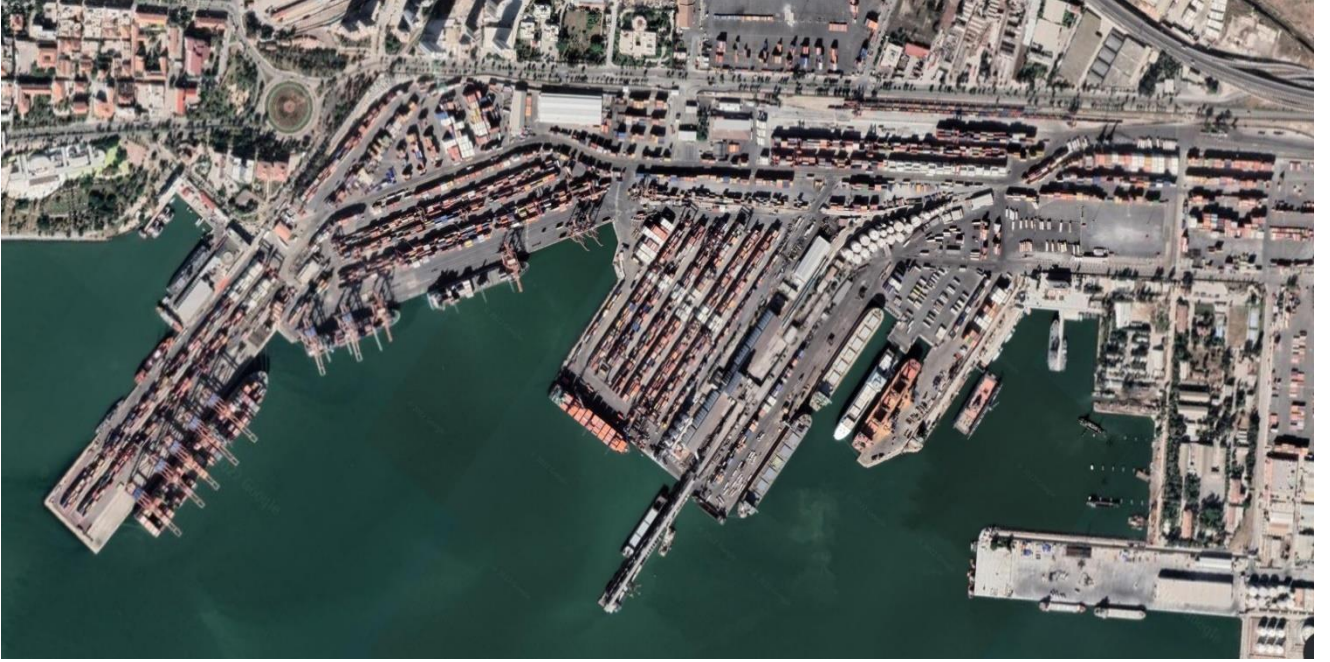




MERSİN INTERNATIONAL PORT MANAGEMENT INC. (MIP)
A GUIDE TO HANDLING DANGEROUS GOODS



Date of Issue: 02.06.2022 (After TYER Practice Instruction dated 20.04.2022)


(See the Revision Page for Revisions)

Mehmet Halit BEZEK

(SEÇ- HSE (Health Safety Environment) Operations Manager)


Signature

Seal

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Revision Page

Serial No	Revision No	Content of the Revision	Revision Date	Revised by	
				Name Surname	İmzası
1	1	Coastal Facility Information Form	13.07.2017	Kemal YİĞİTER-Merve CEYLAN	1
2	2	Notification Form of Dangerous Goods Accident / Loss of Property	20.07.2018	Kemal YİĞİTER	2
3	3	Revision of Facility information form	18.06.2019	Çiğdem ALKAN Kemal YİĞİTER	3
4	4	The operating permit date has been changed. The ship types specified in the Temporary Operating Permit No. 5811-G17 have been updated.	23.07.2020	Çiğdem ALKAN Kemal YİĞİTER	4
5	5	The validity date of the operating permit has been changed. The types of ships that will dock at the facility have been changed to 5811-G18. The Towing Ro-Ro tractor was changed to 165 Tons. The facility authority has been changed.	23.06.2021	Kemal YİĞİTER	5
6	6	The implementation instruction dated 04.12.2015 and numbered 2015/275 has been repealed. The Implementation Instruction on the Dangerous Goods Handling Guide dated 20.04.2022 and numbered 281879 by the TR UAB General Directorate of Maritime has entered into force.	02.06.2022	Çiğdem ALKAN Merve CEYLAN İnci POLAT Çağla ARSLAN Alper YILMAZ	6

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7	7	New Facility Information Form revision after the change of Dangerous Goods Safety Advisor, Making updates to the relevant topics and articles within the scope of the Implementation Instruction on Dangerous Goods Handling Guide dated 20.04.2022 and numbered 281879 by the General Directorate of Maritime Affairs of the Republic of Turkey.	10.07.2023	İmge AMAÇ Elif KAPLAN Çiğdem ALKAN İnci POLAT Alper YILMAZ	7
8	8	New Facility Information Form revision after the change of Dangerous Goods Safety Advisor	07.09.2023	Ayfer KARAASLAN Erencan BAŞARIR Çiğdem ALKAN İnci POLAT Alper YILMAZ	

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4. General Layout of Areas where Dangerous Goods are Handled
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9. Emergency Management Chart
10. Dangerous Goods Handbook
11. Leakage areas and equipment for CTU (Cargo Transport Unit)
12. Inventory of Port Service Ships
13. Administrative borders of the Port Authority, anchorage areas and maritime coordinates of Master's disembarkation/embarkation points
14. Emergency response equipment against marine pollution in the coastal facility
15. Personal protective equipment (PPE) usage map
16. Dangerous cargo events notification form
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Abbreviations

IMO: International Maritime Organization,

IMDG Code: International Code for Dangerous Goods Transported by Sea

BLU Code: Code of Practice for Safe Loading and Unloading of Bulk Carriers,

ISPS Code: International Ship and Port Facility Security Code,

IMSBC Code: International Maritime Solid Bulk Cargoes Code,

IGC Code: International Code on the Construction and Equipment of Ships Carrying Bulk Liquefied Gases,

MARPOL: International Convention for the Prevention of Pollution of the Seas by Ships,

SOLAS: International Convention for the Safety of Life at Sea,

Definitions


Bulk Cargo: Substances in solid, liquid and gaseous state that are the structural part of the ship or are in a tank or hold permanently fixed in or on the ship, and intended to be transported directly without containment,

Fumigation: The process of giving a certain amount of fumigant acting in gaseous form to a closed environment at a certain temperature in order to destroy harmful organisms and keeping it in the environment for a certain period of time,

Ship: Ships covered by the legislation or international agreements to which we are a party,

Ship-related: Owner, operator, charterer, captain or agents, and natural or legal persons authorized to represent the ship owner.

Administration: TR (Republic of Türkiye) UAB (Ministry of Transportation and Infrastructure) General Directorate of Maritime Affairs

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Container: Load-bearing equipment with a certificate in accordance with the applicable standards Under the International Convention on Safe Containers (CSC Convention),

Moisture content (MC): The amount of water, ice or other liquids expressed as a percentage of the total liquid mass of the solid bulk sample,

Supalan: To be taken out of the facility (from ship-to-vehicle-outside facility / from vehicle-to-ship-outside facility) as soon as possible By completing the necessary paperwork processes on the vehicle without temporary storage of dangerous and/or non-hazardous cargo arriving by land or sea.

Transportable maximum humidity (TML): The maximum amount of moisture that a liquefiable solid bulk cargo carried on ships that do not have the characteristics specified in IMSBC Code Section 7.3.2, so as not to interfere with its safe transportation,

TMGD: Dangerous Goods Safety Advisor

Dangerous Cargo:

* Petroleum and petroleum products included in the International Convention for the Prevention of Pollution of the Seas by Ships (MARPOL) 73/78 Annex I, Attachment 1,

* Packaged goods and objects given in Part 3 of the IMDG Code,

* Among the cargoes given in IMSBC Code Attachment 1, bulk cargoes with "B" and "A and B" inscriptions in the group box in the characteristic table,

* Liquid substances with the phrase "S" or "S/P" in the "d" column titled "hazards" of the table given in Chapter 17 of the IBC Code,

* Gaseous substances given in IGC Code Chapter 19,


Cargo transport unit (CTU): Road trailer, semi-trailer and tanker, portable tank and multi-element gas container, railway car and tank wagon, container and tank container Designed and manufactured for the transport of packaged or bulk dangerous cargoes,

Loading safety: Safe binding and stacking of the loads/goods to be loaded into the cargo transport unit with the cargo transport unit loaded in the ship's hold or on the ship's deck or with the safe lashing and stowing of the load,

Charterer: Real or legal person on whose behalf or on behalf of a shipping company a carriage contract has been concluded With the real or legal person specified as "charterer" in the bill of lading, maritime transport document or multimodal transport document,

Cargo (related) person: The sender, consignee, agent/representative or organizer of transport about to dangerous goods/cargo.

Kurum İçi / Kişisel Veri İçermez | Internal / No Personal Information


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Presentation


1 Introduction

1.1 Facility Information Form

1	Operator name/title of Facility	Mersin International Port Management Inc. (MIP)		
2	Contact information of the facility operator (Address, phone, fax, e-mail and web page)	Yeni Mah. 101. cad. 5307 Sok. No.5, 33100 Akdeniz Mersin Phone: 0324241 29 00, Fax: 0324232 46 71 info@mersinport.com.tr www.mersinport.com.tr		
3	Name of Facility	MIP Mersin Limanı (Mersin International Port)		
4	Province where the facility is located	Mersin		
5	Contact information of the facility (address, telephone, fax, e-mail and web page)	Yeni Mah. 101. cad. 5307 Sok. No.5 33100 Akdeniz Mersin Phone: 0324 241 29 00, Fax: 0324 232 46 71 info@mersinport.com.tr www.mersinport.com.tr		
6	Geographical region of the facility	Akdeniz		
7	The Port Authority and (its) contact details to which the facility is relevant	Mersin Regional Port Authority 0324 237 74 62 0324 341 58 77 mersin.liman@uab.gov.tr		
8	Mayor's Office and contact details to which the facility is relevant	Akdeniz Municipality 0324 336 65 83		
9	Name of the Free Zone or Organized Industrial Zone where the facility is located	-		
10	Validity date of Coastal Facility Operation Permit/Temporary Operation Permit	15.09.2022		
11	Operating status of the facility	Own load/Owner and additional 3rd party (...)	11	Operating status of the facility
12	Name and surname of the facility manager, contact details (phone, fax, e-mail)	Mehmet Halit BEZEK 0533 474 93 83 / 0324 241 29 00 Fax: 0324 232 46 71 mbezek@mersinport.com.tr		
13	Name and surname, contact details (phone, fax, e-mail) of the dangerous goods operations officer of the facility	Alper YILMAZ 0530 399 7809 / 0324 241 29 00 Fax: 0324 232 46 71 ayilmaz@mersinport.com.tr		
14	Name and surname of the facility's Dangerous Goods Safety Advisor, contact details (phone, fax, e-mail)	Ayfer KARAASLAN 0542 221 64 93 ayfer@tmgddanismanlik.com		
15	Marine coordinates of the facility	36* 47,15 North, 034* 38,50 East 36* 47,30 North, 034* 38,6 East		
16	Types of dangerous goods handled at the facility (Loads within the scope of MARPOL Annex-I, IMDG Code, IBC Code, IGC Code, IMSBC Code, Grain Code, TDC Code, asphalt/bitumen and scrap loads)	Packaged Dangerous Cargoes/ Goods, Dangerous Liquid Bulk Cargoes/ Goods, Dangerous Solid Bulk Cargoes/ Goods, Radioactive Cargoes/ Goods, Explosive Cargoes/ Goods, Contagious (Infectious) Loads, Fumigated Cargoes		

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17	Dangerous goods handled at the facility (loads other than the IMDG Code, among the cargo types in Article 16, will be written separately. Additional cargo request will be sent to the port authority with Annex-1 form. It will be added to TYER when appropriate)	Petroleum and petroleum products listed in the International Convention for the Prevention of Pollution from Ships (MARPOL) 73/78 Annex I, Sheet 1, Bulk cargoes with "B" and "A and B" in the group box in the characteristic table among the cargoes given in IMSBC Code Sheet 1, Liquid substances labelled "S" or "S/P" in column "d" of the table titled "hazards" in Section 17 of the IBC Code,
18	Classes for cargo handled, subject to IMDG Code	Class 1: Explosives Class 2: Gases Class 3: Flammable Liquids Class 4.1: Flammable Solids Class 4.2: Spontaneously Flammable Solids, Class 4.3: Hazardous in Contact with Water Class 5.1: Oxidizing Substances, Class 5.2: Organic Peroxides Class 6.1: Toxic (Toxicant) Substances, Class 6.2: Infectious Substances (supalan) Class 7: Radioactive Substances (supalan) Class 8: Erosive (Corrosive) Substances Class 9: Other Dangerous Goods
19	Groups in characteristic table for handled cargo subject to IMSBC Code	Group-B, Group-(A & B)
20	Types of ships that can approach the facility	Types of Ships Included in the Operating Permit with Document Number 5811-G19
21	Distance of the facility to the main road (kilometers)	On State Highway
22	The distance of the facility to the railway (kilometers) or the railway connection (Available/ non available)	There is a connection (available), Inside the Port
23	Name of the nearest airport and distance to the facility (kilometers)	Adana Şakirpaşa Airport / 69 Km.
24	Goods handling capacity of the facility (Ton/Year; TEU/Year; Vehicle/Year)	2.600.000 TEU/Year (Container), 1.000.000 Tons/Year (Bulk Liquid), 1.000.000 Ton/Yıl (General Cargo-Freight), 8.000.000 Tons/Year (Bulk Solid), 150.000 Pieces /Year (Vehicle), 500.000 Pieces /Year (Livestock)
25	Whether scrap handling is done at the facility or not	No
26	Is there a border gate? (Yes No)	Yes
27	Is there a bonded area? (Yes No)	Yes
28	Cargo/Goods handling equipment and capacities	Dock Gantry Crane QC-1-QC-2 (50 tons), QC-3QC-4-QC-5 (45 tons), QC6-QC12 (65 tons), MHC Mobile Dock Crane (150 tons), Field Gantry Crane (40 tons), Field Full Container Crane (42 tons), Field Empty Container Crane (12 tons), Tractor Truck (65 tons), Tractor (Ro-Ro Tractor Truck) (165 tons), Trailer (B. Tire Wheel and Solid Tire) (65 tons), Forklift (Diesel, electric) (3-5-7-12-16 tons), Mini Loader (3 tons), Conveyor Belt, Loader (16 tons), Bunker (100 tons), Animal Scaffolding, Industrial excavator (6-24 tons), Compressor (132 kVA), Liquid cargo platform
29	Storage tank capacity (m ³)	57.773 m ³ (Ceynak Oil Tanks)
30	Open storage area (m ²)	1.056.627 m ²
31	Semi-closed storage area (m ²)	-
32	Closed storage area (m ²)	8.412 m ²
33	Designated fumigation and/or degassing area (m ²)	Port L-Area 2000 m ² , Port TSF-Area 500 m ² Toki (TER-1) Area 500 m ²
34	Name, title, contact details of provider for pilotage and towage services	Mersin Denizcilik Faaliyetleri ve Ticaret A.Ş. (MMI) Yeni Mah. 101.cad. 5307 Sok. No.5 33100 Akdeniz /Mersin Phone: 0324 241 29 00, Fax: 0324 232 46 71
35	Has a security plan been created? (Yes/No)	Yes

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36	Waste reception facility capacity (This section will be arranged separately according to the wastes accepted by the facility.)	Waste Type	36
		Dirty Ballast	Yok
		Slop	70 m ³
		Sludge	800 m ³
		Bilge Water	200 m ³
		Waste oil	100 m ³
		Toxic Liquid Waste	50 m ³
		Dirty water	Gemilerden alınan evsel nitelikli pis sular Liman Sahası içinde bulunan Mersin Büyükşehir Belediyesine ait kanalizasyon alıcısına boşaltılmaktadır.
		Trash/waste	117 m ³
Scrubber systems washing waters within the scope of Marpol Annex-6 and residues/sludge from exhaust gas cleaning	25 m ³		
	15 m ³		

37	Characteristics of areas such as quays / piers etc.				
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Quays / Piers No	Length (Meters)	Width (Meters)	Quays / Piers No	Length (Meters)	Width (Meters)
Quays 1	150	4,5	Quays 1	150	4,5
Quays 2-3	275	4,5	Quays 2-3	275	4,5
Quays 4-5	500	35	Quays 4-5	500	35
Quays 6	43	4,5	Quays 6	43	4,5
Quays 7	42	4,5	Quays 7	42	4,5
Quays 8	275	4,5	Quays 8	275	4,5
Quays 9-10	225	4,5	Quays 9-10	225	4,5
Quays 11	175	4,5	Quays 11	175	4,5
Quays 12	225	4,5	Quays 12	225	4,5
Quays 13	85	4,5	Quays 13	85	4,5

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Piers 14	275	18,75	Piers 14	275	18,75
Piers 15	275	14	Piers 15	275	14
Quays 16	80	3,5	Quays 16	80	3,5
Quays 17-18-19	495	3,5	Quays 17-18-19	495	3,5
Quays 20-21	255	4,5	Quays 20-21	255	4,5
38	Pipeline name (if available inside facility)	Number (pcs)	38	Pipeline name (if available inside facility)	
Vegetable oil transfer line of CEYNAK Facility/Plant:	Line-1; From the facility to the Dock No. 14,15 (1 unit).		1080	Vegetable oil transfer line of CEYNAK Facility/Plant:	
	Line-2; From the facility to the Dock No. 18 (1 unit).		600		10''

Table 1.2 Facility Information Table

1.2 Loading, evacuation, handling and storage procedures for dangerous goods handled and/or temporarily stored at the coastal facility;

Procedures and instructions regarding dangerous cargoes handled and/or temporarily stored at MIP Mersin Port, including cargoes within the scope of IMDG Code, IBC Code, IMSBC Code, asphalt/bitumen, scrap, waste, cargo waste and project cargoes are attached.

- Procedure for the Safe Handling of Packed Dangerous Goods
- Procedure for the Operation of Safe Handling of Solid Bulk Cargoes
- Procedure for the Operation of Safe Handling of Liquid Bulk Cargoes
- Procedure for the Operation of Safe Handling of Explosive Charges
- Procedure for the Operation of Safe Handling of Radioactive Charges
- Procedure for the Operation of Safe Handling of Infectious (Infectious) Cargoes
- Procedure for Chemical Substances Management
- Procedure for Loading, Discharging and Transporting Dangerous Cargoes within the Port
- Port Area Dangerous Cargo Separation and Stacking Instruction
- Fumigation and Ventilation Operation Procedure
- Taking Leaky Containers to the Leakage Pool Instruction
- IMDG Label Removal & Installation Instructions
- Fuel Filling Instruction
- Waste Management Procedure
- Waste Collection Instruction from Ships

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- Accident Loss of Property Notification Procedure
- Dangerous Goods Traffic Management Plan Instruction
- Dangerous Liquid and Liquid Bulk Cargo Equipment Cleaning and Maintenance Instruction


2 Responsibilities

MIP Mersin Port has Management Systems (ISO 9001, ISO 45001, ISO 14001) certificates with a proactive approach in order to make the service processes safe, secure and harmless to the environment within the scope of the relevant management systems, to prevent accidents, and to minimize the damage that possible accidents may cause to people, the environment and equipment and has adopted the principle of continuous improvement with the Accident Prevention Policy (APP-KOP) and related procedures and instructions.

2.1 General Responsibilities

Dangerous goods handled within the scope of the MIP Mersin Port operation permit and all parties engaged in this dangerous goods transport activity are responsible for fulfilling the general responsibilities listed below.

- To make the transportation safe, secure and harmless to the environment, to prevent accidents and taking all necessary precautions to reduce the damage as much as possible when an accident occurs
- To benefit from the EmS Guide, which includes Emergency Response Methods and Emergency Schedules for Ships Carrying Dangerous Goods in emergencies such as fire, leakage, spillage that occur during the transportation of dangerous goods,
- To benefit from the Medical First Aid Guide (MFAG) in the IMDG Code annex in order to provide the necessary medical first aid for the people affected by the damages of the dangerous goods and the health problems caused by the accidents involving these loads, and to provide the necessary coordination to the relevant institutions / organizations as soon as possible and to provide information.

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2.2 Responsibilities of the cargo person


- Prepares mandatory documents, information and documents related to dangerous goods, gets them ready and provides that these documents are present with the cargo during the transportation activity.
- Provides classification, packaging, marking, labeling and placarding of dangerous goods (including transport vehicles) in accordance with their type.
- Provides that dangerous goods are loaded, stacked and securely fastened to approved packaging and cargo transport units in accordance with the rules and safely

2.3 Responsibilities of the carrier

- Requests 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.
- Controls the compliance of the dangerous goods classified (including transport vehicles), packaged, marked, labeled and plated by the cargo person with the legislation.
- Checks that the dangerous goods are packaged in accordance with the rules by using approved packaging and load transport units, that they are safely loaded and securely fastened to the cargo transport unit.


2.4 MIP Mersin Int'l Port Responsibilities

- Ships carrying dangerous goods are not allowed to dock at the facility without the permission of the Republic of Türkiye UAB (Ministry of Transport and Infrastructure) Mersin Regional Port Authority.
- Written information is given to the ship that will dock at the facility within the scope of facility rules, cargo handling rules and relevant legislation.
- Dangerous cargoes that are not permitted to be handled by the administration are not handled, and the ships to be docked are not victimised by planning in this context.
- Mandatory documents, information and documents related to dangerous cargoes are requested by our relevant unit directorates from the cargo concerned and it is ensured that they are found with the cargo. MIP is not obliged to accept or handle the dangerous cargo to

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the facility if the relevant documents, information and documents cannot be provided by the cargo concerned.

- MIP shares all the data that may be necessary according to the nature of the cargo with the shipper and performs the loading or unloading operation according to the agreement to be reached. MIP does not make any changes in the operation without the knowledge of the ship owner.
- Working limits are determined by taking into consideration the safe working capacity of our facility and weather forecasts, and necessary measures are taken to ensure that the ship remains safely moored at the dock and handling is carried out.
- The transport documents containing information that the dangerous cargoes arriving at our facility are properly classified, packaged, marked, labelled, placarded and safely loaded into the cargo transport unit are checked.
- It is ensured that the personnel involved in the handling of dangerous cargoes and the planning of this handling are documented by receiving the necessary training and personnel without documents are not assigned in these operations.
- It is ensured that the dangerous cargo handling equipment in our facility is in working condition and the relevant personnel are trained and certified for the use of these equipment.
- Occupational safety measures are taken in our facility and it is ensured that the personnel use personal protective equipment suitable for the physical and chemical properties of the dangerous cargo.
- Activities related to dangerous cargoes are carried out at docks, piers and sites established in accordance with these works.
- Docks and piers reserved for ships that will load or unload dangerous liquid bulk cargoes are equipped with installations and equipment suitable for this work.
- An up-to-date list of all dangerous cargoes on ships docked at our facility and in closed and open areas in our facility is kept and this information is given to the relevant persons upon request.
- The instantaneous risk posed by dangerous cargoes handled or temporarily stored in our facility and the measures taken for this purpose are notified to T.C. UAB Mersin Regional Port Authority.


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- Accidents related to dangerous cargoes, including accidents at the entrance to closed areas, are reported to the T.R. UAB Mersin Regional Port Authority.
- Necessary support and co-operation is provided in the controls and inspections carried out by the administration and port authority. Class 1 (except Class 1.4S), Class 6.2 and Class 7 dangerous cargoes that are not allowed to be temporarily stored are transferred out of the coastal facility as soon as possible without waiting, and in cases where it is necessary to keep them waiting, the Administration (General Directorate of Maritime Affairs) and / or T.C. UAB Mersin Regional Port Authority is applied to obtain permission under the relevant regulation / directive.
- The waiting time of Class 1, Class 6.2 and Class 7 dangerous goods, which are not allowed to be temporarily stored, on the vehicle defined in our facility is twelve (12) hours, taking into account our operational processes. In cases exceeding the maximum period (twenty-four hours) in the relevant regulation due to force majeure, our facility applies for permission from the Administration (General Directorate of Maritime Affairs).
- The waiting time of hazard class 1.4S loads on the vehicle defined in our facility is twelve (12) hours, taking into account our operational processes.
- The cargo transport units where dangerous goods are transported are temporarily stored in accordance with the separation and stacking rules, and fire, environmental and other safety measures are taken in accordance with the class of the dangerous cargo in the storage area. Fire extinguishing systems and first aid units are kept ready for use at any time in the areas where dangerous goods are handled, and necessary controls are made periodically.
- Before the hot working process and operations to be carried out in the areas where dangerous goods are handled and temporarily stored, permission is obtained from the TR (Republic of Türkiye) UAB (Ministry of Transport and Infrastructure) Mersin Regional Port Authority.
- An emergency evacuation plan has been prepared for the evacuation of ships from coastal facilities in emergency situations and the relevant institutions/organizations are informed about the plan approved by the Republic of Türkiye UAB Mersin Regional Port Authority.
- Internal loading of cargo transport units is provided in accordance with the loading safety rules in our facility.

2.5 Responsibilities of the Ship (related) person

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- Provides 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.
- 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.
- Provides 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.
- Controls the transport documents containing information that the cargo transport units loaded on the ship are appropriately marked, plated and loaded safely.
- Informs the relevant ship personnel on the risks of dangerous cargoes, safety procedures, safety and emergency measures, response methods and similar issues.
- Keeps updated lists of all dangerous cargoes on board and Declares them to the relevant parties upon request.
- Provides that the loading program, if any, is approved and documented and kept in working condition.
- Notifies the port authority and the coastal facility about the instant risk posed by the dangerous cargoes on the ship berthing to the coastal facility and the measures taken for it.
- Does not accept to carry the dangerous cargo in case of leakage or such a possibility.
- Notifies the port authority of the dangerous cargo accidents that occur on the ship while navigating or at the coastal facility.
- Provides the necessary support and cooperation in the controls and inspections carried out by the Administration and the port authority.
- Does not accept to carry dangerous goods that are not included in the ship certificates issued by the relevant institutions and organizations.
- Provides that the people of the ship involved in the handling of dangerous goods use personal protective equipment suitable for the physical and chemical properties of the cargo.
- Provides the requirements regarding the loading safety of the loads loaded on the ships.

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2.6 Education

The procedures and principles regarding the training (IMDG Code, trainings within the scope of Occupational Health and Safety Law No. 6331, Vocational Qualification, Environmental Awareness, HNS1, OPRC1, HNS2, OPRC2) that the personnel working in the cargo handling activities within the scope of the Regulation on the Transport of Dangerous Goods by Sea and Loading Safety are determined by the Administration.

Necessary studies are carried out by the Administration for the implementation of IMO trainings which are required by IMO or if deemed appropriate by the Administration.


If during the inspections it is determined that the knowledge and skills of the personnel are insufficient, the Administration may request that the trainings be repeated.

For the practical applications of the trainings within the scope of this article, first of all, the opportunities of the Ministry are used.

3 Rules and Measures to be Applied by the Coastal Facility

3.1 General

- In MIP Mersin Port operation processes, IMDG class-1 (explosives), class-6.2 (infectious) and class-7 (radioactive) cargoes are not allowed to be stacked in the port area within the scope of the "Loading, Discharge and Transport Procedure of Dangerous Goods within the Port" and are taken out of the port by the authorities by performing supalan operation without waiting in the port area. In cases where it is necessary to keep it waiting, it is applied to the Administration (General Directorate of Maritime Affairs) and / or T.C. UAB Mersin Regional Port Authority to obtain permission under the relevant regulation. Vehicle/Container Loading Certificate must be submitted to MIP related unit directorates in order to load the export cargoes in imdg code class to the ship within the scope of the relevant regulation.
- Control of IMDG coded cargo arriving by land vehicles and ships to enter the port area is done by MIP officials.
- Personnel in charge of dangerous goods handling use personal protective equipment suitable for physical and chemical properties of IMDG coded cargoes during unpacking, depending on the condition of the cargo's packaging. This process is carried out within the scope of "Loading, Discharging and Transport Procedure of Dangerous Goods in the Port".


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- In the dangerous cargo handling area; MIP Fire Brigade personnel who will fight the fire, equipped with firefighting clothes, keep the extinguishing systems on the fire truck ready for use at any time. In this context, the MIP Fire Truck Safe Use Instruction has been created.
- The ship evacuation plan, which is included in the Emergency Plan, has been prepared for the evacuation of ships and marine vehicles from Mersin International Port Management Inc's docks in case of emergency.
- A Fire Plan has been prepared by Mersin International Port Management Inc. and measures are being taken within the scope of the plan.
- Mersin International Port Management Inc. provides training to its personnel working in dangerous cargo operations in accordance with the Training and Authorization regulation within the scope of the IMDG Code.

3.2 Loading Safety

MIP Mersin Port does not start the operation before the risk disappears by making the necessary notification to the relevant institutions/organizations, especially the TR (Republic of Türkiye) UAB (Ministry of Transport and Infrastructure) Mersin Regional Port Authority, about the operation processes related to dangerous cargoes and/or likely to pose a risk in the operation processes.


- 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.
- In order to ensure that the cargoes are loaded safely on the ship, It is obeyed to the provisions of BLU Code and BLU Manual, Safe Practice Code (CSS Code) for Load Stacking and Safety, Code of Practice for Packing of Freight Transport Units (CTU Code) and Safe Practices Code for Ships Carrying Timber Cargo on Deck (TDC Code) according to the type of load/good.
- Stacking/stowing of loads is carried out in accordance with the relevant legislation and international agreements we are a party to.
- The ship cannot be loaded more than the loading limit considering the loading limit brand. If such a situation is detected, the ship will not be allowed to sail and administrative action will be taken against the ship's (related) person within the scope of the relevant regulation.
- Loading-discharging plan before the handling operation, and before the ship's departure, the results of the draft survey or weighbridge survey are presented to the port authority by the ship's person to determine the loaded load. Administration or port authority may request that the draft survey or scale survey report be received from an authorized inspection firm.
- Precautions are taken to prevent the stability of the ship from being adversely affected by ensuring that the cargo in bulk carriers, especially single-hold bulk carriers, is loaded in such a way that it spreads over the floor of the hold (by trapping).

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- It is ensured that the load and ballast water patterns are monitored throughout the loading or unloading/discharging operation so that the ship's structure is not subjected to excessive stress.
- Care is taken to ensure that the ship is free of heel, but if an inclination is required during loading, it is ensured that this is as short as possible. In order to avoid structural damage to the ship, balanced loading and unloading/discharging is ensured in accordance with the approved stability boucle.
- Under adverse meteorological and oceanographic conditions that may affect the cargo handling operation, the handling operation is stopped by the captain/master until the conditions improve.
- In order to prevent situations such as placing heavy cargo on light cargo, placing liquid cargo on dry cargo, or spreading the smell of bad-smelling cargo to other cargoes, cargoes with properties that may damage other cargoes are loaded in accordance with the separation rules.
- All cargoes, cargo units and cargo transport units, excluding solid and liquid bulk cargoes, in accordance with SOLAS Chapter VI Part A Rule 5.6, in order to ensure that the safety measures regarding loading, stacking, separation, handling, transportation and unloading/discharging of cargoes are fully implemented and maintained by the Administration or It is loaded, stacked/stowed and secured in accordance with the Cargo Securing Manual approved by the authorized classification societies on behalf of the Administration.

3.3 Loads/Cargoes Covered by IMDG Code


- Substances and objects that are prohibited in the IMDG Code cannot be transported by sea.
- The parties involved in the transportation of dangerous goods transported in packages take the necessary precautions in accordance with the Regulation on the Transport of Dangerous Goods by Sea and Loading Safety and the IMDG Code, taking into account the nature and extent of the foreseeable risks, in order to prevent damage and injury and to minimize their effects.
- It is obligatory to use packages defined in IMDG Code Chapter 6 and tested and given UN certificate by institutions authorized by the Ministry or authorized administration of a country party to SOLAS, for the transport of dangerous goods by sea.
- 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.
- Documents specified in IMDG Code Rules 5.4.3, 5.4.4 and 5.4.5 are kept on every ship carrying dangerous goods in packages.

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- In accordance with SOLAS Chapter II-2 Part G Rule 19.4, a Certificate of Compliance issued by the authorized administration is kept on the ships to prove that the ships are in a suitable structure and equipment to carry dangerous goods. Except for dangerous solid bulk cargoes, there is no need for a certificate for IMDG Code Class-6.2, Class-7 and dangerous cargoes that can be transported in limited quantities.
- During the MIP Mersin Port operation processes, it is not allowed to stack IMDG class: 1 (explosives), class 6.2 (infectious) and class: 7 (radioactive) cargoes in the port area within the scope of “Loading, Discharging and Transport Procedure of Dangerous Goods in the Port” and by the authorities without waiting in the port area, it is taken out of the port by being handled as supalan.
- In cases where it is necessary to wait before entering our facility by land and/or sea (Customs transactions, paperwork processes, etc.), the applications made to us are sent to the Administration (General Directorate of Maritime Affairs) and/or TR (Republic of Türkiye) UAB (Ministry of Transport and Infrastructure) Mersin Region via KEP, if there is sufficient time to obtain permission within the scope of the relevant regulation and If it is deemed appropriate to apply to the Port Authority with the approval of the relevant institutions,
- It is taken out of the port area as soon as possible by waiting for specified periods. Unless a permit approval is obtained from the relevant institutions, the subject cargoes are handled as supalan in our facility and/or handling is not allowed.

3.4 Cargoes Covered by the IMSBC Code

- In accordance with SOLAS Chapter VII Part A Rule 7.2.1, the use of “bulk shipping name” is mandatory in all documents related to the transportation of dangerous solid bulk cargoes, the trade name of the cargo alone is not sufficient.
- Ships carrying dangerous solid bulk cargoes must have a cargo manifest or special list showing the dangerous goods on board, together with their locations, in accordance with SOLAS Chapter VII Part A Rule 7.2.2. A detailed stowage plan showing the location and class of all dangerous goods on board can be used instead of the aforementioned cargo manifest or special list.
- In accordance with SOLAS Chapter XII Rule 10, the density of solid bulk cargoes is declared by the cargo person in addition to SOLAS Chapter VI Part A Rule 2 before the cargo is loaded on the ship. For ships within the scope of SOLAS Chapter XII Regulation 6, all solid bulk cargoes with densities between 1,250 kg/m³ and 1,780 kg/m³ must have a density measurement taken by an authorized testing firm, unless they meet the requirements for solid bulk cargoes with a density of 1,780 kg/m³ and above. This load/cargo density test can be performed by a

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laboratory accredited by the Turkish Accreditation Agency (TS EN ISO/IEC 17025: 2017) if the loading port is in Türkiye.

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

a) The transportable maximum humidity (TML) certificate of the cargo and the moisture content (MC) certificate or declaration of the cargo, issued by the authorized institutions for the authorized administration of the port of loading, are delivered by the cargo (related) person to the ship concerned.

If the loading port is in Türkiye, the TML test is performed by a laboratory accredited by the Turkish Accreditation Agency (TS EN ISO/IEC 17025: 2017).

The TML certificate contains the TML test result or the test report containing this result. A copy of each of these documents is kept by the relevant port authority and the coastal facility operator and is submitted upon request during the inspections made by the Administration.


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

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

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

d) For the MC test of Group A cargo, sampling and testing should be as close as possible to the date the cargo is loaded onto the ship, and this period can never be more than seven days. If heavy rain or snow falls between the period/time of test and loading, the moisture content test is repeated to confirm that the MC value of the load does not exceed the TML value.


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

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- Appropriate emergency response instructions are kept on board to respond to accidents caused by dangerous solid bulk cargoes.
- The procedures regarding the transportation and notification of a solid bulk cargo not included in the IMSBC Code are determined by the Administration.

3.5 Cargoes/Loads Covered by the IBC Code

- All stakeholders involved in the transportation of cargo within the scope of the IBC Code use the product name and features of the cargo specified in IBC Code Sections 17 and 18 and comply with all obligations regarding the cargo.
- The updates regarding the loads covered by the IBC Code and named in Chapters 17 and 18 are followed by the MEPC.2 circular published by IMO in December every year.
- Documents specified in IBC Code Section 16.2 are kept on ships carrying cargo within the scope of the IBC Code.
- According to the provision of IBC Code Section 14.1.1, for people on ships involved in loading or unloading operations, protective equipment that meets EN 943-1:2015 + A1:2019 and TS EN 943-2:2019 standards in sufficient numbers and appropriate specifications are available. This equipment includes a large apron, long-sleeved gloves, appropriate shoes, chemical-proof clothing covering the entire body, and glasses that is fully suitable for the eyes or face mask.
- On ships carrying the IBC Code, work clothes and protective clothing are kept in easily accessible places and in special cabinets. Equipment used during operations cannot be kept in living areas. However, protective clothing may also be stored in living quarters, provided that they are in special cabinets adequately separated from living areas such as cabins, frequently used corridors, dining areas and shared bathrooms.
- With the exception of asphalt products, hazardous dangerous liquid bulk cargoes with the phrase "safety-S" in the "d" column titled "hazards" (dangerous) of the table in Chapter 17 of the IBC Code cannot be handled as flotilla in coastal facilities. These loads/goods can only be handled by discharging them from the ships to the tanks in the facility via pipelines and filling them to the land tankers from these tanks. The same rule applies for loading from land tankers to ships.

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3.6 Weighing of Full Containers (VGM = verified gross mass)


- It is obligatory to determine and verify the gross weights of the full containers to be loaded on the ships for transport by sea.
- 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.
- The Administration determines and announces the ceiling fee of the weighing service fee that will be received in return for the verified gross weight determination service by the persons authorized within the scope of the second paragraph, excluding VAT. Authorized holders deposit the determined current percentage of the ceiling fee per container, whose verified gross weight is determined, as a control fee to the account of the Ministry's Revolving Fund Operations Department. Provisions regarding coastal facilities authorized by the Ministry by issuing a Green Port Certificate are reserved.
- Determination and verification of the gross weight of the full containers to be loaded on the ships from the coastal facilities, their notification, the responsibilities of the parties and other procedures and principles are determined by the Administration.

3.7 Transport of Dangerous Goods in the Port Area and Between Adjacent Ports

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

3.8 Other Ship-Specific Provisions

- Ships shall comply with the provisions of MARPOL73/78 Annex II Chapter 5 Rule 13, which contains mandatory provisions regulating the discharge of cargo wastes or ballast water, tank wash water or other mixtures containing Category X, Y or Z substances.
- Ships carrying Category X cargoes or Category Y cargoes of high viscosity or solidifiable cargoes within the scope of MARPOL Annex II are obliged to pre-wash the cargo tanks discharged before departure from the port of discharge in order to remove cargo wastes and to deliver the wastes to the waste reception facility.
- If the ships carrying Category Y or Z cargoes do not discharge cargo in accordance with the Procedures and Arrangement Manual (Procedures and Arrangement Manual) described in Annex II, Sheet 4 of MARPOL or if the alternative measures to be taken are not approved by the port authority, they are obliged to pre-wash the cargo tanks they discharge before

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departing from the discharge port in order to remove cargo wastes and to give the wastes to the waste acceptance facility.

- Pre-washing is carried out within the scope of a procedure prepared in accordance with MARPOL Annex II, Annex 6 and approved by the authorised classification societies for classed ships and within the scope of a procedure approved by the competent authority of the flag state for non-classed ships. The Administration may grant exemption for pre-washing.





4 Classes, Transport, Loading/Discharging, Handling, Separation, Stacking and Storage of Dangerous Goods


The following points are taken into consideration regarding the classification, transportation, loading/discharging, handling, sorting, stacking (stowing) and storage of dangerous goods.



4.1 Classes of Dangerous Goods

Dangerous goods classes are listed below according to the IMDG Code rules applied in international maritime transport.




- Class-1: Explosives

	Class 1.1: Substances and Articles with a Mass Explosion Hazard Contains explosives that can cause a mass explosion. Affects almost all charges in an explosion.
	Class 1.2: Substances and Objects with an Explosion Hazard but Not a Mass Explosion Hazard Contains explosives that have the risk of throwing fragments but will not cause a massive explosion.
	Class 1.3: Substances and Objects with a Fire Hazard or a Slight Explosion / Ejection Hazard, but Not a Mass Explosion Hazard It contains explosives that have the risk of starting a fire, the explosion intensity is light, with a small risk of throwing parts, but not cause a mass explosion.
	Class 1.4: Substances and Articles Not Containing a Significant Hazard It contains explosives which have a slight explosion risk, whose effects will not exceed the container in which they are located, and which will not cause an explosion or fire outside.


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	<p>Class 1.5: Substances and Objects in Danger of a Mass Explosion, But Have Little Sensitivity</p> <p>It includes very low sensitivity explosives that can explode in mass but explode very hard.</p>
	<p>Class 1.6: Objects of extremely low sensitivity not in danger of mass explosion.</p> <p>It includes explosives that can explode very hard, have very low sensitivity and at the same time do not have the danger of mass explosion.</p>


- **Class 2: Gases**




	<p>Class 2.1: Flammable Gases</p> <p>Substances that weigh 454 kg (1001 lbs) and are gaseous below at 20°C (68°F). These substances have a pressure of 101.3 kPa (14.7psi) and a boiling point of 20°C (68°F) or less at this pressure. They are flammable at 101.3 kPa (14.7 psi) and air mixtures below 13%. Or, regardless of the lower limit, they are flammable in at least 12% air mixture and pressure of 101.3 kPa (14.7 psi).</p>
	<p>Class 2.2: Flammable and Non-Toxic Gases</p> <p>This class includes compressed gases, liquefied gases, pressurized cryogenic gases, compressed gases in a solution, and oxidizing gases. Combustible and non-toxic gases are those not included in classes 2.1 and 2.3 with a pressure content of 280 kPa (40.6 psia) at 20°C (68°F).</p>
	<p>Class 2.3: Toxic Gases</p> <p>Toxic gases are substances that are known to be harmful to human health and pose a health hazard during transportation (boiling points at or below 20°C at this pressure) although its harm to human health has not been definitively proven, but LC50 value over 5000 ml/m3 in tests on animals</p>

- **Class 3: Flammable Liquids**



	<p>Flammable liquids are substances with a flash point of not more than 60.5°C (141°F), or in liquid form and kept heated for transport with a flash point of 37.8°C (100°F) or higher.</p>
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- **Class 4: Flammable Solids**


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	<p>Class 4.1: Flammable Solids</p> <p>Solids (that are) flammable as they are. These materials can ignite by friction and have a combustion rate of more than 2.2 mm (0.087 inches) per second.</p> <p>Also included in this class are metal powders that are flammable and all react in 10 minutes or less. Substances that are thermally unstable, undergo a vigorous exothermic reaction without the participation of air, and are self-igniting are also in this category. Explosives included in Class 1 but deactivated or substances specifically included in this class by the manufacturer.</p>
	<p>Class 4.2: Spontaneously Combustible Solids</p> <p>Self-igniting substances are pyrophoric substances. These are substances that ignite within the fifth minute of contact with air or heat up without the need for an additional energy source when they come into contact with air.</p>
	<p>Class 4.3: Hazardous in Contact with Water</p> <p>These substances are substances that emit flammable or toxic substances in contact with water. The danger measure is to emit more than 1 Liter of gas per hour for 1 kg of substance.</p>

- **Class 5. Oxidizing - oxidizer / oxidant substances and organic peroxides**

	<p>Class 5.1 Oxidizing - oxidizer / oxidant substances</p> <p>It includes substances that, whether or not themselves flammable, usually by giving off oxygen cause or contribute to the combustion of other materials..</p>
	<p>Class 5.2 Organic Peroxides</p> <p>Organic peroxides are thermally unstable models and can undergo exothermic and self-accelerating decomposition.</p>

- **Class 6: Toxic and Infectious Substances**

	<p>Class 6.1: Toxic (Poisonous) Substances</p> <p>Substances that are known to cause harm to humans during transportation are classified as toxic substances. In addition, substances that have been determined to be toxic in animal tests are also considered dangerous for humans and are included in this category.</p>
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Class 6.2: Infectious Substances

Infectious disease-containing substances are substances known or suspected to carry a pathogen. Pathogens are microorganisms (bacteria, viruses, fungi, etc.) or other factors that cause disease in animals or humans.

- **Class 7: Radioactive Substances**



Substances bearing the yellow RADIOACTIVE III (LSA-III) label. Although this label is not used for some radioactive materials, they must have a poster showing the radioactivity.

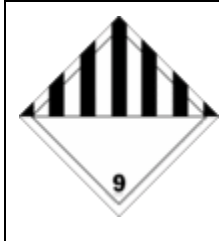
- **Class 8: Erosive (Corrosive) Substances**



Corrosive

They are substances that have an abrasive, thickness-reducing effect on human skin upon contact for a certain period of time. Substances that have a corrosive effect on steel and aluminum are also included in this class.


- **Class 9: Other Dangerous Goods**



Various Other Dangerous Substances

Substances that are dangerous during transportation but do not comply with any of the defined classes fall into this class. The following substances are included in this class: Anesthetics or other types of harmful substances. These are substances that can cause discomfort to the flight crew or ship's personnel to the extent that they prevent them from performing their duties. Substances with an increased degree of temperature, harmful substances, residues harmful to human health or substances at risk of polluting the sea.

Table 1.3 Dangerous Cargo/Goods Table

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4.2 Packages and Packaging of Dangerous Goods

Dangerous goods belonging to Class 3, Class 4, Class 5.1, Class 6.1, Class 8, Class 9 other than class 1, 2, 5.2, 6.2 and 7 and self-reactive in class 4.1 are classified/grouped into three "packaging groups" according to the degree of danger they represent.

- Group I Packaging: High Level of Hazard
- Group II Packaging: Medium Level of Hazard
- Group III Packaging: Low Level of Hazard

4.3 Placards, Plates, Brands and Labels for Dangerous Goods

The following labels are used in various colors and shapes, symbolizing that dangerous substance, giving information about the class and characteristics of the dangerous substance at first glance. Colored figures expressing the dangerous substance clearly are on the label to keep it in mind. Dangerous Cargo Labels; They bear a symbol in the form of a white, orange, blue, green or red rhombus and depicting the danger of classrooms.


Hazard Warning Sign/Labels

- If used in CTU (container etc.) and vehicles, its size is 25 cm x 25 cm.
- 10 cm x 10 cm in size if used in packages.

Written Orange Plate

- If it is placed on a transport vehicle, such as a tanker, its size is 40 cm x 30 cm.
- In cargo transport units (CTU), the size of the containers is 25 cm x 25 cm.



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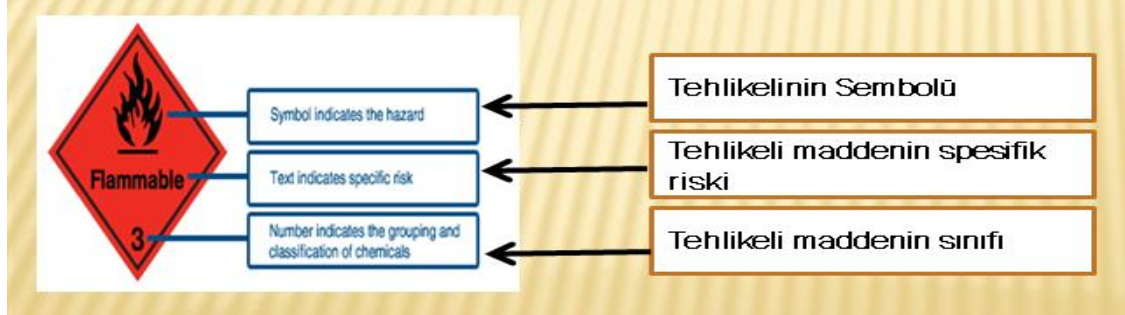


Figure 1.1 Label Reading

Special Labels and Placards

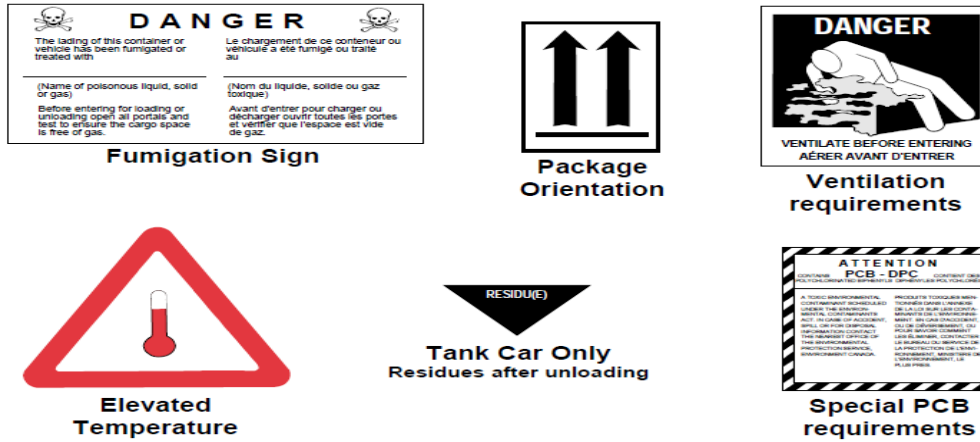



Figure 1.2 Special Labels

4.4 Signs and Packing Groups of Dangerous Cargoes

Packaging Requirements

Dangerous goods and preparations can be transported under normal storage and transportation conditions after they are packaged in such a way that they are prevented from going out of the package through leakage, spillage, contamination and similar ways.

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Substances and preparations to be used as raw materials, intermediates in the production of another product or to be put on the market as fuel are permissible for

- Transportation and storage with appropriate systems and vehicles that will not harm the environment and human health,
- In cases where the vehicle and warehouse are closed systems, unpackaged storage and transportation.



Figure 1.3 Packaging Containers-1

General View of Packaging Containers

The general appearance of the containers in which the dangerous goods and their preparations are placed should be as follows:

- The shapes and labels of the packages, their general appearance and scope cannot be chosen to be the same as the packaging of foodstuffs or to be mixed.
- Labeling and safety recommendations must be followed when placing dangerous goods in their packages and containers.


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Figure 1.4 Packaging Containers-2

Packaging Terms

It is obligatory to comply with the following general rules when placing dangerous goods and their preparations in packaging containers:

- If nested containers are used in the packaging of the substance, there should be no leakage from the inner container to the outer container. In packaging with inner containers made of fragile materials such as glass, ceramics, suitable support materials with shock resistance should be used between the inner and outer containers to prevent breakage, or similar measures should be taken.
- The packaged substance must not contaminate the outside of the packaging container.
- The packaging container should not be affected by the substance placed in it, and should not change its properties.
- In the packaging of liquid substances and preparations, empty space should be left in the containers in order to prevent undesirable situations such as explosion and tearing as a result of thermal expansion.
- All kinds of packaging containers to be transported by air must be designed to withstand the effects of air pressure changes.
- Inner containers carrying substances that react violently with each other cannot be stored or transported in the same outer container.
- Designs to completely prevent leakages are used and adequate precautions are taken for packaging materials that need to be protected by being wetted or diluted with a liquid because they are very dangerous.

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- If the substance in the container forms dangerous gases and increases the pressure due to reasons such as increase in temperature, change in air pressure, shaking during transportation and storage,
- Containers fitted with systems that will allow automatic pressure adjustment by expelling excess gas should be used.

However, if the emitted gas is dangerous and harmful, other measures must be taken to prevent the danger.

- In accordance with the relevant regulations, the Manufacturer is responsible for minimizing or eliminating the packaging material resulting from the transportation of the imported or manufactured substance and preparation.
- All kinds of materials, materials and tools to be used as a package and drums used in dangerous cargo transportation are subjected to functional tests in accordance with their intended use.


Labeling of Dangerous Goods

Those who provide the production and logistics of dangerous goods are also responsible for labeling them according to their characteristics.

Matters Required to Be Included on Labels

- Manufacturer's name and address,
- Chemical and trade name of the substance, closed formula,
- Trade name of the products, intended uses and danger symbols of the substances included in its content,
- Remarkable against special hazards,
- Risk information for phrases such as “very strong explosive”, “severe poison”, “R” code, Concise information about safety recommendations and precautions to be taken, Characteristics identifying the harmful substance with “S” codes,
- Relevant danger signs given for individual substances,
- Chemical definition and percentage of active substance,
- Other additives and at least their group designation,
- Hazard situations and protection measures for the environment and human health on labels are indicated by signs on labels.

Matters to be Complied with

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- Expressions such as "non-toxic", "harmless to health", "harmless if used as directed" cannot be used on labels.
- Labels must be affixed to the packages for substances or products put on the market as packaged.
- If the packages are placed in a second package, the label is also affixed on these packages. However, when the transparent second packaging is used, it is not obligatory to put a label on the second packaging if the inner label can be clearly read.
- On the labels of the substances whose properties are not sufficiently determined, the phrase "research on the effect of this substance on the environment and human health continues" is written. On the labels of substances and products included in the list of cancer-causing substances, the phrase "caution may cause cancer" is written, among other information.
- Labels are prepared in Turkish for dangerous chemicals and dangerous goods put on the market, and in one of the official languages of the exported country for exported dangerous chemicals and dangerous goods.

Among other information on the labels affixed to aerosol packages and containers;


- The box is pressurized", "Do not leave it under the sun", "Protect from heat above 50 C", "Do not force open empty cans", "Do not throw into fire", "Do not spray on flames or incandescent substances" should be included.
- For those that contain flammable substances in their composition that can cause combustion and easy ignition, the phrases "Flammable" or "Easily flammable" must also be written.

Labeling Conditions

The dimensions of the labels of dangerous goods are given below according to the volumes of the packaging containers:

- Up to 0.25 liters in a suitable size,
- At least 52 mm x 74 mm for 0.26 - 3.0 liters,
- At least 74 mm x 105 mm for 3.01 - 50 liters,
- At least 105 mm x 148 mm for 50.01 - 500 liters,
- At least 148 mm x 210 mm for larger than 500.01 liters.

Hazard symbols are printed in black on an orange yellow background. Each hazard symbol has an area of at least 1 cm² and covers at least one-tenth (1/10) of the surface on which the sign will be made.

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Labels also contain mandatory symbols and information as a complement to the relevant provisions of the regulations in areas such as health and safety.


Labels are affixed to one or several sides of the package in such a way that the information on the label can be read while the package is in its normal position. If it is not possible to stick the label on the packaging surface due to the size or type of the packaging, the labeling is done in the form of a plate attached to the packaging.

Necessary measures are taken to ensure that the label does not come off the package by being affected by external factors and the substance in the package, or that the plate does not break if used. On the labels of the packages of combustible and easily ignited substances with a capacity not exceeding 0.25 liters, it is not required to include remarkable phrases regarding this feature of the substance and the precautions to be taken on the label.

4.5 Separation Tables on Ship and Shore Facility According to Classes of Dangerous Goods

SINIF	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	
Patlayıcılar 1.1, 1.2, 1.5	*	*	*	4	2	2	4	4	4	4	4	4	2	4	2	4	X	
Patlayıcılar 1.3, 1.6	*	*	*	4	2	2	4	3	3	4	4	4	4	2	2	2	X	
Patlayıcılar 1.4	*	*	*	2	1	1	2	2	2	2	2	2	X	4	2	2	X	
Alev alabilen gazlar	2.1	4	4	2	X	X	X	2	1	2	X	2	2	X	4	2	1	X
Yanıcı ve zehirli olmayan gazlar	2.2	2	2	1	X	X	X	1	X	1	X	X	1	X	2	1	X	X
Zehirli gazlar	2.3	2	2	1	X	X	X	2	X	2	X	X	2	X	2	1	X	X
Alev alabilen sıvılar	3	4	4	2	2	1	2	X	X	2	1	2	2	X	3	2	X	X
Alev alabilen katılar	4.1	4	3	2	1	X	X	X	X	1	X	1	2	X	3	2	1	X
Kendiliğinden yanıcı maddeler	4.2	4	3	2	2	1	2	2	1	X	1	2	2	1	3	2	1	X
Suyla temas ettiğinde tehlike arz edenler	4.3	4	4	2	X	X	X	1	X	1	X	2	2	X	2	2	1	X
Oksitleyici maddeler	5.1	4	4	2	2	X	X	2	1	2	2	X	2	1	3	1	2	X
Organik peroksitler	5.2	4	4	2	2	1	2	2	2	2	2	2	X	1	3	2	2	X
Toksik (zehirli) maddeler	6.1	2	2	X	X	X	X	X	X	1	X	1	1	X	1	X	X	X
Mikrop bulaştırıcı maddeler	6.2	4	4	4	4	2	2	3	3	3	2	3	3	1	X	3	3	X
Radyoaktif maddeler	7	2	2	2	2	1	1	2	2	2	2	1	2	X	3	X	2	X
Aşındırıcı(korozif) maddeler	8	4	2	2	1	X	X	X	1	1	1	2	2	X	3	2	X	X
Diğer tehlikeli maddeler ve eşyalar	9	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Table 1.4 Dangerous Cargo Separation Table on Board

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SEPARATION TERMS

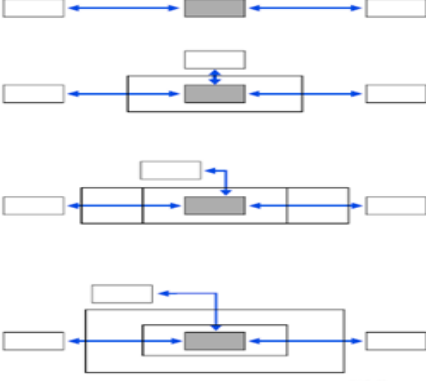
<p>[1] far from..... It can be transported in the same hatch compartment and on the deck with a minimum horizontal separation distance of 3 meters.</p> <p>[2] away from..... There will be a minimum of 6 m horizontal separation distance on the deck or in a separate hold or compartment below deck.</p> <p>[3] a full division from or separately with the warehouse].... Minimum 12 m horizontal separation distance for deck stacking</p> <p>[4] an intervening full partition or with hatch longitudinally separate from.... Minimum 24 m horizontal separation distance for deck stacking</p>	
<p>x: Stacking according to the conditions specified in the substance-specific charts given in DGL</p> <p>*: Stacking/Stowage according to the special conditions specified in the IMDG Code</p>	

Table 1.5 Separation Terms Table of Dangerous Cargo Ship

Port Separation/Sorting Table

According to the IMDG Code Hazard Classes, sorting and stacking is done on site in accordance with the sorting chart;


SINIFLAR	2.1	2.2	2.3	3	4.1	4.2	4.3	5.1	5.2	6.1	8	9
Alevlenir Gazlar (2.1)	0	0	0	s	a	s	0	s	s	0	a	0
Alevlenir ve Zehirli Olmayan Gazlar (2.2)	0	0	0	a	0	a	0	0	a	0	0	0
Zehirli Gazlar (2.3)	0	0	0	s	0	s	0	0	s	0	0	0
Alevlenir Sıvılar (3)	s	a	s	0	0	s	a	s	s	0	0	0
Alevlenir Katılar, Kendiliğinden Reaktif Maddeler (4.1)	a	0	0	0	0	a	0	a	s	0	a	0
Kendiliğinden Yanmaya Yatkın Maddeler (4.2)	s	a	s	s	a	0	a	s	s	a	a	0
Su ile Temas Ettiğinde Alevlenebilir Gazlar Açığa Çıkaran Maddeler (4.3)	0	0	0	a	0	a	0	s	s	0	a	0
Yükseltgen (Oksitleyici) Maddeler (5.1)	s	0	0	s	a	s	s	0	s	a	s	0
Organik Peroksitler (5.2)	s	a	s	s	s	s	s	s	0	a	s	0
Zehirli Maddeler (6.1)	0	0	0	0	0	a	0	a	a	0	0	0
Aşındırıcı Maddeler (8)	a	0	0	0	a	a	a	s	s	0	0	0
Muhtelif Tehlikeli Maddeler ve Nesnelere (9)	0	0	0	0	0	0	0	0	0	0	0	0

Table 1.6 Dangerous Cargo Port Site Separation/Sorting Table

For Closed Containers / Portable Tanks / Closed Land Vehicles;

0: No Separation/Sorting Required.

a: Keep Away - No Separation/Sorting Required.

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s: Segregate – Outdoor, longitudinal and lateral separation/segregation is required minimum of 3 meters (about 20' Container Width).

Inside the Shed or Warehouse (Contained Area), a minimum separation of 6 meters, sideways or longitudinally, is required if the area is not separated by an approved fire wall.

Stacking/stowing Distances

Sıra Sayısı	20-Foot Standard Container	40-Foot Standard Container	40-Foot High Cube Container
2	2 Series	2 Series	3 Series
3	2 Series	3 Series	3 Series
4	2 Series	3 Series	3 Series
5	3 Series	3 Series	4 Series
6	4 Series	4 Series	5 Series

Table 1.7 Stacking/Stowage Distances Table of Dangerous Cargo/Goods in Port Area

- Containers with IMDG Code belonging to classes other than IMDG Code Class 8 can be stacked on top of each other. Containers belonging to IMDG Code Class 8 can only be stacked if they have the same UN number.
- All containers that are sorted and stacked are placed in an openable position to allow emergency intervention.


Separation of dangerous goods should be as follows in accordance with IMDG Code section 7.2;

For packages/IBC/trailers/flat racks or platform containers the meanings of O, S and A in the port site sorting table;

O = no segregation required unless specific plans stipulate

A = away from– at least 3 m separation required

S = apart from – A minimum separation of 6 m in open areas and at least 12 m in hangars is required unless separated by an approved firewall.

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Meanings of O, S, and A in the port site segregation table for closed containers/portable tanks/enclosed road vehicles

O = no separation required

A = away from– no separation required

S = separate; Longitudinal and lateral separation of at least 3 m in open areas, and at least 6 m longitudinally and laterally in hangars, unless separated by an approved firewall


Meanings of O, S, and A in the port site split chart for open road vehicles/railway freight wagons/open top containers

O = no separation required

A = away from – At least 3 m separation required

S = apart from – A minimum of 6 m longitudinal and lateral separation is required in open areas, and at least 12 m longitudinal and lateral separation in hangars or warehouses, unless separated by an approved firewall

- The permission of the Administration and/or Port Authority should be obtained for the purpose of direct shipment and delivery only for the cargoes belonging to IMDG Code Class 1 (except Section 1.4S), 6.2 and 7 to the port area. These classes are not included in the table. However, if it is necessary to temporarily hold these cargoes in the port area under unexpected circumstances, these cargoes should be kept in the designated areas.
- For dangerous goods with secondary hazard, the requirement for segregation for secondary hazard should be applied when it is more stringent. For cargo transport units containing dangerous goods belonging to more than one class, the strictest separation requirement should be applied.
- Dangerous goods belonging to different classes, not in containers and packaged in any way, should not be stacked directly on top of each other. Stacking directly on top of each other is valid for packaged dangerous goods belonging to a single class but with different secondary hazards and certain class 8 cargoes.
- Where applicable, containers, tank-containers and portable tanks containing dangerous goods should not be stacked/stowed directly on top of each other. Exceptions should only be allowed for containers containing dangerous goods belonging to the same class.

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- These exceptions do not apply to containers containing different cargoes of class 8. Where applicable, containers should always be stacked/stowed to allow access to doors and both sides.
- Dangerous goods carrying toxic (poisonous) labels or plaques must be separated from food materials and animal feed.
- Separation requirements are valid only for dangerous goods in the port's storage areas and on vehicles.
- Except for special packages, all dangerous goods should be separated by a distance of at least 1 m to allow access, where applicable.

4.6 Separation Distances and Terms of Dangerous Goods in Warehouses

Temporary storage is not carried out in closed areas (warehouses, tanks, etc.) within the scope of TYUB at MIP Mersin Port.

Dangerous Goods Classes General Separation Table;

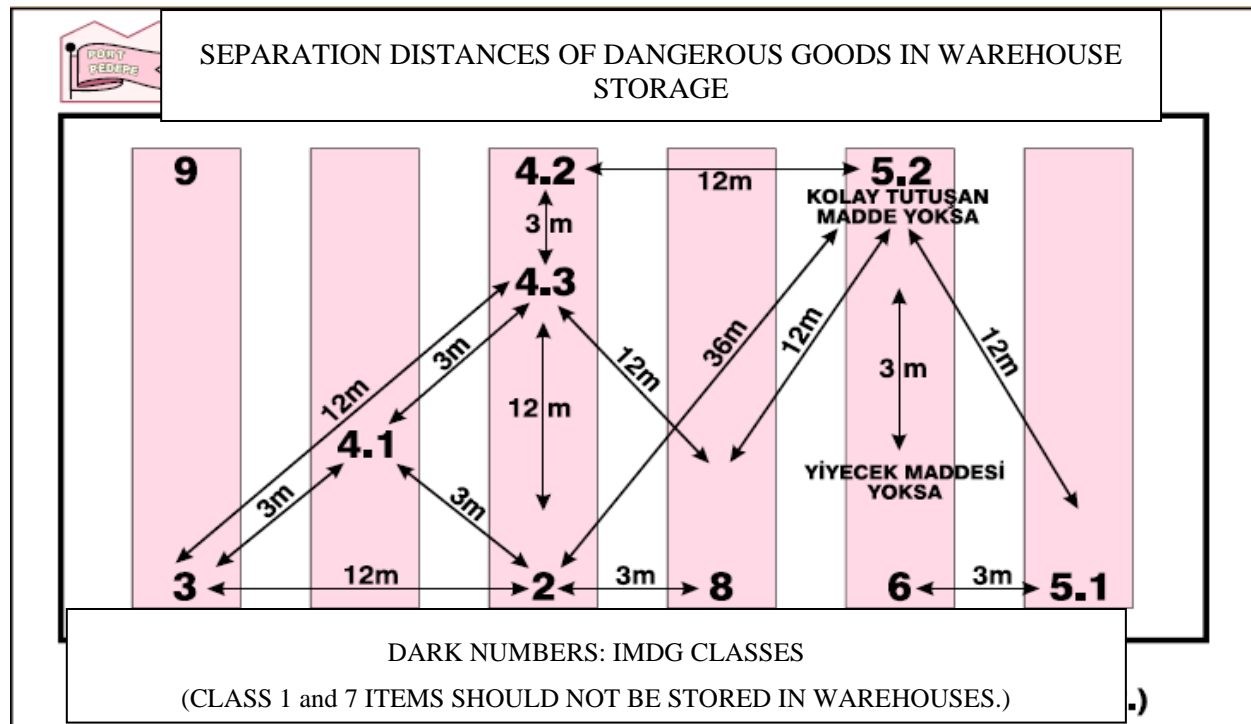



Table 1.8 Separation Table in Dangerous Goods Warehouses

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5 Handbook on Dangerous Goods Handled at Coastal Facilities

MIP Mersin Port distributes this book which is about dangerous goods classes, packages, packages, labels, signs and packing groups of dangerous goods, separation tables on the ship and shore facility according to the classes of dangerous goods, separation distances of dangerous goods in warehouse storages, separation terms, dangerous cargo documents, dangerous goods emergency response action flow diagram, emergency contact information, emergency equipment locations, operating instructions and shore facility rules to contribute to the safe execution of dangerous cargo loading/discharging, handling and temporary storage activities that are made available to the relevant persons and provided the facility personnel with the trainings on the subject by preparing a Dangerous Goods Handbook, in sizes that can be carried in the pocket.

6 Operational Considerations

6.1 For the safe berthing, mooring, loading/discharging, sheltering or anchoring of ships carrying dangerous goods day and night;

- Ships carrying dangerous goods are berthed safely day and night in line with the provisions of the Ports Regulation and in line with the instructions of the port authority, if any.
- Ships carrying dangerous goods anchor at the dangerous cargo anchorage area in accordance with the instructions of the port authority and ship traffic services center,
- During loading or unloading of Class 1 (excluding those in section 1.4), Radio or radar transmitters should not be used on board, in cranes or anywhere else in the vicinity, except for VHF transmitters with a power output not exceeding 25 W and no part of their overhead systems must pass within a safety distance of at least 2 meters from explosives,
- Damaged, leaking, defective packaging affected by moisture should not be accepted for shipment,
- It is forbidden to smoke and use fire in the cargo deck and points of the berthed ships carrying dangerous goods and in the coastal storage areas of dangerous goods,
- The warnings and recommendations given by the captain/master or officers will be acted upon,
- Smoking will be avoided anywhere on the ship, except the port facility or where the ship's captain deems appropriate,
- Behaviors that will cause sparks in any part of the ship will be avoided, except where the captain deems appropriate,
- Hot working process will not be done except where the master deems appropriate, and the necessary permits will be obtained from the port authority before the hot working process,

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- According to the International Regulation for the Prevention of Collision at Sea (COLREG 72), Ships carrying explosive, flammable, combustible and similar dangerous materials draw a B (Bravo) flag during the day and display an all-round (360 degree) red light at night.

Before the captains of ships carrying dangerous goods enter the port area;


- Learn the legal requirements regarding the ships carrying or handling dangerous goods in the port area and his crew must learn,
- Check the condition of the ship, its machinery, equipment and instruments,
- As far as possible, should check for damage or leakage in dangerous loads and their enclosures,
- Inform the port authority in case of a defect or defect that may endanger life, property or environmental safety in the ship, its machinery, equipment or tools, or in case of cargo damage or leakage that may pose a similar danger, or a protection system failure.

DGSA Sign

6.2 For additional measures to be taken according to seasonal conditions for loading and unloading of dangerous goods;

In cases where bad weather conditions (stormy, foggy, heavy rain, hot, cold etc.) are notified by the Meteorology Directorate, Announcement of bad weather conditions in the e-mail environment to prevent a possible work accident is made to all relevant unit directorates and employees under the coordination of the HSE Operations Directorate and the Marine Services Directorate. Possible work accidents are prevented by determining the necessary actions regarding the precautions to be taken.

- Within the scope of relevant regulations, closing/opening of ship traffic to traffic is implemented by our Marine Operations Directorate in consultation with the relevant institutions/organizations,
- It is ensured that the field cranes are taken to the parking position in the field that anchoring to the dock By determining the working status of the dock and field cranes and by attaching the wind pins of the quay cranes.
- It is ensured that the hatch covers of the ship are closed; the tension of the dock anchoring ropes is kept under control, during the ship operation processes, the season/weather conditions were consulted with the ship and cargo authorities.
- It is ensured that the tarpaulin is pulled to the vehicle trailers in order not to cause danger for the loads on the vehicle,
- It is ensured that the empty containers on the high floors, which are open at the stowage sites, are taken to the ground and their lids are closed,
- It is ensured that personnel and work machinery/equipment are withdrawn to safe areas, in cases where seasonal/weather conditions pose a risk,

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- Possible dangerous goods handling operations are carried out by considering lighting, fog (visibility), storm and temperature depending on season/weather conditions.
- In order not to affect the containers with dangerous goods in possible heavy rains.
- Possible risks are minimized by installing equipment in our emergency equipment list (evacuation pumps, etc.),
- Observation and monitoring of the adequacy of the measures taken during the time periods when seasonal/weather conditions pose a risk are provided by our HSE Field and HSE Emergency teams, which provide 24/7 service.

DGSA Sign

6.3 Regarding keeping flammable, combustible and explosive loads away from processes that create/can create sparks and not operating vehicles, equipment or tools that create/can create sparks in dangerous goods handling, stacking and storage areas;

Before entering the port area, all facility users are informed within the scope of the items in the Occupational Health and Safety Special Instruction to be followed in Mersin Port, approved by the Port Authority,

Within the port area, the warning/warning signs that the facility users must comply with are clearly visible in clearly visible places,

All hot working processes (on the ship / in the field) planned to be carried out in the port are subject to work permit,

The rules are clearly stated in the Procedure for Loading, Discharging and Transporting of Dangerous Goods in the Port of MIP and the rules are regularly checked,

During the training processes (ISG, IMDG, Task-oriented etc.), the rules to be followed within the facility are conveyed to the employees.


7 Documentation, Control and Registration

7.1 Regarding all mandatory documents, information and documents related to dangerous goods, their supply and control by those concerned;

In Mersin International Port Management INC., IMDG coded cargoes are recorded in the system based on the declarations of the agencies and charged by providing services accordingly.

In this context;

- the shipping agents record their IMDG Code classes and UN numbers in the columns and lines specified in the discharge list transmitted over the web system (www.mersinport.com.tr).

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- The shipping agency indicates the number of containers with IMDG Code to be discharged from the ship in the ARF-02 that it sends as an attachment to the e-mail.
- If the goods with IMDG Code are in cargo, the shipping agency indicates the container number and weight of the goods in the ARF-02 that it sends as an attachment to the e-mail.
- If the IMDG Code Class-1, Class-6.2 and Class-7 cargoes are to be unloaded in the container, it is loaded to the vehicle directly from the ship by subjecting the bill of lading with the attached letter of lading; following the completion of customs clearance, the departure from the port is made as soon as possible.
- If the IMDG Code Class-1, Class-6.2 and Class-7 export goods are to enter the port with containers and be loaded directly on the ship, after customs clearance is completed with the agency's gate entry request, they are taken to the port area and loaded onto the ship as soon as possible.
- If there is no appropriate label according to the declared danger class in the discharging and loading of IMDG-coded containers or if it is not declared in the system even though there is a label, The IMDG Code is sent to the label insertion/removal station.


7.2 Regarding keeping the up-to-date list of all dangerous goods in the coastal facility area and other relevant information regularly and completely;

The up-to-date list of all dangerous goods in the MIP area and other relevant information is kept regularly and completely by the Documentation Directorate over the system.

7.3 Control and reporting for control results of Dangerous goods coming to the facility of that are properly identified, that the correct shipping names of dangerous goods are used, certified, packaged/packed, that it has been labeled and declared and loaded and moved safely in packaging, container or cargo transport unit in accordance with the rules.

Matters related to dangerous goods entering our facility by land are included in the handling operations within the scope of IMDG Code classes, from the MSDS/SDS's requested from the company by our Marketing Department and from the list of shipping agencies on the web system (www.mersinport.com.tr).

Labeled loads with appropriate hazard class are taken to our port area by checking with hand terminals before the door entrance by our Door Checkers, where the dangerous goods arriving at our facility are labeled correctly according to the hazard class. Loads that are not labeled appropriately are directed to the dangerous cargo label removal/installation station, and appropriate labeling is made after informing the cargo authorities.


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Matters related to dangerous goods entering our facility by sea are included in the handling operations within the scope of IMDG Code classes from the MSDS/SDS's requested from the company by our Marketing Department and the list of shipping agencies transmitted over the web system (www.mersinport.com.tr).

Labeled loads with appropriate hazard class are taken to our port area by checking with hand terminals by our Dock Pointers, where the dangerous goods arriving at our facility are labeled correctly according to the hazard class. Loads that are not labeled appropriately are directed to the dangerous cargo label removal/installation station, and appropriate labeling is made after informing the cargo authorities.

In our facility, in our container internal filling/ internal discharge areas defined within the scope of ISPS;

- Regarding the IMDG labeled loads, the declarations of the agencies are acted upon.
- The agency that makes the declarations enters the container information into the system and performs the registration process.
- In the container with the IMDG label to be discharged from the ship, the agency records the hazard class in the columns and rows determined in the discharge list that it transfers to the Terminal Operating System of our enterprise via WEB.
- The container agency indicates the number of IMDG labeled containers to be discharged from the ship in the ARF-02 that it sends as an attachment to the e-mail. If the cargo with IMDG content is a cargo, the shipping agency shows the number of containers and the weight of the cargo in the ARF-02 that it sends as an attachment to the e-mail.
- Container/Vehicle Packing Certificate is issued for container/vehicle loading in areas where cargo transport units are unloaded (CFS Fields).
- It is checked by MIP that each cargo transport unit that comes to the port to be transported by sea has a "Container/Vehicle Loading Certificate". Cargo transport units that do not have the aforementioned certificate are not allowed to be loaded onto the ship.
- If the IMDG Class-1, Class-6.2 and Class-7 cargoes are to be unloaded/discharged in the container, It is loaded to the vehicle directly from the ship by being subjected to the SUPALAN process with the attached undertaking (the bill of lading with stickers taken from its agency), It is removed from the Port Area as soon as possible following the completion of customs procedures.
- If the IMDG Class-1, Class-6.2 and Class-7 export container will enter the port and be loaded directly onto the ship, it is taken to the port area with the agency's door entry request and as soon as possible, the customs process is completed and loaded onto the ship.
- If there is no appropriate label according to the hazard class numbers declared in the discharging and loading of the containers with IMDG label or if it is not declared in the system even though there is a label, The container is sent to the IMDG Label Attaching/Removing Station of our company, and the appropriate label is attached to the load.

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- If the container is at the stage of acceptance to the site, IMDG labeled containers are taken to the predetermined area on the field during the night shift. This task is carried out by the Operations Field Planners of MIP Container Terminal Directorate.

Dangerous cargo container internal discharge operation;

For IMDG labeled containers, when evisceration is requested, the Field Planning Team arranges the mail and informs the Field Officers.

Dangerous goods (IMDG) including flammable, toxic, oxidizing and corrosive substances classified by the International Maritime Organization (IMO) at CFS sites are handled by taking precautions within the framework of Environmental, Occupational Health and Safety rules. Before the handling process, in the material safety form (MSDS/SDS) of the dangerous goods to be handled; hazard definitions, first aid measures, exposure and personal protection methods are explained to all employees involved in the operation by the field manager.

7.4 Regarding the supply and keeping of the safety data sheet (SDS);

Regarding IMDG Coded cargoes, one of the documents requested in line with the e-mail sent to Mersin International Port Management Inc. Commercial Tariff Management is the SDS/MSDS form of a cargo subject to IMDG Code. No action is taken regarding a load that does not have an MSDS/SDS form.

7.5 Regarding keeping records and statistics of dangerous goods;


Records and statistics of all dangerous goods in the MIP area are kept regularly and completely by the Documentation Directorate over the system.

It is communicated to the relevant institutions and organizations by our Dangerous Goods Safety Advisor in three (3) monthly periods.

7.6 Regarding the Quality Management System;

As MIP, we have been entitled to receive the Quality Management System Certificate, valid from 29.01.2021 to 29.01.2024, in line with our Mission, Vision and Values, by demonstrating the requirements of ISO 9001:2015 Quality Management System.

In addition, ISO 45001:2018 Occupational Health and Safety Management System and ISO 14001:2015 Environmental Management System applications and documents are available.

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Within the scope of MIP, Management Systems; It has adopted the principle of continuous improvement with the Accident Prevention Policy (KOP) and related procedures and instructions.

8 Emergencies, Emergency Preparedness and Response

8.1 Regarding the procedures for responding to dangerous goods that pose/may create risks to life, property and/or the environment, and to dangerous situations involving dangerous goods;

As Mersin International Port Management Inc. the relevant procedure is included in the Emergency Plan and is followed up to date.

8.2 Regarding the possibility, capability and capacity of the coastal facility to respond to emergencies;

Information on the possibility, capability and capacity of Mersin International Port Management Inc. coastal facility to respond to emergencies is included in the Emergency Plan and is monitored up to date.

8.3 Regarding the first response to the accidents involving dangerous goods (first aid procedures, first aid possibilities and capabilities, etc.);

Mersin International Port Management Inc. Information on the first response to accidents involving dangerous cargoes (first response procedures, first aid facilities and capabilities, etc.) is included in the Emergency Plan and is followed up to date.


8.4 Regarding notifications to be made inside and outside the facility in case of emergency; Emergency Plan and as specified in Annex-3.

8.5 Regarding the accident reporting procedures;

"Accidental Loss of Property Notification Procedure" has been prepared regarding the accidents occurring in the MIP areas, with updated following up and presented in the appendix.

8.6 Coordination, support and cooperation method with official authorities.

All accidents related to dangerous cargoes are firstly coordinated with Mersin Harbour Master. With the notification of the Mersin Harbour Master, support and cooperation is provided with the provincial / district fire brigade, AFAD and the assistance units of neighbouring facilities. In case of a fire, the local fire brigade is notified and intervention is made by the people in the fire team until the fire brigade teams arrive. In case of emergencies caused by sabotage or terrorist activities, coordination is ensured with local security units. In cases such as natural disasters, the fire brigade is contacted if necessary, and coordination is also provided with AFAD if necessary. In case of a spill at sea, coordination is ensured by contacting the Main Search and Rescue Coordination Centre. In case

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of work accidents, notifications are made to the Ministry of Labour and Social Security. In case of a possible explosion, fire or signs of an emergency at the adjacent facility; precautions will be increased at the facility and teams will be prepared to assist the neighbouring facility.

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

Mersin International Port Management Inc. has prepared an Evacuation Plan for Ships in Emergency Situations and it is submitted to Mersin Regional Port Authority and the requirements are followed up to date.

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

As Mersin International Port Management Inc., "Waste Management Procedure" has been prepared and is followed up to date.

8.9 Regarding emergency drills and their records;

Mersin International Port Management Inc. Within the scope of Law No. 5312, conducts two (2) times a year Marine Pollution Intervention Emergency drills, and fire prevention, extinguishing, evacuation and first aid drills twice a year.

8.10 Regarding fire protection systems;


Mersin International Port Management Inc. has a Fire Installation Project approved by Mersin Fire Department, Within the scope of the project, it is ready to intervene against a possible fire from the sea (Marine Services Boats, MIP-1, MIP-2, MIP-3, MIP-4) and from the land with sufficient equipment and materials.

8.11 Regarding the approval, inspection, testing, maintenance and keeping ready for use of fire protection systems;

Fire detection and warning systems and extinguishing systems are maintained by contracted companies at specified periods and in case of possible failure, it is ensured that they are ready for use. In addition, periodic control tests and reports are carried out annually by companies with Türkak Accreditation.

8.12 Regarding the precautions to be taken in cases where fire protection systems do not work;

"Emergency Plan" has been prepared by Mersin International Port Management Inc. with updated following up and presented in the appendix. In a possible fire, the first person to see that the fire protection systems are not working will extinguish the fire by intervening with the closest fire extinguisher (fire tubes, fire cabinets) including occupational health and safety training with the competencies they have gained in the practical training they have received in the exercises. Regardless of the size of the fire, by not panicking, he will notify the HSE Emergency and HSE Field

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team about the emergency with using the telephone communication tools 05497906917 (6917) and/or 05497900605 (5605), which are available 24/7, from radio Channel-9. Depending on the scope and size of the incident, he may ask for help from the phones in the emergency phone list.

Facilities in case of a possible fire in the MIP Port area or neighboring facilities will provide equipment and personnel support to the other facility exposed to the fire without endangering their own safety.

8.13 There are no additional points to be added regarding other risk control equipment.

9 Occupational Health and Safety

9.1 Within the scope of occupational health and safety measures;

In order to carry out the operations of each type of cargo within the scope of environment, occupational health and safety, procedures and instructions have been arranged and implemented within the scope of dangerous cargo types in Mersin International Port Management Facility Information Form.

9.2 Regarding of Information on personal protective clothing and their use;

Work equipment has been determined in the "Emergency Plan" in order to be cautious in operations related to dangerous cargo types in Mersin International Port Management Facility Information Form and to minimize the severity of the accident during a possible accident. It is delivered to the employees by our Logistics Department against signature by our employees are being informed about how to use personal protective equipment in occupational health and safety training.


9.3 Regarding the measures and procedures for permission to enter the enclosed space;

Dangerous goods are not stored temporarily in closed areas in our Port Area. In possible indoor/ a closed area work, a closed area work permit has been created. The precautions to be taken before entering the closed area and during the work (gas measurement, use of equipment in CE standards, etc.) are specified in detail.

10 Other Considerations


10.1 The validity of the Dangerous Goods Conformity Certificate;

MIP Dangerous Goods Conformity Certificate is valid until 15.09.2022, Necessary processes are carried out for renewal with the permission of the administration within the scope of the "Directive on the Issuance of the Coastal Facility Dangerous Cargo Conformity Certificate" published with the Ministry's Approval dated 31.05.2022 and numbered 330837.

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10.2 Duties defined for our Mersin International Port Management Dangerous Goods Safety Advisor;

- To monitor compliance with the provisions of international agreements and contracts (ADR/RID/IMDG CODE) in the transportation of dangerous goods.
- To provide suggestions to the business regarding the transportation of dangerous goods in accordance with the provisions of ADR/RID/IMDG CODE.
- To prepare a report every three (3) months and to notify this report to the Administration, Regarding the responsibilities of TMGD determined within the scope of "Regulation on the Transport of Dangerous Goods by Sea and Loading Safety".
- To determine the requirements and compliance procedures in the ADR/RID/IMDG CODE for this substance, by determining the dangerous goods to be transported.
- To guide while purchasing the transportation vehicles that the business will use for the transportation of dangerous goods which are the field of activity.
- To determine the procedures related to the control of the equipment used in the transportation, loading and unloading/discharging of dangerous goods.
- To provide or ensure that business employees receive training related to the task and maintain records of this training on national and international legislation and changes made to them.
- To determine the emergency procedures to be applied, to have the employees perform exercises related to these periodically and to keep their records in case of an accident or a possible event that will affect safety during the transportation, loading or unloading/discharging of dangerous goods.
- To ensure that measures are taken to prevent the reoccurrence of accidents or serious violations.
- To ensure that the special conditions stipulated by the legislation regarding the transport of dangerous goods are taken into account in the selection and employment of subcontractors or third parties.
- To ensure that the employees involved in the transportation, loading or unloading of dangerous goods have knowledge of operational procedures and instructions.
- To take measures to increase the awareness of the relevant personnel in order to be prepared for possible risks in the transportation, loading or unloading of dangerous goods.
- To establish instructions for keeping documents and safety equipment that must be in the vehicle during transportation according to the class of dangerous goods.
- To ensure the implementation of the plan By preparing the business security plan specified in ADR/ RID/ IMDG CODE Section 1.10.3.2.
- To record all kinds of work, including training, supervision and control on activities, to keep these records for five (5) years and to submit to the Administration if requested.

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- To keep records by specifying the date and time of the audited persons and works in the inspections to be carried out in relation to his duties in the enterprise;
- To stop the work until the danger is eliminated In case of any danger, to start the work with its own approval even when the danger is eliminated, and to notify the business or the competent authorities in writing of any stage in the process until the danger is eliminated.
- To determine procedures for work and operations related to packaging, labeling, marking and loading in accordance with the provisions of ADR/ RID/ IMDG CODE of the load loaded on the transport vehicle.
- Except for the coastal facilities that will receive TYUB for the first time, DGSA is present at the coastal facility during TYUB inspections and actively participates in the inspections.
- Prepares the parts of the Dangerous Goods Handling Guide of the coastal facility related to dangerous cargo handling and/or temporary storage together with the coastal facility and checks their accuracy. DGSA's signature is also included in the parts of the guide related to dangerous cargo handling and / or temporary storage.
- In addition to IMDG Code, within the scope of dangerous cargoes handled at the coastal facility in addition to IMDG Code, IBC Code, IGC Code, IMSBC Code and MARPOL 73/78 applications and generally have information about the dangerous cargo activities of the coastal facility. It notifies the coastal facility operator in writing about whether the dangerous cargoes handled at the coastal facility are handled in accordance with the rules or not, provided that it does not exceed 6 (six) months with the periods to be agreed between the coastal facility operator and the coastal facility operator.
- To fulfill the responsibilities to be determined by the Administration in addition to the responsibilities mentioned above.


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

Road vehicles that bring dangerous goods to the port or take dangerous goods from the port are inspected by the Customs Administration at the port entrance/exit.

The port security personnel, on the other hand, make the necessary records and controls on the matters remaining in their field of duty.

In accordance with the Agreement on the Road and International Transport of Dangerous Goods, (ADR) Regulation on the Transport of Dangerous Goods by Road;

- Dangerous Goods Transport Driver Training Certificate (SRC5) / ADR Driver Training Certificate
- Valid dangerous goods transport document of the vehicle (Vehicle Conformity Certificate/ADR Conformity Certificate)

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- Copy of the transport permit obtained from the relevant/authorized authorities for the transport of Class 1, Class 6.2 and Class 7 dangerous goods defined in ADR Dangerous Goods and Hazardous Waste Compulsory Liability Insurance Policy
- Unwritten orange plate on the front and back of the vehicle carrying dangerous goods
- Dangerous goods transport document
- Written instruction given to the driver by the transporter on how the vehicle personnel will act in case of danger or accident in accordance with ADR legislation
- Personal protective equipment to be used in an emergency specific to the load carried in the vehicle
- Multi-Mode Dangerous Goods Transport Form in ADR Section 5.4.5 for dangerous goods transported in more than one mode
- The maximum speed limit for road vehicles entering the port area to exchange cargo is 30Km/h. Administrative sanctions are imposed on vehicles that are found to exceed the speed limit.

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


Ships carrying explosive, flammable, combustible and similar dangerous goods shall display a B (Bravo) flag during the day and a red light that can be seen from all directions (360 degrees) at night, according to the International Regulation for the Prevention of Collision at Sea (COLREG 72).

In cold and hot works on ships carrying dangerous goods in the port, ships and marine vessels in port areas; repair, blasting and painting, welding and other hot work cannot do the lifeboat and/or boat lowering or other maintenance work "Unless permission is obtained from the port authority," specified in the 22nd article of the Ports Regulation.

Regarding the province of "If the ships and marine vehicles that will carry out these works are in the coastal facility, they must coordinate with the coastal facility management", The above-mentioned works on ships in the port, including ships carrying dangerous goods are subject to the permission of the Port Authority. In this context, the Ship Agency completes the "Hot Work Request Form" and carries out its work after it is approved by the Port Authority.

There is no temporary storage in closed areas in our Port Area, In case of hot work in closed areas, to make sure for that there is no flammable and/or explosive atmosphere in the areas where the work will be done and there is no lack of ventilation, It will be audited frequently, including tests administered by accredited testing organizations.

Minimum Safety Requirements for Performing Hot Work;

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- Before starting the hot work on the ship's deck or on the quay, the company officer or the ship agency that will carry out the hot process should have obtained written permission from the port authority that the said hot process can be carried out.
- The company officer who will carry out the hot work together with the ship and / or the dock supervisor should take all kinds of additional safety measures on the ship and / or the dock, in addition to the safety measures requested by the port authority, before starting the hot work,
- Verifies that areas are free from flammable and/or explosive atmospheres and, where appropriate, not deficient in oxygen and examines the local area and adjacent areas.
- Ensures removal of dangerous loads and other flammable materials and objects from working areas and adjacent areas.
- Effective protection of combustible building elements (beams, wooden partitions, floors, doors, wall and ceiling coverings) against accidental ignition is ensured.
- In order to prevent the spread of flames, sparks and hot particles from work areas to adjacent areas or other areas, seals open pipes, pipe passages, valves, joints, gaps and open parts.
- A sign with hot work authorization information and safety precautions should be hung in the work area and also at all work area entrances. Authorization information and safety precautions should be easily visible and clearly understood by everyone involved and involved in the hot work process.
- A plate with the permit document of the hot work to be made and the safety precautions to be taken should be hung in the work area and at all work area entrances, and at least one fire extinguisher or other suitable fire extinguishing equipment, together with all its apparatus, should be kept in an easily accessible place, ready for use.
- Hot work permit and safety measures should be easily visible. and must be in a way that can be clearly understood by those who will carry out the hot work operation.
- Checks are made to verify that the conditions have not changed.
- Necessary controls are made during hot work, after it is completed and after the completion of the work in question.

10.5 There is no additional matter to be added by Mersin International Port Management Inc.