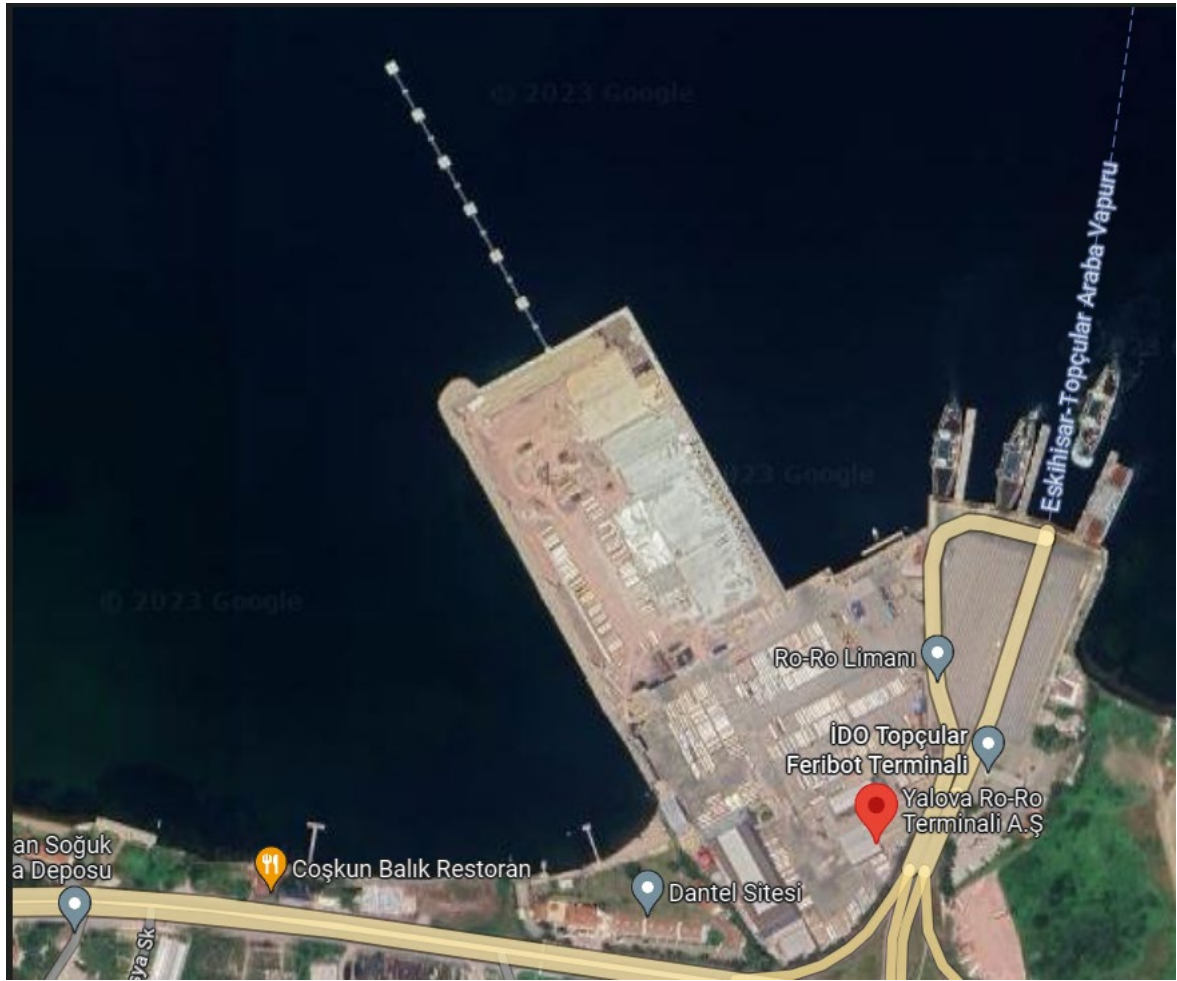




**YALOVA RO-RO TERMİNALİ A.Ş.
DANGEROUS CARGO HANDLING GUIDE**



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REVISION PAGE

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				Name & Surname	Signature
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4	R(4)	Dangerous Goods Guide Implementing Regulation	18.09.2019	Belgin Koroğlu Deniz A. Cura	
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24	R(24)	Section 9.2 PPE Table updated.	25.12.2024	Belgin Koroğlu Deniz A.Cura	

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1.INTRODUCTION

The entry and exit of cargo transport units, handling operations, safety and protection of the port area and cargoes in Yalova Ro-Ro Terminal are implemented in a way that does not harm people and the environment.

The recommendations in this guide are related to dangerous goods temporarily stored, loaded and unloaded at the port area within the scope of International Code for Dangerous Goods Transported by Sea (IMDG Code) and the rules to be applied regarding these goods.

The purpose of this guide is to provide general information about the dangerous goods classes, marking and labeling, segregation requirements, the documents accompanying dangerous goods, national transportation regulations to the personnel involved in the handling of dangerous goods at the port area. It is intended to assist people involved in the transport of dangerous goods by sea with their transactions.

Personnel at the port involved in the transportation of dangerous goods by sea will take into account the safety provisions regarding the transportation of dangerous goods and act in accordance with their responsibilities.

Accurate description and classification of dangerous goods by the Consignor or Cargo representatives of the dangerous goods, proper packaging of dangerous goods in compliance with loading prohibitions, and shipment of CTUs (cargo transport units) with all necessary marks, labels and documents are very important for the planning and implementation of the operations to be carried out in the port area.

Awareness of coastal facility employees about dangerous goods is provided by the training specified in IMDG Code Section 1.3. Safe transportation and loading of dangerous goods and their discharge from ships are carried out in accordance with the relevant legislation and regulations.

The preparation of this guide was based on the “ TYER- Dangerous Goods Guide- Implementation Instruction” of General Directorate of Transport Services Regulation and was prepared in accordance with the requirements of IMDG Code, ADR and Directive on the Arrangement of Dangerous Goods Conformity Certificate.

Dangerous Goods Handling Guide Instructions – <https://denizcilik.uab.gov.tr/yonerge-talimat>

1.1 Facility Information Form

General information regarding the facility is as specified in the following facility information form:

1	Facility operator's name/title	Yalova Ro-Ro Port Inc.		
2	Facility operator contact information (address, telephone, fax, e-mail, and webpage)	Eyüp Sultan Mah. Mehmet Akif Cad. Nu:3A Kat:4 Sancaktepe - ISTANBUL Tel: 0 226 815 8000 www.yalovaroro.com		
3	Facility name	Yalova RO-RO Terminali		
4	Province where the facility is located	YALOVA		
5	Facility contact information (address, telephone, fax, e-mail, and webpage)	Merkez Mahallesi Yalova-Kocaeli Yolu Caddesi Nu.: 4/1-2 Taşköprü / Çiftlikköy / YALOVA Tel: 0 226 815 8000 info@yalovaroro.com		
6	Geographical region where the facility is located	Marmara		
7	Port Authority which the facility is subject to and its contact details	Yalova Regional Port Authority (Yalova Blge Liman Başkanlığı) Süleyman Bey, Yalı Cd. No:64, 77100 Merkez/Yalova phone:0 226 813 5410		
8	Municipality which the facility is subject to and its contact details	Taşköprü Municipality Merkez Mah. No.1 Phone: 0 226 353 2079		
9	Name of the Free Zone or Organized Industrial Zone where the facility is located	-		
10	Expiry date of the Coastal Facility Operating Permit/Temporary Permit	Expiry Date for Coastal Facility Certificate of Compliance: 14.02.2027		
11	Activity status of the facility (X)	Own Cargo and additional 3rd party cargo (x)	Own cargo (...)	3rd party ()
12	Facility superintendent's name and surname, contact details (telephone, fax, e-mail)	Mustafa Özlen Atçeken 0226 815 8000 mustafa.atceken@yalovaroro.com		
13	Name and surname, and contact details (telephone, fax, e-mail) of facility's dangerous goods operations superintendents	Hasan Şark 0226 815 8000 hasan.sark@yalovaroro.com Mustafa Uzunlu 0226 815 8000 mustafa.uzunlu@yalovaroro.com Özgür Ekinci 0226 815 8000 ozgur.ekinci@yalovaroro.com Levent Bozboga 0226 815 8000 levent.bozboga@yalovaroro.com		
14	Name and surname and contact details (telephone, fax, email) of facility's dangerous goods safety advisor	Deniz A. Cura 0 850 305 0 486 deniz.cura@gvndanismanlik.com		
15	Facility's sea coordinates	41° 41'25.34" N 29° 25'52.75" E		
16	Type of Dangerous Goods handled at the facility.(Cargoes within the scope of MARPOL Annex-1, IMDG Code, IGC Code, IMSBC Code, Grain Code, TDC Code and asphalt/bitumen and scrap loads)	IMDG Code, Packaged dangerous goods		

17	Dangerous goods handled at the facility (Types of cargo in Article16. loads other than IMDG Code will be written separately. Additional cargo requests will be submitted to the port authority with Annex-1 form. It will be added to TYER (Dangerous Goods Handling Guide)when appropriate)	IMDG Code, Packaged dangerous goods (except Class 1, Class 6.2 and Class 7)			
18	Classes for handled cargo subject to IMDG Code,	IMDG Code, Packaged dangerous goods (except Class 1, Class 6.2 and Class 7)			
19	Groups in the characteristic table for handled cargo subject to IMSBC Code,	-			
20	The types of vessels that may berth at the facility	Ro-Ro Cargo ships			
21	Facility's distance to the highway (in kilometers)	Next to the road			
22	Facility's distances to the railway (in km) or railway connection (Yes/No)	There's no railway lines in the region			
23	Name of the nearest airport and its distance to the facility (in km)	Sabiha Gökçen 65 km. Bursa Yenişehir 65 km			
24	Facility's cargo handling capacity (Ton/Year; TEU/Year; Vehicle/Year)	150.000 Units			
25	Does the facility handle scraps?	No			
26	Does the facility have border gate? (Yes/No)	Yes			
27	Is there a bonded area? (Yes/No)	Yes			
28	Cargo handling equipment and their capacities	14 Terminal Tractors, 2 Electric pallet jacks			
29	Storage tank capacity (m ³)	Not available			
30	Outdoor storage area (m ²)	100.000 m ²			
31	Semi-closed storage area (m ²)	1.000 m ²			
32	Indoor storage area (m ²)	-			
33	Determined fumigation and/or fumigation decontamination area (m ²)	-			
34	The name/title and contact details of the provider of the piloting and towing services	Yalpaş- Yalova Pilotage Inc. 0 226 461 20 77 Çavuşçiftliği Köyü Tersaneler Bölgesi Mevkii Plajyolu Sokak No:12/1 Altınova/YALOVA info@yalovapilotaj.com operasyon@yalovapilotaj.com			
35	Is there a safety plan (Yes/No)	ISPS Code Safety Plan			
36	Capacity of Waste Receiving (Disposal) Facility (This section will be arranged separately according to the wastes accepted by the facility)	Waste Type		Capacity (m ³)	
		Bilge water	Sludge	Waste oil	Waste water
37	Specifications of dock/pier and similar areas				
dock/pier no	Length (meter)	Width (m)	Maximum depth of water (m)	Minimum depth of water (m)	Max. tonnage and length of ship for berthing (DWT or GRT - meters)
Ro Ro Dock 1	300 m Wharf	35	18	10	21500 DWT
Ro Ro Dock 2	300 m Dolphin	42	18	10	21500 DWT
Ro Ro Dock 3	300 m Dolphin	42	18	10	21500 DWT

Name of the pipeline (if available at the facility)	Number of pipelines	Length (m)	Diameter (inch)
Not available	Not available	Not available	Not available

1.2 Loading/Unloading, Handling And Storage Procedures For Dangerous Goods Handled and/or Temporarily Stored At The Port Facility

Class 1 Explosives, Class 6.2 Infectious Substances and Class 7 Radioactive Substances in the IMDG Code are not handled at Yalova Ro Ro Terminal.

All works regarding operational process at Yalova Ro Ro Terminal A. Ş. are carried out in accordance with TL.81.10.04 Dangerous Goods Handling Instructions, PR.81.10.01 Terminal Operation Procedure, TL.81.10.01 Ship Unloading and Loading Operation Instructions and TL.81.10.02 Ancillary Service Instructions.

Hazardous Waste is handled as defined in PR.81.02.01 Environmental and Waste Management Procedure..

In order to benefit from the "Emergency Plans(EmS)" in the IMDG Code annex for emergencies involving dangerous cargoes and to provide the necessary medical first aid for health problems that occur as a result of accidents, the "Medical First Aid Guide (MFAG)" in the IMDG Code annex is utilized.

Yalova Ro Ro Terminal Inc. PR.81.03.02 Health Checks Procedure contains information about medical first aid and is applied.

PR.81.03.01 Occupational Health and Safety Procedure includes information on medical first aid and is implemented.

TL.81.03.01 Work Permit Instruction for hot works and operations in the port area is followed. Hot operations to be carried out on ships are subject to Terminal conformity notification and permission of the Regional Port Authority.

In case of an incident/accident related to dangerous cargoes, PR.102.00.01 Incident, Accident, Non-Conformity and Regulatory Actions Procedure is followed.

Information including steps to be taken in the event of a spill or leak, precautions to be taken against contact, fire extinguishing and suitable fire extinguishing tools are included in PL.82.10.02 Dangerous Goods Emergency Plan, PR.82.00.01 Emergency Procedure. LS.82.00.01 Emergency Communication Table is located in various parts of the Terminal.

2.RESPONSIBILITIES

All parties engaged in the transport of dangerous goods are obliged to take all necessary measures to carry out the transportation in a safe, secure and environmentally friendly manner, to prevent accidents and to minimize the damage in case of an accident.

2.1 Responsibilities of The Freight Forwarder

a) Prepares and has all the mandatory documents, information and documents related to dangerous goods and ensures that these documents are present with the cargo during the transportation activity.

b) Provides classification, packaging, marking, labeling and placarding of dangerous goods in accordance with their type.

c) Ensures that dangerous goods are loaded, stacked and securely fastened to approved packaging and Cargo transport units in accordance with the rules and safely.

2.2 Responsibilities Of The Carrier

a) Requests the mandatory documents, information and documents related to dangerous goods from the freight related person and ensures that they are present with the cargo during the transportation activity.

b) Controls the compliance of the dangerous goods classified, packaged, marked, labeled and placarded by the freight related person with the legislation.

c) Controls that the dangerous goods are packed in accordance with the rules by using approved packaging and load transport units, they are safely loaded and securely fastened to the cargo transport unit.

2.3 Responsibilities Of The Port Facility Operator

a) Do not berth the ships carrying dangerous goods without the permission of the port authority.

In Yalova Ro-Ro Terminal, berthing is carried out according to the berthing order issued by the port authority.

At Yalova Ro-Ro Terminal, the berthing and mooring services of the ships are provided by the authorized company serving in the region.

b) Provides written information within the scope of facility rules, cargo handling rules and relevant legislation to the ship that will dock at its facility.

As a Port Facility, ships are given a written LS.81.10.04 Ship And Port Security Checklist within the scope of general rules and cargo safety rules.

c) Does not handle dangerous goods for which it has not received a handling permit from the Administration, In this context, it does not harm the ships that will dock by planning.

Class 1, Class 6.2 and Class 7 and items that are not included in the Coastal Facility Certificate of Conformity are not accepted to the port area. Substances that cannot be held temporarily are transferred out of the facility without waiting.

ç) Requests the mandatory documents, information and documents related to dangerous goods from the cargo person and ensures that they are found with the cargo. In case the relevant documents, information and documents cannot be provided by the freight related person, it is not obliged to accept or handle the dangerous cargo at its facility.

All mandatory documents, information and documents related to dangerous goods are forwarded to terminal.operation@yalovaroro.com and musteri.iliskileri@yalovaroro.com by the freight related person/agency. In case of

any non-compliance, the SDS of the cargo is examined by Operations and Customer Relations, and necessary protective measures are taken and HSE and DGSA opinion is taken.

d) Carries out the loading or unloading operation according to the agreement to be reached by sharing all the data that may be required according to the characteristics of the cargo with the ship's person. Does not make any changes in the operation without the knowledge of the ship person who is concerned with cargo.

At Yalova Ro-Ro Terminal, loading and unloading information is coordinated under the responsibility of Agency-Port-Ship-Ship Officer. The operation is carried out by providing loading and unloading control by the terminal operation field managers.

e) Determines the working limits by taking into account the safe working capacity of the facility and the weather forecasts, and takes the necessary measures to ensure that the ship is safely moored at the pier and handling.

Necessary measures for safe handling are carried out in accordance with PR.81.10.01 Terminal Operation Procedure.

f) Controls the transport documents containing information that the dangerous goods coming to the facility are classified, packaged, marked, labeled, plated and loaded safely to the cargo transport unit.

The documents transmitted with the dangerous cargo are checked according to the loading/unloading plans, SDS control is provided in order to prevent risks related to substances that need to be temporarily stored.

g) It ensures that the personnel involved in the handling of dangerous goods and the planning of this handling are documented by receiving the necessary training, and does not assign personnel without documents to these operations.

Within the scope of the PL.72.05.01 Annual Training Plan, renewal trainings are carried out and the personnel are informed about OHS, Environment, IMDG Code, On-the-job, Recruitment etc. for new employment. Training is provided regularly.

ğ) It ensures that the dangerous goods handling equipment in its facility is in working condition and that the relevant personnel are trained and documented regarding the use of these equipment.

In Yalova Ro-Ro Terminal, the work machines are used by the employee with the authorized document.

It is provided according to TL.71.10.01 Terminal Tractor (Mafi) Safe Usage Instruction, TL.71.10.02 Reach Stacker Safe Usage Instruction, TL.71.10.03 Forklift Safe Usage Instruction. Training records are kept by HR.

h) By taking occupational safety measures at the port facility, it ensures that the personnel use Personal Protective Equipment suitable for the physical and chemical properties of the dangerous goods.

The use of PPE in Yalova Ro-Ro Terminal is under the control of Shift Team Leaders. The use of personal protective equipment is applied according to TB.81.03.01 PPE Usage Table and PR.81.03.01 OHS Procedure. The PPE list for Dangerous Goods Handling Employees and Emergency Teams and is available for use as embezzlement for employees and is located in the common use area.

ı) Performs activities related to dangerous goods at piers and warehouses established in accordance with these works.

Containers containing dangerous goods are stacked in the Dangerous Cargo Container area, and vehicles are stacked in the dangerous cargo area in front of the x-ray field.

i) Equips the piers reserved for ships that will load or unload dangerous liquid bulk cargoes with appropriate installations and equipment for this work.

Liquid bulk cargoes are not loaded or unloaded at Yalova Ro-Ro Terminal.

j) Keeps an up-to-date list of all dangerous cargoes on the ships berthed and in the closed and open areas of the facility and gives this information to the relevant parties upon request.

The current list of all dangerous cargoes at Yalova Ro-Ro Terminal is kept by Dangerous Goods Officers. Dangerous cargoes on board the ships are monitored by the Agency. There is no indoor warehouse in the facility.

k) Notifies the port authority of the instant risk posed by the dangerous goods it handles or temporarily stores in its facility and the measures taken for it.

At Yalova Ro-Ro Terminal, dangerous cargoes that may pose an immediate risk are handled according to PL.82.10.02 Dangerous Cargo Emergency Plan and TL.81.10.04 Dangerous Cargo Handling Instruction.

l) Notifies the port authority of the accidents related to dangerous goods, including the accidents at the entrance to the closed areas.

Containers or vehicles that are detected to have leaks/spills are taken to the portable leak pool and emergency procedures are applied. FR.82.10.02 Incident / Accident Report Form is issued for accidents related to dangerous goods.

m) Provides the necessary support and cooperation in the controls and inspections carried out by the Administration and the port authority.

The inspections carried out by the official authorities are accompanied by the terminal management and consultancy firms.

n) Provides the transport of Class 1 (Class 1 Compatibility Group 1.4 S), Class 6.2 and Class 7 dangerous goods that are not allowed for temporary storage, out of the coastal facility as soon as possible, without waiting, and applies to the administration for permission in cases where it is necessary to wait.

Class 1, Class 6.2 and Class 7 substances are not accepted.

o) Temporarily stores the cargo transport units where dangerous goods are transported in accordance with the separation and stacking rules, and takes fire, environment and other safety measures in accordance with the class of the dangerous cargo in the storage area. It keeps fire extinguishing systems and first aid units ready for use at any time in the areas where dangerous cargoes are handled and makes the necessary controls periodically.

Dangerous goods are stacked in areas whose stacking areas are determined by lines. There is a spill kit, fire equipment and appropriate equipment in the container stacking area. In the container area, leaking materials are stored in the underground IBCs with the help of drainage channels. It is ensured that the rain channels are closed

so that the leaking substances do not mix with the channel. Leaking vehicles and containers are taken to the portable leak pool. Separation and stacking are done according to TB.81.10.03 IMDG Code Segregation Table. Information including steps to be taken in case of spillage or leakage, precautions to be taken against contact, fire extinguishing and suitable fire extinguishing tools are included in PR.82.00.01 Emergency Procedure. LS.82.00.01 Emergency Communication Table is located in various parts of the terminal. Materials against leakage and spillage Dangerous Goods, Fire Hydrants, Sprinkler systems, Fire Cabinets and Fire Hoses, Fire Alarm Detectors in the Fields, Diesel Fire Pumps, and Fire tubes are kept in open and closed areas in accordance with the regulations.

ö) Gets permission from the port authority before the hot working works and operations to be carried out in the areas where dangerous goods are handled and temporarily stored.

TL.81.03.01 Work Permit Procedure for Hot Work and Operations in the port area is followed.

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

Situations requiring urgent departure from Yalova Ro-Ro Terminal proceed with mutual agreement of the ship's person and the operation manager. Emergency Disconnect is performed in accordance with Dangerous Goods Handling Procedure PR.85.10.01.

r) It ensures the internal loading of the cargo transport units in accordance with the loading safety rules in its facility.

There is no internal loading of cargo transport units.

2.4 Responsibilities of The Ship's Responsible

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

b) Requests all mandatory documents, information and documents related to dangerous goods from the Cargo person and ensures that they are present with the cargo during the transportation activity.

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

ç) Controls the transport documents containing information that the cargo transport units loaded on the ship are appropriately marked, plated and loaded safely.

d) Informs the relevant ship personnel on the risks of dangerous cargoes, safety procedures, safety and emergency measures, intervention methods and similar issues.

e) Keeps the current lists of all dangerous goods on board and declares them to the relevant parties upon request.

f) Ensures that the loading program, if any, is approved and documented and kept in working condition.

g) Notifies the port authority and the coastal facility about the instantaneous risk posed by the dangerous cargoes on the ship berthing to the coastal facility and the measures taken for it.

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

h) Notifies the port authority of the dangerous cargo accidents that occur on her/his ship while navigating or at the coastal facility.

ı) Provides the necessary support and cooperation in the controls and inspections carried out by the Administration and the port authority.

i) It does not accept to carry dangerous goods that are not included in the ship certificates issued by the relevant institutions and organizations.

j) It ensures that the people of the ship involved in the handling of dangerous goods use personal protective equipment suitable for the physical and chemical characteristics of the cargo during handling.

k) It provides the requirements regarding the loading safety of the loads loaded on the ships.

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

Regulation on the Transport of Dangerous Goods by Sea and Loading Safety Section Three Article 8- 9-10- 11 is explained in Sections 1.2 and 2.3 of this guide.

3.1 Training

At Yalova Ro-Ro Terminal, renewal trainings are held within the scope of the PL.72.05.01 ANNUAL TRAINING PLAN, and the personnel are provided with OHS, Environment, IMDG Code, On-the-job, Recruitment etc. Training is provided regularly. Personnel engaged in activities with dangerous goods receive the necessary training as determined by the authorized company, in accordance with the Table of Training Topics and Durations (in hours) According to Different Duties Performed within the scope of the IMDG Code Training Seminars Directive dated 26 July 2019 and numbered 56617.

"Dangerous Goods Officer (TYUB Annex-1/6)" is responsible for handling dangerous goods. These people have knowledge of the dangerous goods handled at the facility, their classes and practices. Authorized employees receive appropriate training on the IMDG Code. At the Yalova Ro-Ro Terminal, which works with a shift system, there are at least two people in Dangerous Goods activity in each shift.

Task	Facility Duty
Dangerous Goods Responsible	Terminal Operations Team Leader

3.2 Loading Safety

Article 14/1. The port authority stops the handling operation at the coastal facility when it sees any risk and does not start it until the risk is eliminated.

Handling operations at Yalova Ro-Ro Terminal are carried out in accordance with this rule in accordance with PR.81.10.01 Terminal Operation Procedure.

Article 14/2. BLU Code and BLU Manual, Safe Code of Practice for Load Stacking and Safety (CSS Code), Code of Practice for Packing Cargo Transport Units (CTU Code) and Ships Carrying Timber Cargo on Deck, in order to ensure safe loading of the cargo on the ship. About Safe Practices Code (TDC Code) provisions are complied with.

Packaged Dangerous Goods are handled at Yalova Ro-Ro Terminal within the scope of IMDG Code. Internal loading of cargo transportation units is not performed.

Article 14/3. Stacking of cargo is carried out in accordance with the relevant legislation and international conventions to which we are a party.

Stowage of dangerous cargoes is carried out in accordance with the IMDG Code in designated areas

Article 14/5. The results of the draft survey or scale survey are submitted to the port authority by the ship owner to determine the loading-unloading plan before the handling operation and the amount of loaded cargo before the ship takes off. Administration or port authority may request that the draft survey or scale survey report be received from an authorized inspection firm.

At Yalova Ro-Ro Terminal, actions are taken according to the loading-discharge plans submitted by the Agency. The operation is carried out by providing loading and unloading control by the terminal operation field managers.

Article 14/9. In adverse meteorological and oceanographic conditions that may affect the cargo handling operation, it is stopped by the handling operation until the conditions improve.

Necessary measures are taken in accordance with the notifications received by the port facility in case of weather conditions such as storms, precipitation, heavy breezes, When necessary, the operation is stopped until the adverse weather conditions disappear and the personnel in the field are evacuated, except for the emergency teams.

3.3 Dangerous Goods (IMDG Code)

Article 15/1. Substances and objects prohibited to be transported in the IMDG Code cannot be transported by sea and are not accepted to the coastal facility.

Class 1 Explosives, Class 6.2 Infectious Substances and Class 7 Radioactive Substances in the IMDG Code are not handled at Yalova Ro-Ro Terminal. Substances and objects that are forbidden to be transported in the IMDG Code are not accepted.

Article 15/2. Parties involved in the transportation of packaged dangerous goods take measures in accordance with this Regulation and the IMDG Code provisions, taking into account the nature and extent of the foreseeable risks, in order to prevent damage and injuries and to minimize their effects.

Necessary measures for safe handling at Yalova Ro-Ro Terminal are carried out in accordance with the PR.81.10.01 Terminal Operation Procedure and PR.81.10.04 Dangerous Goods Handling Procedure in accordance with the provisions of the IMDG Code.

Article 15/4. The Container/Vehicle Packing Certificate in IMDG Code Rule 5.4.2 is filled and signed by the persons who load the dangerous goods to the cargo transport unit (excluding the tank container). These persons receive the relevant training in IMDG Code Rule 1.3. The Container/Vehicle Packing Certificate is presented to the port before the cargo arrives at the port or at the entrance with the cargo. A copy of this certificate is placed on the inside wall of the right door of the container. There is no internal loading of cargo transport units.

3.4 Weighing Full Containers

Article 18/1. Gross weight of full containers to be loaded on ships to be transported by sea must be identified and verified by the shipper.

Yalova Ro-Ro Terminal performs DBA measurements.

Article 18/2. The real and legal persons who will determine the gross weight of the full containers are authorized by the Administration by issuing a Full Container Gross Weight Detection Authorization Certificate.

Yalova Ro-Ro Terminal has DBA Certificate.

4. CLASSIFICATION, TRANSPORTATION, LOADING/UNLOADING, HANDLING, SEGREGATION, STOWAGE AND STORAGE OF DANGEROUS GOODS

The following issues regarding the classification, transportation, loading/unloading, handling, segregation, stowage and storage of dangerous goods are explained in detail under this chapter. Class 1 Explosive Substances, Class 6.2 Infectious Substances and Class 7 Radioactive Substances are not handled at Yalova Ro-Ro Terminal, explanations regarding these classes are added for information purposes.

4.1 Dangerous Goods Classes

Hazardous substances (including mixtures and solutions) and hazardous articles fall into one of the classes 1 to 9 according to the hazard they present or the most predominant hazard. Some of these classes are divided into subclasses:

CLASS 1	EXPLOSIVES
Hazard Division 1.1	Substances and articles which have a mass explosion hazard
Hazard Division 1.2	Substances and articles which have a projection hazard but not a mass explosion hazard
Hazard Division 1.3	Substances and articles which have a fire hazard and either a minor blast hazard or a minor projection hazard or both, but not a mass explosion hazard
Hazard Division 1.4	Substances and articles which present no significant hazard
Hazard Division 1.5	Very insensitive substances which have a mass explosion hazard
Hazard Division 1.6	Extremely insensitive articles which do not have a mass explosion hazard
CLASS 2	GASES
Hazard Division 2.1	Flammable gases
Hazard Division 2.2	Non-flammable, Non-toxic gases
Hazard Division 2.3	Toxic gases
CLASS 3	FLAMMABLE LIQUIDS
CLASS 4.1	Flammable solids, self-reactive substances and solid desensitised explosives and Polymerizing agents
CLASS 4.2	Substances liable to spontaneous combustion
CLASS 4.3	Substances which in contact with water emit flammable gases
CLASS 5.1	OXIDIZING SUBSTANCES
CLASS 5.2	ORGANIC PEROXIDES
CLASS 6.1	TOXIC SUBSTANCES
CLASS 6.2	INFECTIOUS SUBSTANCES
CLASS 7	RADIOACTIVE MATERIALS
CLASS 8	CORROSIVE SUBSTANCES
CLASS 9	MISCELLANEOUS DANGEROUS SUBSTANCES AND OBJECTS

4.2 Packages And Packaging Of Dangerous Goods

Dangerous goods should be placed in quality packaging, including large packages and IBCs that are strong enough to withstand the blows and charges that they are normally exposed to during transport, including segregation from a pallet or integral package for manual or mechanical handling following transfer between cargo transport units, and transfer between cargo transport units and warehouses. Packages, including large packages and IBCs, should be prepared and sealed to prevent loss of contents that may be caused by normal conditions or by vibration or changes in humidity or pressure (eg due to altitude), when they are prepared for transport. Packages, including large packages and IBCs, must be closed according to the information provided by the manufacturer.

Packaging refers to one or more containers, materials or other components necessary for containers to perform their functions of preservation and safety.

Package means the finished product resulting from the packing process, containing the items prepared for packing or shipment.

Pressure Receptacle is a collective term that includes cylinders, tubes, pressure drums, sealed cryogenic containers/cups/vessels, metal hydride storage systems, bundles of cylinders, and rescue (flash steam recovery) containers/cups/vessels.



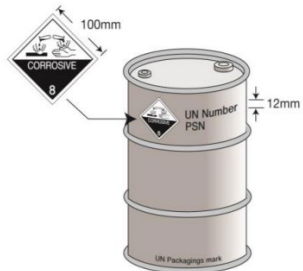
Closed cargo transport unit means a cargo transport unit that completely encloses the goods it carries (except for Class 1) in a permanent structure with complete and fixed top and sides. Cargo transport units with woven sides or open tops are not considered closed cargo transport units.



Tank means a road tanker vehicle, a railway tank wagon or a portable tank, road tanker, rail tank wagon of a capacity (including a tank container) of not less than 450 liters, when used for the carriage of gasses, which serves as a containment for solids, liquids or liquefied gas.



Drum refers to cylindrical container made of metal, cardboard, plastic, plywood or other suitable material with flat or curved ends. This definition also covers other forms, such as round, pointed neck containers or bucket-shaped containers. This definition does not include wooden barrels or drums.



Container is a transport equipment approved in accordance with the International Convention on Safe Containers (CSC) of 1972, as amended, which has a fixed structure and therefore has the strength suitable for reuse, especially designed to be moved from one mode of transport to another without unloading and reloading, and designed to be secured and/or handled at the position it is and has connecting parts for this purpose.

Small Container means a container with a maximum internal volume of 3 m³.
Large Container means a container with an internal volume of more than 3 m³.



Intermediate bulk container (IBC) means a rigid or flexible portable container with the following characteristics:
Capacity:

- Maximum 3.0 m³ (3000 liters) for solids and liquids of packing groups II and III,
- Maximum 1.5 m³ for solids of packing group I, when packaged in flexible or rigid plastics, composites, cardboard and wood IBCs,
- Maximum 3.0 m³ for solids of packing group I, when packaged in metal IBCs,

It is designed for mechanical handling and can withstand the stresses during handling and transportation determined by tests.



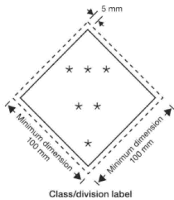
4.3 Placards, Plates, Marks And Labels For Dangerous Goods

Regardless of the provisions regarding placarding and marking of cargo transport units, all packages containing dangerous goods placed inside a cargo transport unit shall be marked and labeled in accordance with the requirements of IMDG CODE Chapter 5.2. Unless otherwise specified in the IMDG CODE, the shipment name and UN number of the dangerous goods will be available on each package.



4.3.1 Labels

Labels will be arranged as shown in the figure below:



- * The class or for divisions 5.1 and 5.2, the figure 5 shall be shown in the bottom corner.
- ** Additional texts/numbers/letters shall (if mandatory) or may (if optional) be shown in this bottom half
- *** The class symbol or for divisions 1.4, 1.5 and 1.6, the division number and for Model No. 7E the word "FISSILE" shall be shown in the top half.


Class 1: Explosive substances or articles

Label model no.	Class, Division or Category	Symbol and symbol colour	Background	Figure in bottom corner (and figure colour)	Specimen labels	Note
1	Divisions 1.1, 1.2, 1.3	Exploding bomb: black	Orange	1 (black)		** Place for division – to be left blank if explosive is the subsidiary hazard * Place for compatibility group – to be left blank if explosive is the subsidiary hazard
1.4	Division 1.4	1.4: black Numerals shall be about 30 mm in height and be about 5 mm thick (for a label measuring 100 mm x 100 mm)	Orange	1 (black)		* Place for compatibility group
1.5	Division 1.5	1.5: black Numerals shall be about 30 mm in height and be about 5 mm thick (for a label measuring 100 mm x 100 mm)	Orange	1 (black)		* Place for compatibility group
1.6	Division 1.6	1.6: black Numerals shall be about 30 mm in height and be about 5 mm thick (for a label measuring 100 mm x 100 mm)	Orange	1 (black)		* Place for compatibility group




Class 2: Gases

Label model no.	Class, Division or Category	Symbol and symbol colour	Background	Figure in bottom corner (and figure colour)	Specimen labels	Note
2.1	Class 2.1: Flammable gases (except as provided for in 5.2.2.2.1.6.4)	Flame: black or white	Red	2 (black or white)		-
2.2	Class 2.2: Non-flammable, non-toxic gases	Gas cylinder: black or white	Green	2 (black or white)		-
2.3	Class 2.3: Toxic gases	Skull and crossbones: black	White	2 (black)		-



Class 3: Flammable Liquids

Label model no.	Class, Division or Category	Symbol and symbol colour	Background	Figure in bottom corner (and figure colour)	Specimen labels	Note
3	–	Flame: black or white	Red	3 (black or white)		–



Class 4: Flammable solids, self-reactive substances, substances which, in contact with water, emit flammable gases

Label model no.	Class, Division or Category	Symbol and symbol colour	Background	Figure in bottom corner (and figure colour)	Specimen labels	Note
4.1	Class 4.1: Flammable solids, self-reactive substances, solid desensitized explosives and polymerizing substances	Flame: black	White with 7 vertical red stripes	4 (black)		–
4.2	Class 4.2: Substances liable to spontaneous combustion	Flame: black	Upper half white, lower half red	4 (black)		–
4.3	Class 4.3: Substances which, in contact with water emit flammable gases	Flame: black or white	Blue	4 (black or white)		–




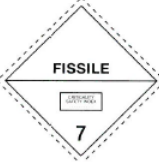
Class 5: Oxidizing substances and organic peroxides

Label model no.	Class, Division or Category	Symbol and symbol colour	Background	Figure in bottom corner (and figure colour)	Specimen labels	Note
5.1	Class 5.1: Oxidizing substances	Flame over circle: black	Yellow	5.1 (black)		–
5.2	Class 5.2: Organic peroxides	Flame: black or white	Upper half red, lower half yellow	5.2 (black)		–


Class 6: Toxic substances and infectious substances

Label model no.	Class, Division or Category	Symbol and symbol colour	Background	Figure in bottom corner (and figure colour)	Specimen labels	Note
6.1	Class 6.1: Toxic substances	Skull and crossbones: black	White	6 (black)		–
6.2	Class 6.2: Infectious substances	Three crescents superimposed on a circle: black	White	6 (black)		The lower half of the label may bear the inscriptions: "INFECTIOUS SUBSTANCE" and "In the case of damage or leakage immediately notify Public Health Authority" in black colour

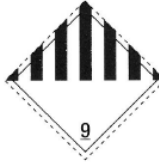

Class 7: Radioactive material

Label model no.	Class, Division or Category	Symbol and symbol colour	Background	Figure in bottom corner (and figure colour)	Specimen labels	Note
7A	Category I	Trefoil: black	White	7 (black)		Text (mandatory), black in lower half of label: "RADIOACTIVE" "CONTENTS ..." "ACTIVITY ..." One red vertical bar shall follow the word: "RADIOACTIVE"
7B	Category II	Trefoil: black	Upper half yellow with white border, lower half white	7 (black)		Text (mandatory), black in lower half of label: "RADIOACTIVE" "CONTENTS ..." "ACTIVITY ..." In a black outlined box: "TRANSPORT INDEX"; Two red vertical bars shall follow the word: "RADIOACTIVE"
7C	Category III	Trefoil: black	Upper half yellow with white border, lower half white	7 (black)		Text (mandatory), black in lower half of label: "RADIOACTIVE" "CONTENTS ..." "ACTIVITY ..." In a black outlined box: "TRANSPORT INDEX"; Three red vertical bars shall follow the word: "RADIOACTIVE"
7E	Fissile material	–	White	7 (black)		Text (mandatory): black in upper half of label: "FISSILE"; In a black outlined box in the lower half of label: "CRITICALITY SAFETY INDEX"

Class 8: Corrosive substances

Label model no.	Class, Division or Category	Symbol and symbol colour	Background	Figure in bottom corner (and figure colour)	Specimen labels	Note
8	–	Liquids, spilling from two glass vessels and attacking a hand and a metal: black	Upper half white, lower half black with white border	8 (white)		–

Class 9: Miscellaneous dangerous substances and articles including environmentally hazardous substances

Label model no.	Class, Division or Category	Symbol and symbol colour	Background	Figure in bottom corner (and figure colour)	Specimen labels	Note
9	–	7 vertical stripes in upper half: black	White	9 underlined (black)		–
9A	–	7 vertical stripes in upper half: black; battery group, one broken and emitting flame in lower half: black	White	9 underlined (black)		–

4.3.2 Plates/Placards

Enlarged labels (placards) and marks and signs shall be affixed to the exterior surfaces of a cargo transport unit to provide a warning that the contents of the unit are dangerous goods and present risks, unless the labels and/or marks affixed to the packages are clearly visible from the exterior of the cargo transport unit;

The methods of placarding and marking on cargo transport units shall be such that this information will still be identifiable on cargo transport units surviving at least three months' immersion in the sea. In considering suitable marking methods, account shall be taken of the ease with which the surface of the cargo transport unit can be marked;

All placards, orange panels, marks and signs shall be removed from cargo transport units or covered as soon as both the dangerous goods or their residues which led to the application of those placards, orange panels, marks or signs are discharged. Placards are not required on cargo transport units carrying any quantity of explosives of division 1.4 Compatibility group S and Placards indicating the highest risk only need be affixed on cargo transport units carrying substances and articles of more than one division in Class 1.

4.3.3 Orange Plate

Transport units carrying dangerous goods shall display two rectangular orange-coloured plates set in a vertical plane. They shall be affixed one at the front and the other at the rear of the transport unit, both ninety degrees perpendicular to the longitudinal axis of the transport unit. They shall be clearly visible.

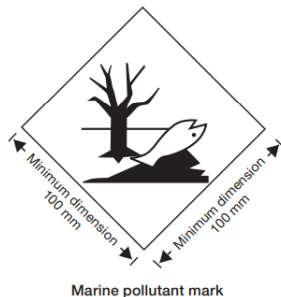


4.4 Marking And Packing Groups Of Dangerous Goods

4.4.1 Dangerous Goods Marks

4.4.1.1 The marine pollutant mark

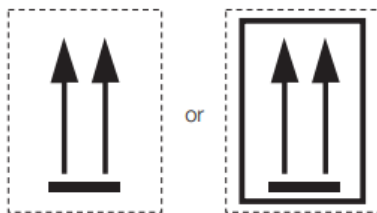
The mark shall be in the form of a square set at an angle of 45° (diamond-shaped). The symbol (fish and tree) shall be black on white or a suitable contrasting background. The minimum dimensions shall be 100mm×100mm and the minimum width of line forming the diamond shall be 2 mm. If the size of the package so requires, the dimensions/line thickness may be reduced, provided the mark remains clearly visible. Where dimensions are not specified, all features shall be in approximate proportion to those shown.



4.4.1.2 Orientation arrows

Except as provided in 5.2.1.7.2:

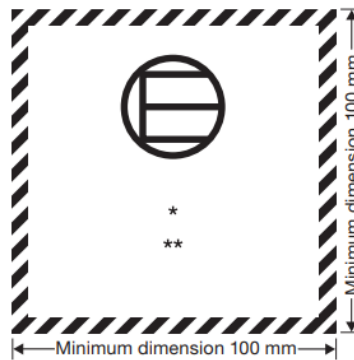
- combination packagings having inner packagings containing liquid dangerous goods;
- single packagings fitted with vents; and
- cryogenic receptacles intended for the transport of refrigerated liquefied gases shall be legibly marked with package orientation arrows which are similar to the illustration shown below or with those meeting the specifications of ISO 780:1997. The orientation arrows shall appear on two opposite vertical sides of the package with the arrows pointing in the correct upright direction. They shall be rectangular and of a size that is clearly visible commensurate with the size of the package.



Two black or red arrows on white or suitable contrasting background.
The rectangular border is optional.
All features shall be in approximate proportion to those shown.

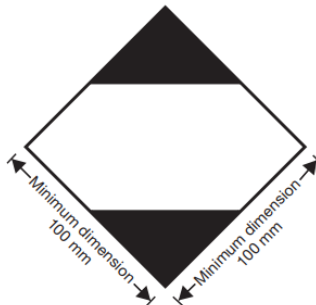
4.4.1.3 Excepted Quantities Mark

Packages containing excepted quantities of dangerous goods prepared in accordance with Excepted Quantities shall be durably and legibly marked with the mark shown below. The primary hazard class of each of the dangerous goods contained in the package shall be shown in the mark. Where the name of the consignor or consignee is not shown elsewhere on the package, this information shall be included within the mark



4.4.1.4 Limited Quantities Mark

Placarding and marking of cargo transport units containing dangerous goods packed in limited quantities shall be marked according to IMDG Code 3.4 provisions. Except for air transport, packages containing dangerous goods in limited quantities shall bear the mark shown below:



4.4.1.5 Lithium Battery Mark

Packages containing lithium cells or batteries prepared in accordance with special provision 188 shall be marked as shown in Figure below.



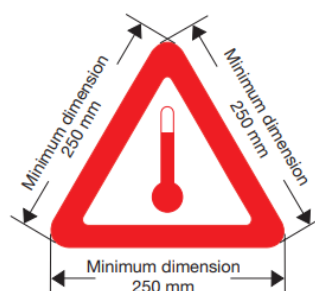
Lithium battery mark

* Place for UN number(s)

** Place for telephone number for additional information

4.4.1.6 Elevated temperature substance mark

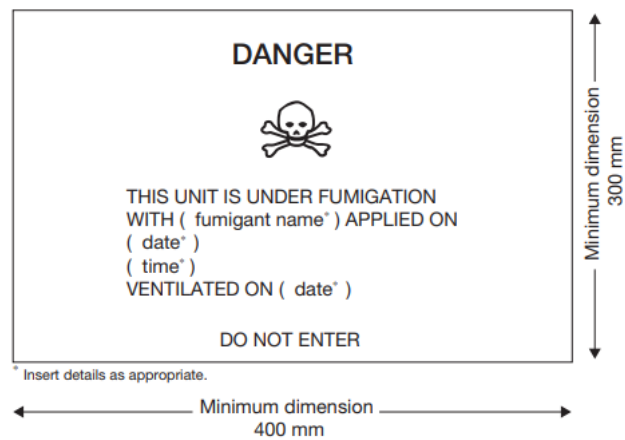
Cargo transport units containing a substance that is transported or offered for transport in a liquid state at a temperature equal to or exceeding 100°C or in a solid state at a temperature equal to or exceeding 240°C shall bear on each side and on each end the mark shown in the figure below.



4.4.1.7 Fumigation warning mark

A fumigated cargo transport unit shall be marked with a warning mark, as specified in 5.5.2.3.2, affixed at each access point in a location where it will be easily seen by persons opening or entering the cargo transport unit. This mark shall remain on the cargo transport unit until the following provisions are met:

1. the fumigated cargo transport unit has been ventilated to remove harmful concentrations of fumigant gas; and
2. the fumigated goods or materials have been unloaded.



4.4.1.8 Coolant/conditioning warning mark

Cargo transport units containing dangerous goods used for cooling or conditioning purposes shall be marked with a warning mark, as specified in IMDG Code 5.5.3.6.2 affixed at each access point in a location where it will be easily seen by persons opening or entering the cargo transport unit. This mark shall remain on the cargo transport unit until the following provisions are met:

1. the cargo transport unit has been ventilated to remove harmful concentrations of coolant or conditioner; and
2. the cooled or conditioned goods have been unloaded.



4.4.2 Packing Groups

For packaging purposes, substances other than those of CLASS 1, 2 and 7, divisions 5.2 and 6.2, and other than self-reactive substances of CLASS 4.1 are assigned to three packing groups in accordance with the degree of danger they present.

Packing Group I: Substances presenting high danger,

Packing Group II: Substances presenting medium danger, and

Packing Group III: Substances presenting low danger

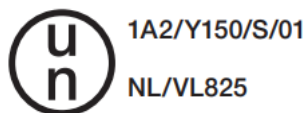
The packing group to which a substance is assigned is indicated in the Dangerous Goods List in Chapter 3.2 of IMDG Code. Objects are not assigned to a packing group.

4.4.3 Code for designating types of packagings

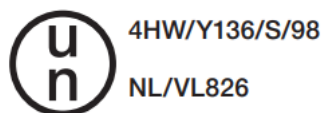
The code consists of:

1. An Arabic numeral indicating the kind of packaging, such as drum, jerrican, etc., followed by one or more capital letters in Latin characters indicating the nature of the material, such as steel, wood, etc. followed where necessary by
2. An Arabic numeral indicating the category of packaging within the type to which the packaging belongs.

For a new fibreboard box:



For a new plastics box of a specification equivalent to that indicated by the packaging code:



Below numerals shall be used for packing types:

The following numerals shall be used for the kinds of packing:

1. Drum
3. Jerrican
4. Box
5. Bag
6. Composite packaging
0. Light gauge metal packagings

The following capital letters shall be used for the types of material:

- A. Steel (all types and surface treatments)
- B. Aluminium
- C. Natural wood
- D. Plywood
- F. Reconstituted wood
- G. Fibreboard
- H. Plastics material
- L. Textile
- M. Paper, multiwall
- N. Metal (other than steel or aluminum)
- P. Glass, porcelain or stoneware

4.5 Segregation Table For Segregation of Dangerous Goods At The Port or On Board According by Classes.

Segregation is the process of separating two or more substances or articles which are considered mutually incompatible when packing or stowing them together may result in undue hazards in case of leaks, spills or any other accident.

The extent of the hazard arising from possible reactions between incompatible dangerous goods may vary and the segregation arrangements required shall also vary as appropriate. Segregation is obtained by maintaining certain distances between incompatible dangerous goods, by requiring the presence of one or more steel bulkheads or decks between them, or a combination of the previous methods. Intervening spaces between such dangerous goods may be filled with cargo compatible with the dangerous substances or articles in question.

The general provision for segregation between the various classes of hazardous goods are shown in the segregation table below. Since the properties of substances, materials or articles within each class may vary greatly, the Dangerous Goods List shall always be consulted for particular provisions for segregation as, in the case of conflicting provisions, these should take precedence over the general provisions. Segregation shall also take account of a single subsidiary risk label.

4.5.1 IMDG Code Segregation Of Dangerous Goods

Segregation shall also take account of a single subsidiary risk label.

Segregation shall also take account of a single subsidiary risk label.

CLASS	1.1 1.2 1.5	1.3 1.6	1.4	2.1	2.2	2.3	3	4.1	4.2	4.3	5.1	5.2	6.1	6.2	7	8	9
Explosives 1.1, 1.2, 1.5	*	*	*	4	2	2	4	4	4	4	4	4	2	4	2	4	X
Explosives 1.3, 1.6	*	*	*	4	2	2	4	3	3	4	4	4	2	4	2	2	X
Explosives 1.4	*	*	*	2	1	1	2	2	2	2	2	2	X	4	2	2	X
Flammable gases 2.1	4	4	2	X	X	X	2	1	2	X	2	2	X	4	2	1	X
Non-toxic, non-flammable gases 2.2	2	2	1	X	X	X	1	X	1	X	X	1	X	2	1	X	X
Toxic gases 2.3	2	2	1	X	X	X	2	X	2	X	X	2	X	2	1	X	X
Flammable liquids 3	4	4	2	2	1	2	X	X	2	1	2	2	X	3	2	X	X
Flammable solids (including self-reactive substances and solid desensitized explosives) 4.1	4	3	2	1	X	X	X	X	1	X	1	2	X	3	2	1	X
Substances liable to spontaneous combustion 4.2	4	3	2	2	1	2	2	1	X	1	2	2	1	3	2	1	X
Substances which, in contact with water, emit flammable gases 4.3	4	4	2	X	X	X	1	X	1	X	2	2	X	2	2	1	X
Oxidizing substances (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
Miscellaneous dangerous substances and articles 9	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

The numbers and symbols in the table have the following meanings:

- 1 – “Away from”;
- 2 – “Separated from”;
- 3 – “Separated by a complete compartment or hold from”;
- 4 – “Separated longitudinally by an intervening complete compartment or hold from”.
- X – The Dangerous Goods List has to be consulted to verify whether there are specific segregation provisions.

See IMDG CODE 7.2.7.1 for segregation provisions between the substances and products in Class 1.

Except for the provisions determined in the segregation table, IMDG Code Class 8 Corrosive Substances may be stowed on top of each other only if the goods in the relevant code have the same content.

If Class 8 dangerous goods have different contents from each other, they are not stowed in the same floor. In order to determine the segregation requirements between two or more dangerous goods, the annex of this chapter, including segregation table (IMDG CODE 7.2.4) and column 16b in Dangerous Goods List should also be consulted with reference to the segregation provisions. In case of conflicting provisions, the provisions of column 16b of the Dangerous Goods List always take precedence. Segregated materials are not allowed to be placed in the same external packaging. Dangerous goods are not allowed to be carried in the same Cargo transport unit, except in the excluded cases.

4.5.2 Segregation At Port Areas

SEGREGATION TABLE FOR DANGEROUS CARGOES IN PORT AREAS - IMDG CODE														
CLASSES	IMDG CODE	2.1	2.2	2.3	3	4.1	4.2	4.3	5.1	5.2	6.1	8	9	
Flammable Gases		2.1	x	x	x	2	1	2	x	2	2	x	1	x
Non-flammable, non-toxic gases		2.2	x	x	x	1	x	1	x	x	1	x	x	x
Toxic gases		2.3	x	x	x	2	x	2	x	x	2	x	x	x
Flammable liquids		3	2	1	2	x	x	2	1	2	2	x	x	x
Flammable solids, self-reactive substances and solid desensitized explosives		4.1	1	x	x	x	x	1	x	1	2	x	1	x
Spontaneously combustible substances		4.2	2	1	2	2	1	x	1	2	2	1	1	x
Substances which, in contact with water, emit flammable gases		4.3	x	x	x	1	x	1	x	2	2	x	1	x
Oxidising substances		5.1	2	x	x	2	1	2	2	x	2	1	2	x
Organic peroxides		5.2	2	1	2	2	2	2	2	2	x	1	2	x
Toxic substances		6.1	x	x	x	x	x	1	x	1	1	x	x	x
Corrosive substances		8	1	x	x	x	1	1	1	2	2	x	x	x
Miscellaneous dangerous substances and articles		9	x	x	x	x	x	x	x	x	x	x	x	x
Closed containers/portable tanks/closed road vehicles x = no segregation necessary 1 = away from – no segregation necessary 2 = separated from – in open areas, longitudinally and laterally, minimum 3 m separation required						Packages/IBCs/trailers/flat racks or platform containers x = no segregation necessary unless required by the individual schedules 1 = away from – minimum 3 m separation required 2 = separated from – in open areas, minimum 6 m separation required								

(MSC.1Circ.1216)

Segregation groups specified in dangerous goods list:

1. Acids
2. Ammonium Compounds
3. Bromates
4. Chlorates
5. Chlorites
6. Cyanides
7. Heavy metals and their salts (incl. organometallic compounds)
8. Hypochlorites
9. Lead and its compounds
10. Liquid halogenated hydrocarbons
11. Mercury and mercury compounds
12. Nitrites and their mixtures
13. Perchlorates
14. Permanganate
15. Powdered metals
16. Peroxides
17. Azides
18. Alkalis

Substances of the same class may be stowed together without regard to segregation required by secondary hazards (subsidiary risk label(s)), provided that the substances do not react dangerously with each other and cause:

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

Segregation provisions within cargo transport units

Exceptionally however, dangerous goods that should be segregated “away from” each other may be carried in the same cargo transport unit with the authority’s approval, but dangerous goods which have to be segregated from each other according to the provisions of Chapter 7.2 should not be carried in the same cargo transport unit. In such cases, an equivalent standard of safety must be maintained.

4.5.3 General Stowage Provisions

Stowage means the proper positioning of dangerous goods on board vessels to ensure safety and environmental protection.

On deck stowage means stowage on an open deck.

Under deck stowage means all kinds of stowage that is not on the open deck.

Stowage categories for Class 2 to 9

Dangerous goods of CLASS 1, division 1.4, compatibility group S, and of CLASS 2 and 9 packaged in limited quantities shall be stowed in accordance with one of the categories specified below, as shown in column 16a of IMDG CODE dangerous goods list.

Stowage category A

Cargo ships or passenger ships carrying a number of passengers limited to not more than 25 or to 1 passenger per 3 m of overall length, whichever is the greater number	}	ON DECK OR UNDER DECK
Other passenger ships in which the limiting number of passengers transported is exceeded		

Stowage category B

Cargo ships or passenger ships carrying a number of passengers limited to not more than 25 or to 1 passenger per 3 m of overall length, whichever is the greater number	}	ON DECK OR UNDER DECK
Other passenger ships in which the limiting number of passengers transported is exceeded		

Stowage category C

Cargo ships or passenger ships carrying a number of passengers limited to not more than 25 or to 1 passenger per 3 m of overall length, whichever is the greater number	}	ON DECK ONLY
Other passenger ships in which the limiting number of passengers transported is exceeded		

Stowage category D

Cargo ships or passenger ships carrying a number of passengers limited to not more than 25 or to 1 passenger per 3 m of overall length, whichever is the greater number	}	ON DECK ONLY
Other passenger ships in which the limiting number of passengers transported is exceeded		

Stowage category E

Cargo ships or passenger ships carrying a number of passengers limited to not more than 25 or to 1 passenger per 3 m of overall length, whichever is the greater number	}	ON DECK OR UNDER DECK
Other passenger ships in which the limiting number of passengers transported is exceeded		

4.6 Segregation Distances of Dangerous Goods In The Warehouse And Segregation Terms

Yalova Ro-Ro Terminal handles Packaged Dangerous Goods within the scope of IMDG Code, no liquid/solid bulk cargo handling is carried out.

4.7 Dangerous Goods Documentation

Except as otherwise provided, the consignor who offers dangerous goods for transport shall give to the carrier the information applicable to those dangerous goods, including any additional information and documentation as specified in the IMDG CODE. This information may be provided on a dangerous goods transport document or, with the agreement of the carrier, by EDP or EDI techniques. Information that should be included in the dangerous goods transport document:

Description of dangerous goods

The dangerous goods transport document shall contain the following information for each dangerous substance, material or article offered for carriage:

1. The UN number preceded by the letters "UN";
2. The proper shipping name supplemented, when applicable with the technical name in brackets, as determined in accordance with IMDG 3.1.2
3. Primary hazard class or division of substances, if assigned, together with the compatibility group letter for CLASS 1. The words "CLASS" or "Division" may be included preceding the primary hazard class or division numbers.
4. If assigned, the subsidiary hazard class(es) or subsidiary division number(s) associated with subsidiary hazard label(s) that needs to be implemented must be entered in parentheses immediately following the primary hazard class or division number. The words "CLASS" or "Division" may be included preceding the subsidiary hazard class or division numbers.
5. If assigned, packing the group of the substance or article after the "PG" indicator. (i.e "PG II")

4.7.1 ADR Transport Document

The information on a dangerous goods transport document shall be easy to identify, legible and durable.

ADR Transport Document shall be made available for the transportation of goods within the scope of ADR and will be checked at port entry and exit. The transport document(s) shall contain the following information for each dangerous substance, material or article offered for carriage:

- the UN number preceded by the letters "UN";
- the proper shipping name supplemented, when applicable with the technical name in brackets ;
- classification code
- where assigned, the packing group for the substance
- the number and a description of the packages when applicable.
- the total quantity of each item of dangerous goods bearing a different UN number, proper shipping name or, when applicable, packing group
- the name and address of the consignor;
- the name and address of the consignee(s).
- a declaration as required by the terms of any special agreement;

ADR TEHLİKELİ MADDE TAŞIMA EVRAKI / ADR TRANSPORT DOCUMENT DANGEROUS GOODS			
1)Gönderici / Shipper / Consignor / Sender		Doküman Referans numarası / Document Reference no	
TMGD KİMYEVİ MAD. SAN. VE TİC. LTD. ŞTİ.			
Nilüfer BURSA		İrsaliye No/ shipment waybill no 123456	
ÇEKİRGE V.D.: 111 222 3333		Tarih / Date 30 Ocak 2020 Perşembe	
2)Alınan / Consignee		3)Nakliye Firması / Carrier	
ADR TEKSTİL SAN. VE TİC. A.Ş.		ABC KİMYEVİ MADDELER SANAYİ VE TİC. LTD. ŞTİ.	
BURSA		Nilüfer BURSA	
ERTUĞRULGAZI V.D. - 111 222 3333		ÇEKİRGE V.D.: 111 222 3333	
1.1.3.8 Hesaplanan Tehlike Kategorisi / Calculated Transport Category		:	
En kısıtlayıcı sınıflama kodu / Most restrictive class code		:	
Ambalajlar /		Malzeme Detayı	
Adet	UN No	Madde ve Tanım	Miktar
18	3H	UN 2789, ASETİK ASİT, kütlece % 80 den fazla asit içeren, B, PGII, (D/E)	NET Ağırlık : 900,00 lt
18	3H	Boş ambalaj, B	
18	3H	UN 3509 AMBALAJLAR, BERTARAF EDİLECEK, BOŞ, TEMİZLENMEMİŞ, (B KALINTILARI İLE), 9	
İlave Bilgiler / Additional Declarations of any Special Agreement			
Mali Teslim Alan Tüspacı		Mali Teslim Alan / Consignee	
Nakliye Firması / Transport Company		Mali Teslim Eden / Shipper	
ABC KİMYEVİ MAD. SAN. VE TİC LTD ŞTİ.		ABC KİMYEVİ MAD. SAN. VE TİC LTD ŞTİ	
ADR TEKSTİL SAN. VE TİC. A.Ş.		Şirket Adı / Shipper Name	
Araç Plakası / Truck Plate			
16 ADR 001			
Yer ve tarih / Place and date		Yer ve tarih / Place and date	
30.01.2020		BURSA	
Sürücü İsmi / Driver Name		Teslim Alan / Name	
MURAT YILMAZ		MURAT YILMAZ	
İmza / Signature		İmza / Signature	
MURAT YILMAZ		MURAT YILMAZ	
ADR 5.4.1.1'e göre a, b, c, d, e, f, g, l, k simgeleri taşıma belgesinde yer alması zorunlu genel bilgileri içerir.			

4.7.2 Multimodal Dangerous Goods Form

This form meets the requirements of SOLAS 74, chapter VII, regulation 4, MARPOL Annex III, regulation 4 and the provisions of this chapter. The information required by the provisions of this chapter is mandatory; however the layout of this form is not mandatory.

1. Taahhüt belgesi numarası		2. Teslim tarihi ve saati	
3. Alınan		4. Teslim alanın adı	
5. Gönderen		6. Gönderen adresi	
7. Alınan için verilen sınıflandırmaya göre: ilgili aygıt sınıfı		8. Alınan için verilen sınıflandırmaya göre: ilgili aygıt sınıfı	
9. Sınıf		10. Sınıf	
11. Sınıf		12. Sınıf	
13. Sınıf		14. Sınıf	
15. Sınıf		16. Sınıf	
17. Sınıf		18. Sınıf	
19. Sınıf		20. Sınıf	
21. Sınıf		22. Sınıf	
23. Sınıf		24. Sınıf	
25. Sınıf		26. Sınıf	
27. Sınıf		28. Sınıf	
29. Sınıf		30. Sınıf	
31. Sınıf		32. Sınıf	
33. Sınıf		34. Sınıf	
35. Sınıf		36. Sınıf	
37. Sınıf		38. Sınıf	
39. Sınıf		40. Sınıf	
41. Sınıf		42. Sınıf	
43. Sınıf		44. Sınıf	
45. Sınıf		46. Sınıf	
47. Sınıf		48. Sınıf	
49. Sınıf		50. Sınıf	
51. Sınıf		52. Sınıf	
53. Sınıf		54. Sınıf	
55. Sınıf		56. Sınıf	
57. Sınıf		58. Sınıf	
59. Sınıf		60. Sınıf	
61. Sınıf		62. Sınıf	
63. Sınıf		64. Sınıf	
65. Sınıf		66. Sınıf	
67. Sınıf		68. Sınıf	
69. Sınıf		70. Sınıf	
71. Sınıf		72. Sınıf	
73. Sınıf		74. Sınıf	
75. Sınıf		76. Sınıf	
77. Sınıf		78. Sınıf	
79. Sınıf		80. Sınıf	
81. Sınıf		82. Sınıf	
83. Sınıf		84. Sınıf	
85. Sınıf		86. Sınıf	
87. Sınıf		88. Sınıf	
89. Sınıf		90. Sınıf	
91. Sınıf		92. Sınıf	
93. Sınıf		94. Sınıf	
95. Sınıf		96. Sınıf	
97. Sınıf		98. Sınıf	
99. Sınıf		100. Sınıf	

4.7.3 Container/Vehicle Packing Certificate

If dangerous goods are loaded on or packed in any container or vehicle, the parties responsible for packing the container or vehicle shall submit a "container/vehicle packing certificate" stating the container/vehicle identification number(s) and confirming that the procedure is carried out in accordance with the following conditions:

1. Container/vehicle is clean, dry and apparently fit to receive the goods at the time of loading;
2. The packages which have to be segregated in accordance with segregation requirements have not been packed together in the container/vehicle (unless approved by the authorities in accordance with article 7.3.4.1);
3. All The packages are inspected externally against damages, and only those fit for transport are loaded.
4. Unless otherwise approved by the authority, the drums have been stored upright and all loads suitably braced and secured with bracing systems in accordance with mode of transport, if required
5. Bulk loads are evenly distributed in the container/vehicle;
6. Container/vehicle is structurally fit for service in accordance with chapter 7.1.2 for shipments containing substances in class 1, except for those in chapter 1.4;
7. Container/vehicle and packages are appropriately marked and labeled and placarded, if required;
8. When substances (eg dry ice (UN 1845) or nitrogen refrigerated liquid (UN 1977) or argon, refrigerated liquid (UN 1951)) with a risk of suffocation are used for cooling and ventilation, it will be marked excluding Containers and vehicles in accordance with 5.5.5.6. and dangerous goods transport document specified in IMDG CODE 5.4.1 shall be received for each dangerous goods consignment loaded on the container/vehicle.

Note: Container/vehicle packing certificate is not required for portable tanks, tank-containers and MEDCs.

- The information required for the transport document and the container/vehicle packing certificate may be incorporated into a single document; if not, these documents shall be attached one to the other. If these information are incorporated into a single document should bear a signed statement as follows: "We declare that the substances are packed in the container/vehicle in accordance with the relevant provisions." This statement shall be signed and dated, and the person signing the statement shall be identified in the document. Fax signatures may be applicable, if relevant laws and regulations allow for fax signatures.
- The functions of the transport document required under ADR 5.4.1 and of the container/vehicle packing certificate may be incorporated into a single document; if not, these documents shall be attached one to the other. If these functions are incorporated into a single document, the inclusion in the transport document of a statement that the loading of the container or vehicle has been carried out in accordance with the applicable modal regulations together with the identification of the person responsible for the "container/vehicle packing certificate" shall be sufficient.

Multimodal Dangerous Goods Form is a form that may be used as a Container/Vehicle Packing Certificate.

15 Container identification No. Vehicle registration No.	16 Seal number(s)	17 Container/vehicle & type	18 Tare mass (kg)	19 Total gross mass (including tare) (kg)
CONTAINER / VEHICLE PACKING CERTIFICATE I hereby declare that the goods described above have been packed/loaded into the container/vehicle identified above in accordance with the applicable provisions. * MUST BE COMPLETED AND SIGNED FOR ALL CONTAINER/VEHICLE LOADS BY PERSON RESPONSIBLE FOR PACKING/LOADING		21 RECEIVING ORGANIZATION RECEIPT Received the above number of packages/containers/trailers in apparent good order and condition, unless stated hereon: RECEIVING ORGANIZATION REMARKS:		
20 Name of company	Haulier's name		22 Name of company (OF SHIPPER PREPARING THIS NOTE)	
Name/status of declarant	Vehicle registration no.		Name/status of declarant	
Place and date	Signature and date		Place and date	
Signature of declarant	DRIVER'S SIGNATURE		Signature of declarant	

5. DANGEROUS GOODS HANDBOOK

Carrying out loading/unloading, handling and temporary storage of dangerous goods, the port facility has prepared a pocket-size **Dangerous Cargo Handbook** consisting of below subjects in order to ensure that the mentioned activities are fulfilled safely:

- Classes for dangerous goods,
- Dangerous goods packages, packaging, labels, marks and packing groups,
- Segregation tables for segregation on board and at the port area according to the classes of dangerous goods,
- Segregation distances of dangerous goods in the warehouse,
- Segregation terminology,
- Dangerous goods documents,
- Dangerous goods emergency response action flow diagram,
- Emergency contact information,
- Emergency equipment locations and instructions for use
- Shore facility rules

6. OPERATIONAL ISSUES

6.1 Procedures for Safe Berthing and Mooring of Ships Carrying Dangerous Goods Day and Night, Loading/Discharging, Housing or Anchoring

Work related to safe berthing, mooring, anchoring, loading/unloading and refuge in daytime and at night of vessels carrying dangerous goods shall be carried out in accordance with Article 18 (Rules to be complied with and measures to be taken at the coastal facilities) of Yalova Port Regulation no. 27858 dated 24th of February 2011, Thursday, and PR.81.10.01 Terminal Operating Procedure.

Ships that shall load or unload dangerous goods may continue their operations at night in the areas reserved for them, provided that they take the necessary measures against fire and the measures to ensure the safety of life, property and environment.

6.2 Procedures for additional measures to be taken according to seasonal conditions for loading, unloading and offloading operations of dangerous goods

The ship's officers and those involved in loading, unloading or offloading of dangerous goods shall take the necessary safety measures against seasonal conditions such as wind and heat which shall adversely affect the operation, and other hazards during loading, unloading or offloading of dangerous goods. Action shall be taken in accordance with PR.81.10.01 Terminal Operating Procedure

Necessary measures shall be taken in accordance with the notifications received by the port facility in case of adverse weather conditions such as storm, precipitation and strong wind, and the operation shall be stopped until the adverse weather conditions disappear and the personnel in the facility are evacuated except for the emergency response teams.

6.3 Procedures Regarding to Vehicle, Equipment or Tool Which may Create Sparks During Operation in Handling Dangerous Goods and Stacking & Storage Yards and Keeping Flammable, Inflammable and Explosive Goods Away from These

Spark-generating or forming tools are not allowed at dangerous cargo areas. TL.81.03.01 Work Permit Procedure and TL.81.10.04 Dangerous Goods Handling Instructions is applied.

7. DOCUMENTATION, CONTROL AND RECORDING

7.1 Procedures for determining all mandatory documents, papers and information relating to dangerous goods, and their provision and control by the relevant parties

Information is recorded during the operating process. All mandatory documents and papers regarding dangerous goods and related procedures are explained in TL.81.10.01 Terminal Operation Procedure and TL.81.10.04 Dangerous Goods Handling Instructions.

7.2 Procedures for duly keeping an updated list of all dangerous goods at the coastal facility area and other relevant information

The updated list of all dangerous goods in the coastal facility area and other relevant information should be sent regularly, accurately and in complete by the Agency. The records are kept in a common folder by Terminal Operations with the table TB.81.10.01. TB.81.10.01 Cargo Table- IMDG Code kept by Terminal Operations.

7.3 Reporting procedures that the dangerous goods arriving at the facility are properly identified, the correct shipping names of the dangerous goods are used, certified, packaged, labeled and declared, safely loaded and transported/carried to the approved and legal packaging, container/vessel or cargo transport unit, control and control results

Loading of containers or vehicles are not allowed at the port area. Submission and control of Multimodal Dangerous Goods Transport Certificate (Container/Vehicle Packing Certificate) for containers and vehicles arriving at the terminal indicates that this procedure has been fulfilled. Consignor's declaration and Customs Control are essential to these type of procedures.

Documents and certificates required to accompany vehicles within the scope of ADR regulations shall be checked at the entry and exit to the port area. Controlling the placarding and marking of vehicles or containers carrying dangerous goods is also carried out.

7.4 Procedures for the provision and maintenance of Safety Data Sheet (SDS)

Articles regarding the provision and possession of SDS are included in TL.81.10.04 Dangerous Goods Handling Instructions.

7.5 Procedures for keeping records and statistics of dangerous goods

The registration of dangerous goods is tracked with FR.91.10.01 Terminal Operation Performance Report Form and TB.81.10.01 Cargo Table- IMDG Code.

7.6 Information on The Quality Management System

Yalova Ro-Ro Terminali A.Ş. has a structure and system with written documents that analyze and evaluate risks and opportunities in processes that act according to the needs and expectations of the relevant parties in support of integrated management system policies. It holds ISO 9001:2015 Quality Management System, ISO 14001:2015 Environmental Management System and ISO 45001:2018 Occupational Health and Safety Management System certificates.

8. EMERGENCIES, BEING PREPARED FOR EMERGENCIES AND RESPONSE

8.1 Procedures for intervening dangerous goods that may pose risks to life, property and/or environment, and for responding to dangerous situations involving dangerous goods

It is mandatory to act in accordance with PR.82.00.01 Emergency Procedure, PR.81.03.01 OHS Procedure, PR.81.02.01 Environmental and Waste Management Procedure and PR.61.00.03 Risk and Opportunity Management Procedure and PR.61.00.02 Environmental Aspects and Impacts Assessment Procedure

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

There is a **Marine Pollution Emergency Response Plan**, approved by the Ministry of Environment and Urbanization-General Directorate of Environmental Management, for incidents that may cause marine pollution. Periodic drills and exercises are carried out within the scope of the scenarios created, and their reports are prepared and records are maintained.

Equipment for Environmental and Marine Pollution is stored at the facility, and their inventory is maintained and controls are carried out. The facility has a protocol for materials stored in the region in order to receive support where the facility's ability to respond shall be insufficient. Necessary equipment and PPE shall be used according to the specifications of Dangerous Goods.

Response teams are assigned in line with terminal procedures, plans and instructions against hazardous substance spills.

8.3 Regulations on the emergency first response to accidents involving dangerous goods (procedures on how to carry out an emergency first response, capabilities and abilities for first aid)

In case of an emergency at Yalova Ro-Ro Terminal, the Emergency Coordinator initiates taking proper measures in accordance with the Emergency Management System.

Developments are monitored closely by the Emergency Management Group, and, if required, they shall decide to take high level measures or get help if necessary.

Emergency management at different levels depending on the severity of the emergency may be managed by:

- Facility/Site(Area)
- Agencies(Institution)
- District Emergency Management Center
- Provincial Emergency Management Center
- Central administration

The process, in Emergency Management, is basically followed and controlled by implementing the following measures.

THINGS TO DO	Relevant Departments
WARNING: Notifying that an unexpected and emergency situation has occurred or it is highly likely to occur	All personnel and vessel
CALL FOR HELP: Contacting relevant organizations to give the necessary information	All personnel
EMERGENCY RESPONSE: Responding as soon as possible with the trained personnel and right equipment specified in Emergency Response Plan	Emergency response teams
FIRST AID: Carrying out first aid activities until Professional support teams arrive	First aid personnel
RESCUE: Rescuing materials, equipment, information, document and other important papers belonging to port facility	First aid personnel
PROTECTION: Protection of materials, equipment, information, document and other important papers that have been rescued	Security personnel
NOTIFYING: Sending the necessary statements to the press, customers, and other people with which the port facility has business relations	Public relations
MANDATORY NOTIFICATIONS: Sending necessary notifications to public authorities in accordance with the laws	Management

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

Notifications are made in accordance with PL.82.10.02 Dangerous Goods Emergency Plan.

8.5 Procedures for reporting accidents

Emergency Management Center Incident Scene Coordinator will operate the reporting system that will accurately inform the relevant authorities as soon as possible about the emergency situation that will occur in the port. FR.102.00.01 Incident / Accident Notification Form and PL.82.10.02 Dangerous Cargo Emergency Plan are applied for accidents involving dangerous cargoes.

For dangerous cargo accidents included in the Marine Pollution Coastal Facilities Emergency Plan, Pollution Report, Situation Report, Personnel Participating in the Operation Form, Equipment Used Report, Coastal Cleaning Report are reported to the Regional Port Authority.

In the event of a major oil pollution at Yalova Ro-Ro Port, samples are taken from the affected sea area during the intervention and after the cleaning works in accordance with the legislation and sent to authorized laboratories for analysis. In case of dangerous cargo leaks and spills occurring in the port area, SR.82.03.01 Terminal OHS Emergency Action Plan is followed.

8.6 Methods of coordination, support and cooperation with authorities

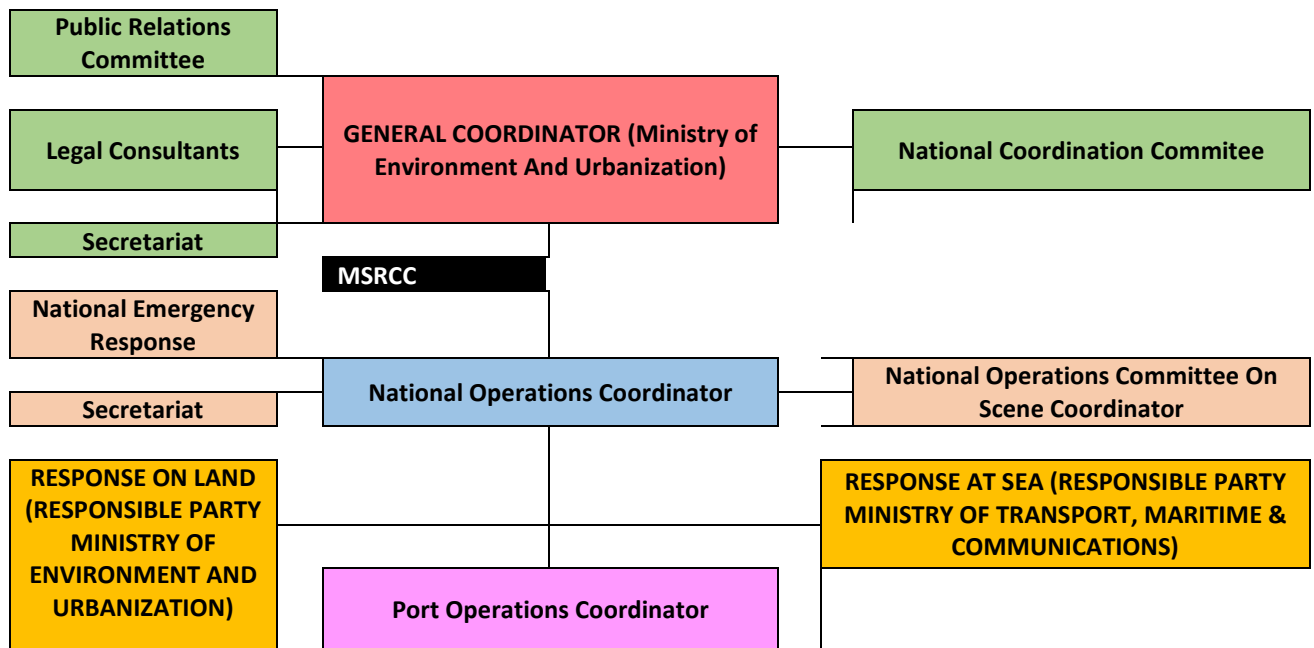
In case of emergencies that may occur in the Yalova Ro-Ro terminal area, means of communication (land-line and mobile phones, computers, wireless, announcement system, siren) shall be used in order to determine the methods of communicating internally and externally and manage emergencies effectively.

In case of an emergency that may occur at the port, communication with the authorities, neighboring facilities and relevant persons shall be provided by the Emergency Management Center Incident Coordinator as soon as possible.

Efficient management of emergencies shall be evaluated according to the level of incidents. Inter-terminal organization takes action in case of Level-1 emergencies, and action is taken according to the chart below for Level-2 and Level-3 emergencies. First, the Main Search and Rescue Coordination Center MSRCC shall be notified to implement the plan, and then the emergency response shall commence.

All accidents involving Dangerous Goods shall be coordinated with the Port Authority. Support and cooperation of the City/District Fire Brigades, AFAD (Disaster and Emergency Management Authority) and the emergency teams of the neighboring facilities shall be provided by informing the Port Authority.

In the event of a possible explosion, fire or emergency in the adjacent facility, firstly, measures shall be elevated in the facility and teams shall be prepared to help the neighboring facility.



8.7 Emergency evacuation plan for removing vessels from the port facility in case of any emergency

The removal of ships and marine vessels from the port facility in emergency situations proceeds according to PL.82.10.01 Emergency Ship Evacuation Plan.

8.8 Procedures regarding handling and disposal of damaged dangerous goods and wastes contaminated by dangerous goods

Damaged dangerous cargoes are handled as described in section 5.4 of TL.81.10.04 Dangerous Cargo Handling Instruction and FR.102.10.03 Dangerous Cargo Damage Report is created.

Waste collection, transportation, storage and disposal operations are carried out in accordance with PR.81.02.01 Environmental and Waste Management Procedure.

8.9 Emergency Response Drills and their records

Yalova Ro-Ro Terminal conducts emergency drills at least once a year. PR.82.00.01 Emergency Procedure is implemented.

Emergency drills and exercises held at the port facility shall be implemented in accordance with the PL.72.05.01 annual training plan.

8.10 Information on fire protection systems

Emergency and fire equipment at the port are detailed in the Emergency Plans. Materials against leakage and spillage of Hazardous Substances, Fire Hydrants, Sprinkler system, Fire Cabinets and Fire Hoses, Fire Alarm Detectors at the port areas, Diesel Fire Pumps, Fire extinguishers shall be made available indoors and outdoors in accordance with the regulations.

8.11 Procedures for approval, inspection, testing, maintenance of fire protection systems, and for keeping them ready to use

Fire Protection Systems

There are heat and smoke detectors in server rooms and smoke detectors in other sections in order to protect the facility from fire.

Fire Water Tanks and Fire Water

The stagnant water in the tank shall be emptied at least once a year and the tank shall be disinfected, preventing it from creating danger.

If any difference is observed in the water level, leakage, malfunction, etc. shall be detected.

Water tanks are periodically maintained and controlled.

Fire Water Pumps

The things to be considered regarding the operation of fire pumps and the elimination of possible malfunctions, in addition to planned maintenance, are listed below.

Fire water pumps shall be operated and recorded for at least 15 minutes per week.

Sprinkler System

It shall be ensured during the maintenance of the sprinkler system that sprinkler heads are not clogged.

It shall be ensured that the contracted maintenance company maintains the sprinkler in accordance with the standards/regulations.

Fire Hydrant System

Rain water shall be prevented from entering the fire hydrant cabinets, the hoses shall be intact, undamaged and sufficiently tightened. At least one of the hoses shall always be connected to the fire valve.

Fire valves shall be unfaulty and leak-proof. Faulty nozzles, valves, hoses shall be replaced immediately with new ones, and faults shall be repaired and backed up. For this reason, a sufficient amount of hoses, nozzles, fire valves, clamps, unions and their spare materials shall be available. There shall not be any delay in the repair of any fault in the fire suppression system for any reason.

Portable Fire Extinguishers

There are a sufficient number of spare fire extinguishers at the port in case of any malfunctions, control or maintenance. All fire extinguishers are controlled regularly. The extinguishers shall be marked after control.

The power generators are maintained each month by the contracted company.

Contracted company checks and controls fire cabinets, portable extinguishers, hydrant lines, sprinkler system, water pumps periodically.

8.12 Measures to be taken when fire protection systems do not work

If the fire fighting equipment in the terminal does not work or is insufficient, the support of neighboring facilities, Fire Brigade and AFAD (Disaster and Emergency Management Authority) teams is requested.

Other hazardous or flammable materials/vehicles that are likely to be affected by fire shall be removed from the area, if possible.

A protocol may be drawn up specifying the conditions under which assistance and support shall be provided and its scope.

Fire extinguishing tug boats or vessels in the area shall be used, if necessary.

8.13 Other risk control equipment

There is a 24/7 security patrol throughout the Yalova Ro-Ro Terminal and sentry boxes at the relevant places, and the facility is monitored by closed circuit cameras. In any adverse event, the security teams shall notify the relevant departments and units.

9. OCCUPATIONAL HEALTH AND SAFETY

9.1 Occupational Health and Safety Measures













Measures for chemical hazards and other Occupational Health and Safety measures are implemented in Yalova Ro-Ro Terminal within the scope of APPENDIX.43.00.04 Yalova Ro-Ro Occupational Health and Safety Internal Directive and PR.81.03.01 OHS Procedure. PR.61.03.01 OHS Risk Assessment Procedure is applied in accordance with the provisions of the Regulation on Occupational Health and Safety Risk Assessment published in the Official Gazette no. 28512 dated 29/12/2012, in order to determine whether there are hazardous chemicals in Yalova Ro Ro Terminal, and in case there is any, determine the negative effects in terms of the health and safety of the employees.

9.2 Information on personal protective equipment and procedures on how to use them

The personal protective equipment is used in accordance with TB.81.03.01 PPE Use Chart and PR.81.03.01 OHS Procedure. PPE list for Employees Handling Hazardous Substances and Emergency Teams:

Chemical spill kit (absorbent materials, shovel, broom, bucket for collecting spillage), PPE (safety gloves, goggles, disposable coveralls, dust masks), eye wash solution, fire extinguishing equipment, (fire extinguisher, underground fire hydrant connection apparatus), crowbar, axe etc. for opening the channel drain shall be available for use by the response teams at the Emergency Station located at the nearest identified site to the place of incident.

Full face mask (A2B2K), chemical coverall, boots and safety gloves are available at the Operation Building to respond to fire and chemical spills.

DEPARTMENTS-FACILITIES	 Head Protection	 Eye Protection	 Hand Protection	 Ear Protection	 Foot Protection	 Respiratory Protection	 Respiratory Protection	 Overall/Gowns	 Protection Suits	 Face Protection	 Spill Kit	 Falling Protection
PPE	Head Protection	Eye Protection	Hand Protection	Ear Protection	Foot Protection	Respiratory Protection	Respiratory Protection	Overall/Gowns	Protection Suits	Face Protection	Spill Kit	Falling Protection
YALOVA RO-RO PORT AREA - DANGEROUS CARGO AREAS												
EMERGENCY RESPONSE TEAMS	Helmet	Goggles	Gloves fire/heat protection		Safety shoes	Full-face Respirators	FFP2 Respirator	Disposable Chemical Suit	Fire suit	Face shield	Located in the operational area.	Parachute safety harness
Standard	(EN 397)	(TS 5560 EN 166)	(EN 659:2008)		(TS EN ISO 20345 S1 P veya S3)	(EN 136)-(EN 148)	(TS EN 149 - TS EN 138)	EN 1149-1 / EN 1073-2 / EN 13034 / EN ISO 13982-1	(TS EN - 469)	(TS EN-166)		(TS EN 354, 355, 360, 361,362, 363)
WORKS WITH CHEMICAL MATERIALS	Helmet	Goggles	Gloves/chemical protection	Ear protection 1- Earmuffs 2-Earplugs	Safety shoes	Full-face Respirators	FFP2 Respirator	Disposable Chemical Suits			Located in the operational area.	Parachute safety harness
Standard	(EN 397)	(TS 5560 EN 166)	(TS EN 374)	(TS EN 352-1) (TS EN-352-2)	(TS EN ISO 20345 S1 P veya S3)	(EN 136)-(EN 148)	(TS EN 149 - TS EN 138)	EN 1149-1 / EN 1073-2 / EN 13034 / EN ISO 13982-1				(TS EN 354, 355, 360, 361,362, 363)
DANGEROUS CARGO HANDLING WORKS	Helmet	Goggles	Gloves/chemical protection	Ear protection 1- Earmuffs 2-Earplugs	Safety shoes	Full-face Respirators	FFP2 Respirator	Disposable Chemical Suits		Face shield	Located in the operational area.	Parachute safety harness
Standard	(EN 397)	(TS 5560 EN 166)	(TS EN 374)	(TS EN 352-1) (TS EN-352-2)	(TS EN ISO 20345 S1 P veya S3)	(EN 136)-(EN 148)	(TS EN 149 - TS EN 138)	EN 1149-1 / EN 1073-2 / EN 13034 / EN ISO 13982-1		(TS EN-166)		(TS EN 354, 355, 360, 361,362, 363)

9.3 Closed Area Entry Permit Measures and Procedures

There is no closed warehouse within the boundaries of Yalova Ro-Ro Terminal.

10. OTHER ISSUES

10.1 Validity of Dangerous Goods Certificate of Conformity

Yalova Ro-Ro Terminal's Dangerous Goods Compliance Certificate (TYUB) numbered BKN.332356.TMUB.122 is valid until 11.03.2026.

10.2 Tasks Set for Dangerous Goods Safety Advisor

Pursuant to Article 8 of the Regulation on Dangerous Goods Safety Advisory Services, DGSA performs the duties specified in ADR/RID 1.8.3 and within the scope of the legislation on the transportation of dangerous goods by road, rail and sea in the enterprises where DGSA services are provided.

10.3 Points to consider for those carrying dangerous goods to and from the coastal facility by land (documents required to be provided by road vehicles carrying dangerous goods at the entry/exit to and from the port or coastal facility area, the equipment and instruments these vehicles shall have; speed limits in the port area, etc.)

The issues for the carriers of dangerous cargoes that will arrive at/leave the coastal facility by road (the documents that road vehicles carrying dangerous cargoes must have at the entrance/exit from/to the port or coastal facility area are specified in "TL.81.10.04 Dangerous Goods Handling Instruction". At the vehicle entry-exit control points at the coastal facility, controls related to Dangerous Goods are carried out in accordance with the "Regulation on the Transportation of Dangerous Goods by Road". The speed limit inside the port area is 10 km/h. It is 20 km/h outside the port area.

10.4 Points to consider for those who carry dangerous goods to and from the coastal facility by sea (day/night marks for safe navigation that should be shown by vessels and boats carrying dangerous goods at the port or port facility, cold and hot work in vessels, etc)

Ships carrying dangerous cargoes that do not obtain the necessary berthing or departure permit from the port authority cannot berth to or depart from the coastal facility.

TL.81.03.01 Work Permit Instruction" is followed for hot works and operations in the port area. Hot works to be carried out on ships shall be subject to the Terminal's declaration of conformity and the consent of the Port Authority.

10.5 Additional points to be added by the coastal facility

EmS Guide - Emergency Response Procedures For Ships Carrying Dangerous Goods

EmS is a guide that includes emergency measures which shall be applied in case of fire and spills (leaks) on vessels containing dangerous goods listed in the International Maritime Dangerous Goods Code (IMDG Code).

In accordance with Emergencies in the Transport of Dangerous Goods and EmS Guide dated 25.06.2013 and numbered 79462207-010.07.01-807 CODE OF PRACTICE 2013/66:

First response, in accidents caused by fire or spillage, shall be made according to the Vessel Emergency Plan. Class and specifications of dangerous goods, type of ship, stowage place (under deck or on deck) type of package shall be taken into account and the EmS Guide shall be taken as a basis, in any emergency response to accidents where dangerous goods are involved.

MFAG – Medical First Aid Guide

In accordance with the Medical First Aid Guide for Use in Accidents Involving Dangerous Goods dated 11.07.2013 and numbered 79462207-010.07.01-883 - CODE OF PRACTICE: A "**Medical First Aid Guide**" (MFAG) prepared by International Maritime Organization (IMO), International Labor Organization (ILO) and the World Health Organization (WHO), in order to provide first aid to health problems arising as a result of accidents caused by dangerous goods.

(Medical First Aid Guide for Use in Accidents Involving Dangerous Goods)

MFAG is a medical guide that shall be used in conjunction with the information given in the International Maritime Dangerous Goods Code (IMDG Code), International Maritime Solid Bulk Cargoes Code (IMSBC Code), International Code on the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code) and International Code on the Construction and Equipment of Ships Carrying Liquefied Gas in Bulk (IGC Code) documentation. This guide contains information and recommendations for diagnosis, first aid and recommended treatment methods concerning poisoning and health problems caused by dangerous goods.

IMDG CODE Supplement includes EmS and MFAG guides.(IMDG CODE SUPPLEMENT)

The use of EmS and MfaG Guides is explained under PL.82.10.02 Dangerous Goods Emergency Plan article 22.2 EmS and MfaG Usage Procedure.

11. ATTACHMENTS

1. General layout of coastal facility
2. Panoramic photographs of coastal facility
3. Emergency contact points and contact information
4. General layout of areas where dangerous goods are handled
5. Fire plan of areas where dangerous goods are handled
6. General fire plan of the facility
7. Emergency plan
8. Emergency meeting points plan
9. Emergency management organizational chart
10. Dangerous Goods Handbook
11. Spill areas and equipment for CTUs and packages, entry/exit drawings
12. Inventory of port service vessels
13. Administrative borders of Port Authority, anchorage terminals and sea coordinates of harbor pilot's embarkation/disembarkation points
14. Emergency response equipment for marine pollution at the port facility
15. Personal Protective Equipment (PPE) use map
16. Dangerous goods incident report form
17. Control results report form for CTUs
18. Dangerous Goods Handling Guide Additional Cargo Notification (Necessary Cases)
19. Safety Plan For Dangerous Goods
20. Integrated Management System Policy
21. Accident Prevention Policy

12. ABBREVIATIONS

ADR: Agreement Concerning the International Carriage of Dangerous Goods By Road

Vehicle: On-road vehicle. Each trailer is accepted as a separate vehicle.

CTU: Cargo Transport Unit

CTU Code: IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units (MSC.1/Circ.1497)

EmS Guide: Emergency Response Procedures For Ships Carrying Dangerous Goods

HSEQ: Health Safety Environment Quality (also known as QHSE)

IMDG Code: The International Maritime Dangerous Goods Code

IMO: United Nations International Maritime Organization

MARPOL: International Convention for the Prevention of Pollution from Ships

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

SDS: Safety Data Sheet is a document which includes information such as the properties of hazardous substances and mixtures; protective measures at the workplace according to hazard classes in order to protect from physical, health, and environmental health hazards.

HS-Eq: Health Safety Environmental-Quality

SOLAS: International Convention for the Safety Of Life At Sea, 1974

DGSA: Dangerous Goods Safety Advisor

DGSCC: Dangerous Goods Safety Consultancy Company – Company authorized by the Administration to provide Dangerous Goods Consultancy Services

Ro-Ro Transport: Transport by vessels carrying vehicles, trailers or containers.

13. DESCRIPTIONS

Packaging: The transport container containing the dangerous goods as described in IMDG Code Chapter 6.

Packer: Natural persons or legal entities who place dangerous goods into large packages and different types of containers including interim bulk containers, and who, if necessary, make the packages ready for transport, pack dangerous goods or change packages and/or labels of these goods, label them for transportation with the consignor or with his instructions; and the land and coastal facility personnel who physically carry out these operations.

Segregation: The process of segregation (separating) two or more substances and objects that have been considered mutually incompatible, when their stowing together may result in undue hazards in the case of leakage, spillage, or any other accident.

Ministry: Ministry of Transportation and Infrastructure (Administration)

Pressure vessel: Common name that includes cylinders, tubes, pressure drums, sealed cryogenic vessels, metal hydride storage systems, cylinder bundles, and flash recovery vessels

External packaging: Means the external protection of a composite or combination packaging together with any absorbent materials, cushioning and any other components necessary to contain and protect inner receptacles or inner packagings

Fumigation: The process of applying chemical substances in solid, liquid or gaseous form which completely fills an area with gaseous pesticides in order to exterminate harmful micro organisms in the closed cargo transport unit (CTU) or ship's hold.

Handling: Relocation, transferring from large containers to smaller ones, ventilation, segregation, sifting, mixing of dangerous goods without changing their essence, and renewing, changing or repairing the cargo transport units and packages, as well as similar operations concerning transportation.

Package: Means the complete product of the packing operation, consisting of the packaging and its contents prepared for transport

Stowage: Placing dangerous goods properly to ensure safety and environmental protection during loading to the ship

Captain: The person in charge of a ship/vessel

Coastal facility: Means the docks, piers, buoys, platforms where vessels can safely embark or disembark cargo or passengers, or take shelter, and anchorage points and berthing areas of vessels, closed and open storage areas, buildings and structures used for administrative and service purposes, the boundaries of which are determined by the Administration.

Coastal Facility Dangerous Goods Certificate of Conformity: The document (DGCC) issued by the administration that coastal facilities, which are engaged in the handling and temporary storage of dangerous goods, are obliged to obtain within the scope of the Regulation on the Transport of Dangerous Goods by Sea.

Combination packaging: Means a combination of packagings for transport purposes, consisting of one or more inner packagings secured in an external packaging in accordance with 4.1.1.5 of IMDG Code

Composite packaging: Means packagings consisting of an external packaging and an inner receptacle so constructed that the inner receptacle and the external packaging form an integral packaging. Once assembled, it remains thereafter an integrated single unit; it is filled, stored, transported and emptied as such.

Container: A cargo transport unit which has certification in compliance with the applicable standards under CSC (Convention for Safe Containers)

Hazardous waste: Parts, solutions, mixtures, used packages and cargo transport units of goods not used directly or dangerous goods that are classified as specified in the Basel Convention and for which transport class and conditions have been established under SOLAS, which are carried to be disposed of by recycling, burning, dumping as trash or any other means

Dangerous goods (hazardous substances): Petroleum and petroleum products within the scope of Annex-1 To the International Convention for the Prevention of Pollution from Ships (MARPOL 73/78), packaged materials listed in the International Maritime Dangerous Goods Code (IMDG Code), bulk materials with the UN number specified in International Maritime Solid Bulk Cargoes Code (IMSBC) Annex-1, Substances listed in Chapter 17 of International Code on Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code) and in Chapter 19 of International Code on Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code), as well as substances which are not listed in these codes yet, but which have the potential to harm lives and environment, as well as damage property or other articles during transportation because of their physical and chemical properties or because of the type of transportation, and packing and cargo transport units of these substances which are not properly cleaned

Dangerous Goods Safety Advisor (DGSA): Natural person authorized by the Ministry with a dangerous goods safety advisor certificate, and whose duties and qualifications are specified in Chapter 1.8.3 of ADR/RID.

Packer: Natural persons or legal entities who place dangerous goods into large packages and different types of containers including interim bulk containers, and who, if necessary, make the packages ready for transport, pack dangerous goods or change packages and/or labels of these goods, label them for transportation with the consignor or with his instructions; and the land and coastal facility personnel who physically carry out these operations.

Shipper: Natural or legal persons who load the dangerous goods and goods which present hazards in terms of loading safety on the ships, marine vessels, vehicles and Cargo transport units (CTUs), and label and placard the cargo transport units, handle, stow, unload the cargoes including the dangerous goods on the ship and in the cargo transport units.

Cargo Representative: Consignor, consignee, cargo agent and freight forwarder of dangerous goods

Cargo (Freight) Transport Unit: Designed and manufactured for the transport of packaged or bulk dangerous goods; road trailer, semi-trailer and tanker, portable tank and multi-element gas container, railroad car and tank-wagon, container and tank-container.