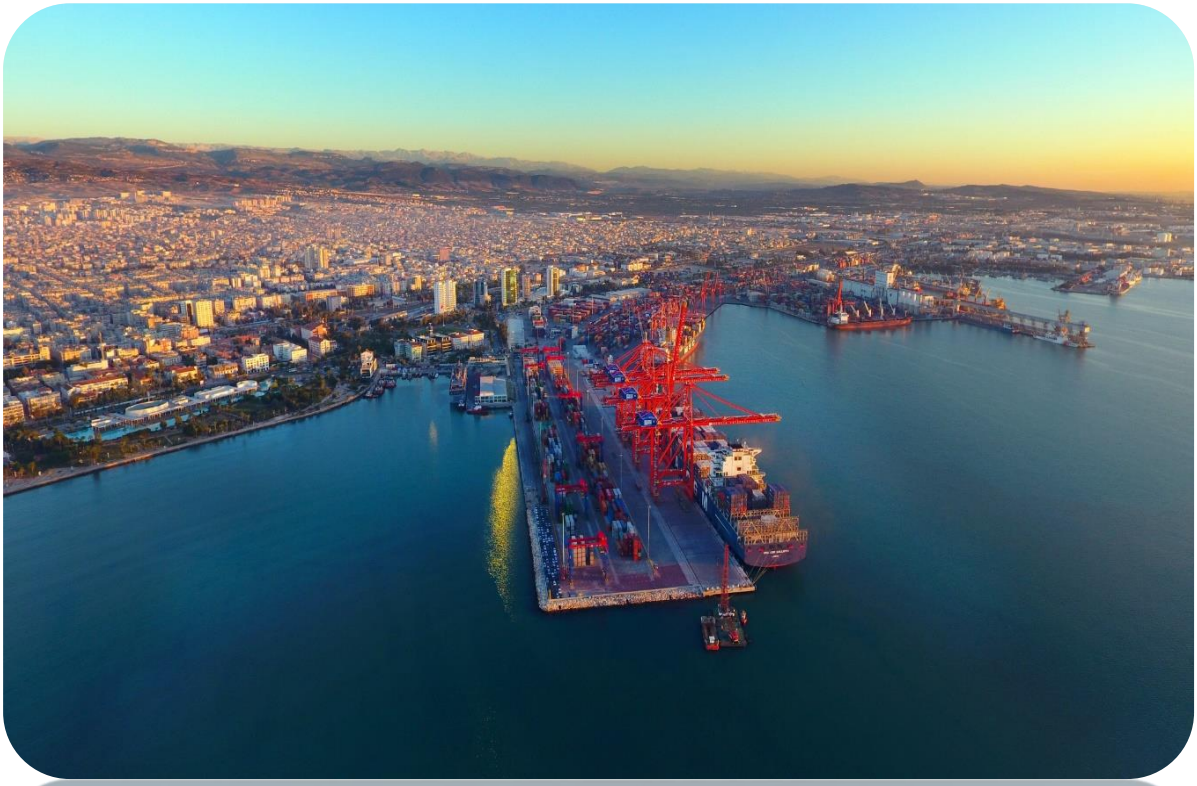
MERSİN INTERNATIONAL PORT

INCORPORATED COMPANY DANGEROUS GOODS GUIDE



CONTENT

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REVISION PAGE

Order No	Revision No	Revision Content	Revision Date	Revised by	Signature
1	**1**	**Information Sheet for Port Facility**	**13.07.2017**	**Kemal YİĞİTER-MERVE CEYLAN**	
2	**2**	**Notification Form of Dangerous Goods Accident/Loss of Property**	**20.07.2018**	**Kemal YİĞİTER**	

1. INTRODUCTION

1.1. FACILITY DATA SHEET

1	Name/title of facility manager	Mersin International Port Incorporated Company		
2	Contact details of facility manager (address, telephone, fax, e-mail and web page)	Yeni Mah. 101.cad. 5307 Sok. No.5 33100 Akdeniz Mersin Tel : 0.324.241 29 00 Fax: 0.324.232 46 71 www.mersinport.com.tr		
3	Name of Facility	Mersin Uluslararası Liman İşletmeciliği AŞ.		
4	Province of facility	Mersin		
5	Communication data of facility	Yeni Mah. 101.cad. 5307 Sok. No.5 33100 Akdeniz Mersin www.mersinport.com.tr , info@mersinport.com.tr		
6	Geographical territory of the facility	Mediterranean		
7	Affiliated Port Authority and contact details	Mersin Port Authority Telephone: 0 324 237 74 62		
8	Affiliated Municipality and contact details	Mersin Akdeniz Municipality 0 324 336 65 83		
9	Name of Free Zone or Organized Industrial Zone where the facility is located	-		
10	Validity date of Port Facility Operation Permission / Temporary Operation Permission Document	15.09.2018		
11	Activity status of facility (X)	Own load and additional 3rd person (...)	Own load (…)	3rd person (x)
12	Name and Surname, Contact Details of Facility Authority (phone, fax, e-mail)	Johan Emiel L. VAN DAELE 0.324.241 29 00 Fax: 0.324.232 46 71 ca@mersinport.com.tr		
13	Name and Surname, Contact Details of Facility Dangerous Goods Operations Authority (phone, fax, e-mail)	Kemal YİĞİTER 0.533.924 99 06,0.324.2324671, kyigiter@mersinport.com.tr		
14	Name and Surname, Contact Details of Facility Dangerous Goods Security Consultant (phone, fax, e-mail)	Ahmet KUYUMCU, Tel: 0 532 635 13 85 Faks: 0 216 474 34 80 E-mail: ahmet.kuyumcu@adre.com.tr		
15	Sea 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 in the facility are (loads within scope of MARPOL Annex -1, IMDG Code, IBC Code, IGC Code, IMSBC Code,	Packed Dangerous Loads, Hazardous Liquid Bulk Loads (Petroleum and Petroleum Products), Hazardous Liquid Bulk Loads (Hazardous Solid Bulk Loads in Chemical		

	Grain Code, TDC Code and asphalt bitumen and scrap loads).	and Similar Liquid), Hazardous Solid Bulk Loads, Radioactive Loads, Explosive Loads, Infectious Loads, Fumigated Loads	
17	Vessel types to be able to berth to the facility	Vessel types indicated in 5811-G15 Temporary Operation Permission	
18	Distance of Facility to Main Road	On the State Highway	
19	Distance of Facility to Railway	Connection is available.	
20	Distance to nearest airport and facility (kilometre)	Adana Şakir Paşa Airport 69 km.	
21	Load handling capacity of the facility (Ton/Year; TRU/Year; Vehicle / Year)	2.600.000 TEU/Year (Container), 1.000.000 Ton/Year (Bulk liquid) 1.000.000 Ton/Year (General load) 8.000.000 Ton/Year (Bulk Solid) 150.000 Piece / Year (Livestock)	
22	Whether scrap handling performed in the facility	No	
23	Is there any border gate? (Yes/No)	Yes	
24	Is there any bonded area? (Yes/No)	Yes	
25	Load handling equipments and capacities	Dock Gantry Crane, Mobile dock crane, Site Gantry Crane, Site full Container Crane, Site Empty Container Forklift, Tractor Truck, Ro-Ro Tractor Truck, Trailer (B. Tyre Wheel And Solid Tyre), Forklift (Diesel, Electrical), Mini Loader, Conveyor Belt, Loader, Bunker, Livestock Pier, Industrial Excavator, Compressor, Liquid Load Platform.	
26	Storage Tank Capacity (m3)	57.700 m3 (CEYNAK Facility Oil Tank)	
27	Outdoor storage area (m2)	1.056.627 m2	
28	Semi-Closed storage area		
29	Indoor storage area	8.412 m2	
30	Determined fumigation and/or fumigation purification area (m2)	Port Site M2, 5000 m2 in total, Toki site 500 m2	
31	Name and Surname, Contact Details of Pilotage and Towage Services Provider (phone, fax, e-mail)	Mersin Denizcilik Faaliyetleri A.Ş. Yeni Mah. 101.cad. 5307 Sok. No.5 33100 Akdeniz Mersin Tel : 0.324.241 29 00 Fax: 0.324.232 46 71	
32	Is the security plan created? (Yes/No)	Yes	
33	Waste Acceptance Facility Capacity (this section shall be separately issued based on wastes accepted by the facility).	Waste Type	Capacity (m3)
		Dirty Ballast	None
		Slop	None
		Slurry	400 m3
		Bilge Water	200 m3

		Waste Oil	100m3
		Toxic Liquid Goods	65 m3
		Garbage	80 m3
		Sewage	Domestic waste water taken from the vessels is discharged to the sewage receiver of the Mersin Metropolitan Municipality located in the port area

34	Features of dock/Pier, etc. areas

Dock/Pier No	Length (metre)	Width (metre)	Maximum water depth (metre)	Minimum water depth (metre)	Largest vessel tonnage and length to be berthed (DWT or GRT-Metre)
1	150		9.60	9.60	18.000 DWT
2-3	275		10.00	10.00	30.000 DWT
4-5-6	500		15.80	15.80	200.000 DWT
7	42		9.00	9.00	15.000 DWT
8	275		14.00	14.00	75.000 DWT
9-10	225		12.00	12.00	50.000 DWT
11	175		10.00	10.00	30.000 DWT
12	225		12.00	12.00	50.000 DWT
13	85		10.00	10.00	20.000 DWT
14	275		10.00	10.00	25.000 DWT
15	275		14.00	14.00	65.000 DWT
16	80		8.60	8.60	10.000 DWT
17-18-19	495		12.00	12.00	60.000 DWT
20-21	255		11.50	11.50	50.000 DWT

Name of Pipeline (If available in the facility)	Number (quantity)	Length (Metre)	Diameter (Inch)

1.1 MIP loading/unloading, handling and storage procedures (as creating separate procedures for loads within scope of MARPOL Annex -1, IMDG Code, IBC Code, IGC Code, IMSBC Code, Grain Code, TDC Code and asphalt bitumen and scrap, waste, load waste and project loads) are annexed.

2. RESPONSIBILITIES

a) Vessels to berth MIP docks shall be berthed and moored in a suitable, protected and safe way.
b) Inlet-Outlet system between the vessel and MIP docks shall be suitable and safe.
c) Trainings of personnel working in dangerous load loading, unloading and handling operations are given by MIP.

d) All kinds of information, certificate and documents related with dangerous load are controlled by MIP officers.
e) List of dangerous load is kept by MIP documentation unit.
f) Training records are also kept.
g) Related documents are controlled by MIP documentation unit gate officers in order to ensure that dangerous load entering into MIP harbour reach is defined, classified, certified, packed, labelled, declared in accordance with the procedure, safely loaded and carried in approved and legal package, container and load carrying units.

g) Required safety precautions are taken by MIP HSE Directorate staff and notified to port authority for Dangerous Goods do not complying with rules, not being safe or creating risk for persons/environment.

h) Emergency plan is placed to points legible by MIP staff.
i) MIP notifies dangerous load accidents occurring in the harbour reach to the port authority.
j) Required support and cooperation is maintained in controls performed by official authorities.
k) Activities related with Dangerous Goods are being performed at docks specially assigned for these works.
l) Bulk petroleum and petroleum products handling are not performed in our port (except asphalt/bitumen).
m) IMDG Class 1 and 7 numbered loads are performed as alongside.
n) MIP does not allow berthing of vessels and maritime vehicles carrying Dangerous Goods to pier and dock without permission of port authority.
o) An allocated site is available for piling loads subject to IMDG Code. Operation of vehicles or tools creating sparks is not allowed at dangerous load handling site.
p) The Emergency Response Plan is prepared for evacuation of vessel and maritime vehicles from Port facilities during emergencies and approved by the Port Authority with 26/09/2014 dated and 12749 numbered letter.
q) Maintains safe and proper entry-exit between MIP vessel and port.

RESPONSIBILITIES OF LOAD RESPECTIVE PERSON

a) Issues, has issued all compulsory documents, information and certificates concerning Dangerous Goods and maintain carriage of these documents with the load during carriage operation.

b) Maintains classifying, defining, packing, marking, labelling, plating Dangerous Goods according to directive. .

c) Maintains loading, piling, securing, carrying and discharging Dangerous Goods into approved and proper package, container and load carrying unit safely.

d) Maintains training of all concerned personnel regarding risks of dangerous loads shipped by sea, safety precautions, safe working, emergency precautions, security and similar issues and keeps training records.

e) Maintains taking required safety precaution for Dangerous Goods those are not proper, unsafe or create risk for individuals / environment.

f) Provides required information and support to concerned persons in case of emergencies or accidents.

g) Notifies dangerous load accidents occurred in its responsibility area to the Administration.

h) Provides information and documents requested during controls performed by official authorities and maintains required cooperation.

RESPONSIBILITIES OF PORT FACILITY OPERATOR

a) Vessels to berth MIP docks shall be berthed and moored in a suitable, protected and safe way.
b) Trainings of personnel working in dangerous load loading, unloading and handling operations are given by MIP.
c) All kinds of information, certificate and documents related with dangerous load are controlled by MIP officers.
d) List of dangerous load is kept by MIP documentation unit.
e) Training records are also kept.
f) Related documents are controlled by MIP gate officers and dock operations supervisor in order to ensure that dangerous loads entering into MIP harbour reach are defined, classified, certified, packed, labelled, declared in accordance with the procedure, safely loaded and carried in approved and legal package, container and load carrying units.

g) Required safety precautions are taken by MIP HSE Directorate staff and notified to port authority for Dangerous Goods do not complying with rules, not being safe or creating risk for persons/environment.

i) Emergency plan is placed to points legible by MIP staff.

j) MIP notifies dangerous load accidents occurring in the harbour reach to the port authority.

k) Required support and cooperation is maintained in controls performed by official authorities.

m) Activities related with Dangerous Goods are being performed at docks specially assigned for these works.

n) Bulk petroleum and petroleum products handling are not performed in our port (except asphalt/bitumen).

o) IMDG Class 1 and Class 7 numbered loads are performed as alongside.

p) MIP does not allow berthing of vessels and maritime vehicles carrying Dangerous Goods to pier and dock without permission of port authority.

r) An allocated site is available for piling cargos subject to IMDG Code. Operation of vehicles or tools creating sparks is not allowed at dangerous load handling site.

s) The Emergency Response Plan is prepared for evacuation of vessel and maritime vehicles from Port facilities during emergencies and approved by the Port Authority with 26/09/2014 dated and 12749 numbered letter.

RESPONSIBILITIES OF VESSEL MASTER

a) Maintains compliance of vessel, installation and devices with dangerous load carriage.
b) Requests all compulsory documents, information and certificates from Port facility and load concerned person related with dangerous loads.

c) Maintains complete implementation and sustainability of safety precautions regarding loading, piling, separating, handling, carrying and unloading dangerous loads in his vessel, performs required supervisions and controls.

d) Controls that dangerous loads entering into the vessel are accordingly defined, classified, certified, packaged, marked, labelled, declared and safely loaded and carried in approved and proper package, container and load carrying unit.

e) Maintains awareness and training of all vessel personnel regarding risks of carried, loaded, unloaded dangerous loads, safety precautions, safe working, emergency precautions and similar issues.

f) Maintains working of individuals having suitable qualifications and received required trainings on dangerous loads loading, carrying, unloading and handling issues with all work safety precautions taken.

g) He cannot get out of the site allocated without permission of port authority, moor, and approach to pier and dock.

h) He implements all rules and precautions during cruising, manoeuvring, mooring, berthing and leaving in order to safely carry the dangerous load by his vessel.

i) He maintains safe entering-exiting between vessel and dock.

j)He informs his crew regarding applications related with Dangerous Goods in the vessel, safety procedures/instructions, emergency precautions and intervention methods.

k) He maintains current lists of all Dangerous Goods in the vessel and declares to concerned persons.

l) Takes required safety precautions for Dangerous Goods those are not proper, unsafe or create risk for individuals / environment and notifies the port authority regarding the situation.

m) Notifies dangerous cargo accidents occurring in the vessel to the port authority.

n) Provides required support and cooperation in controls performed by official authorities on the vessel.

3. RULES AND MEASURES TO BE FOLLOWED/IMPLEMENTED BY MIP

a) Mersin International Port Incorporated Company Within scope of "**Loading, Unloading and Carrying Procedure for Dangerous Goods within the Port" ANNEX - 18** IMDG class: 1 (explosives and class: 7 (radioactive) loads are not allowed to be piled on the harbour reach and get out of the port by performing alongside transaction without being held in the harbour reach.

b) MIP officers perform control of IMDG Code loads arriving via land vehicles and vessels in order to be accessed to the harbour reach.

c) The personnel assigned for Dangerous Goods handling use protective clothing according to physical and chemical characteristics of IMDG Code loads during internal unloading based on status of the load package. This operation is performed within scope of **Loading, Unloading and Carrying Procedure for Dangerous Goods within the Port"** .

d) MIP Fire Fighting personnel to fight with fires on the Dangerous Goods handling site is maintained as ready for using the fire vehicle and extinguishing systems located on it as being equipped with fire clothes. "MIP Fire Vehicle Safe Usage Instruction Annex - 19"

e) The Emergency Response Plan is prepared for evacuation of vessel and maritime vehicles from Port facilities during emergencies and approved by the Port Authority with 26/09/2014 dated and 12749 numbered letter.

f) Mersin International Port Incorporated Company has prepared **"Fire Prevention and Extinguishing Procedure"** Annex-6 and precautions are taken within scope of the procedure.

g) Mersin International Port Incorporated Company provides trainings to its personnel assigned in dangerous load operations in accordance with Training and Assignment Directive Within Scope of IMDG Code.

h) Safety and security precautions of Mersin International Port Incorporated Company are taken according to ISPS Plan.

4. DANGEROUS GOODS CLASSES, TRANSPORTATION, LOADING / UNLOADING, HANDLING, DECOMPOSING, PILING AND STORING

4.1. Classes of Dangerous Loads

Dangerous load classes according to IMDG Code rules implemented in International Sea Freight are given below:

Class 1: Explosives

Danger Section 1.1: **Substances and objects in danger of mass explosion**

Contains explosives those may cause a massive explosion.
An explosion may affect almost all loads instantly.

Danger Section 1.2: **Ones Throwing Objects but Not Exploding Massively**

Contains explosives with risk of throwing objects but not causing a massive explosion.

Danger Section 1.3: **Substances and objects with fire hazard or with a low explosion or a low danger of throwing objects or both, but without mass explosion hazard**

Contains explosives having risk of starting a fire, with low explosion impact, low danger of throwing objects but not causing massive explosions.

Danger Section 1.4: **Items and objects that do not contain significant hazard**

Contains explosives having light explosion risk, whose impacts cannot exceed its container,
and not cause any external explosion or fire.

Danger Section 1.5: Substances that are at risk of mass explosion but which have very low sensitivity

Contains explosives those may explode massively but with very low sensitivity causing
difficult explosion.

Danger Section 1.6: **Objects with a low level of sensitivity and very low the danger of mass explosion**

Contains explosives those can explode very hardly, having very low sensitivity and also
not having the danger of massive explosion.

Class 2: Gases

Class 2.1: **Combustible Gases**

Substances those have 101,3 kPa standard pressure and remain as gas under 20°C (68°F).

1. Flammable gases, 13% of less of which is mixed with air in volume

2. gasses with an extinguishing range of air with at least 12% irrespective of the low flammability limit.

Class 2.2: **Non-combustible and Non-Toxic Gases**

These gases that:

1.dilute or replace oxygen and that are normally present in the atmosphere,
or

2.Oxidizing gases that cause or contribute to the burning of other materials more than air generally by providing oxygen

3. are not included in the other classes.

Class 2.3: To**xic Gases**

1. Gases that are known to be so toxic or corrosive that pose a danger for human health or

2. For acute toxicity, the gases are assumed to be toxic or corrosive to human health since the LC_{50} value is 5000 ml/m3 (ppm) or less

Class 3: Combustible Liquids

The liquids that contain solids within liquid or liquid mixtures or solution or suspension, ((except paint, varnish, lacquer, etc., but in other classes due to their danger characteristics) and normally produce flammable vapor at a level called "flash point" at 60°C (equivalent to open container test at 65,6°C. In addition, they have the following conditions;

1. Liquids supplied for transport at glare points or higher temperatures and
2. Substances which produce flammable vapors at or below the maximum carrying temperature and which are carried or to be carried at elevated temperatures in the liquid state.

Class 4: Self-igniting substances; substances that release flammable gases when in contact with water

. **Class 4.1**: **Inflammable Solids, self-reactive substances, desensitized solid explosives and polymerisation agents**

Any substance that may cause burning or fire at any moment in the conditions of the carriage, or that contributes to fire with friction;
Self-reactive substances (solids and liquids) prone to a strong heat-dissipation;
If not diluted sufficiently, desensitized solid explosives that may explode.
Polymerisation agents are substances which, without stabilization, enter into a strong exothermic reaction, leading to the formation of larger molecules or to lead to polymer formation under normal conditions in transport.

Class 4.2: **Self Combustible substances**

Substances (solids and liquids) that are prone to sudden heating in normal conditions of transport, or get hotter and are prone to fire when they come into contact with air.

Class 4.3: **Substances that produce flammable gases when in contact with water**

Substances that produce flammable gases when in contact with water,

Substances which are prone to sudden flammability when entering the reaction with water

or to remove flammable gases in dangerous quantities (solids and liquids)

Class 5: Oxidizing Substances and Organic Peroxides

Class 5.1: **Oxidizing Agents**

Such substances emit oxygen for combusting or accelerating combustion of other substances.

Class 5.2: **Organic Peroxide**s

Organic peroxides (Class 5.2) are substances containing oxygen in O-O status. These can be considered as a derivative of hydrogen peroxide; they are produced by replacing one or more hydrogen atom in the water with organic radicals.

Class 6: Toxic and Contaminating Substances

Class 6.1: Toxic Substances

Substances that may cause death or severe injury or damage human health when swallowed, inhaled or come into contact with skin.

Class 6.2: **Contaminating Subst**ances

Substances containing infectious diseases are substances known or suspected for carrying a pathogen. Pathogens are micro-organisms (bacteria, virus, fungis, etc.) or other factors causing diseases in animals or humans.

Class 7: Radioactive Substances

Substances the activity level of which includes the values specified in IMDG Code, and materials containing radionuclides exceeding as both the activity concentration and the total activity in shipment

Category I White (No.7A)

Category II Yellow (No.7B)

Category III Yellow (No.7C)

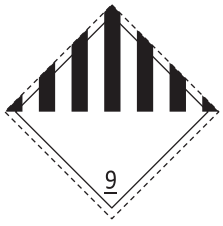
Divisible substance (No.7E)

Class 8: Corrosive Substances

Corrosive

Substances which, when contacted with live tissue, cause serious damage through chemical reaction or cause damage to, or even destroy, other objects in the leaking state or to the means of transport as a material.

Class 9: Miscellaneous Dangerous Goods and objects and substances harmful to the environment



Substances posing a danger during carriage but not complying with any defined classes are included in this class. Below given substances are included in this class:

- Substances that can put health in danger when inhaled in the form of fine powder
- Substances that produce flammable vapors
- Lithium batteries
- Capacitors
- Life saving devices
- Substances and objects which can generate dioxins in case of fire;
- Substances transported at high temperatures
- Substances harmful to the environment
- Genetically modified microorganisms (GDMOs) and genetically modified organisms (GMOs)
- Substances and objects that do not constitute a hazard during transport but do not conform to other class definitions
- Substances harmful to the environment (aquatic environment)

4.2. Packages and Wraps of Dangerous Substances

Dangerous Goods in Class 3, Class 4, Class 5, Class 6.1., Class 8 and Class 9 besides self-reactive ones in Class 1, 2, 5.2, 6.2. and 7 and class 4.1 are divided into three "packaging groups" based on represented danger level.

Group 1 Package: Medium Level Danger
Group II Package: Medium Level Danger
Group III Package: Low Lever Danger

4.3. Placards, plates, brands and labels regarding Dangerous Substances

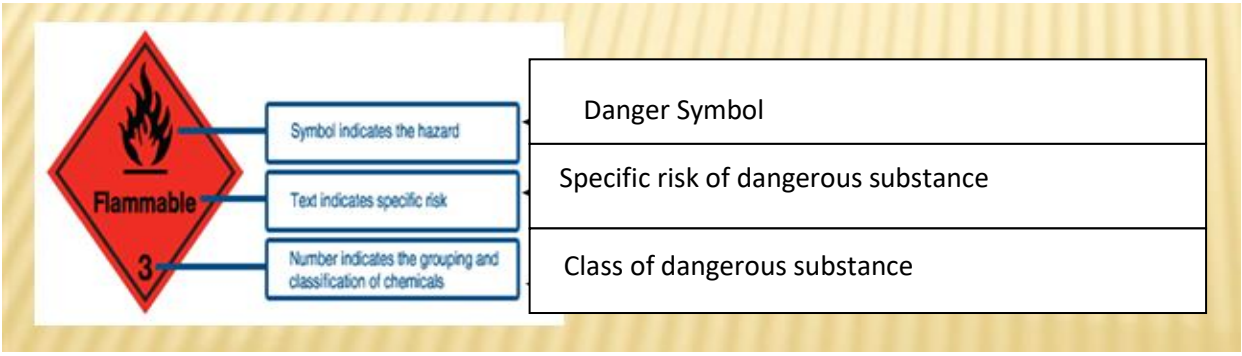
Below detailed coloured and shaped labels symbolizing that dangerous substance are used for giving information regarding class and feature of dangerous substance at first look. In order to be easily reminded, coloured images expressly indicating the dangerous substance are available on the label. Dangerous Goods Labels bear a symbol indicating danger of classes in the shape of rhombus in white, orange, blue, green or red colour.

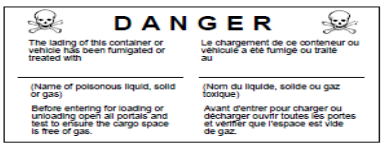
Danger Warning Plate / Labels

- Dimension shall be 25 cm x 25 cm if used in CTU (container etc.) and vehicles,
- 10 cm x 10 cm if used in packages (wraps)

Written Orange Plate

- Dimension shall be 40 cm x 30 cm if placed in transportation vehicle, for instance tanker,
- 25 cm x 25 cm in load transportation units (CTU), containers






Package Orientation


Elevated Temperature


LITHIUM BATTERY SIGN

Special Labels and Placards

4.4 Signs and Packing Groups of Dangerous Substances

4.4.1. Obligation of Packing

Dangerous substance and preparations can be carried after being packed as preventing digress from package through leakage, escape, pouring, contaminating and similar ways under normal storage and carriage conditions.

For substances and preparations to be used as raw-material, intermediate in production of another product or requested to be launched to the market;

- may be allowed to be carried and stored with system and vehicles suitable for not damaging environment and human health,
- Unpacked storage and carriage in case that vehicle and storage place are closed system.

4.4.2. General Look of Package Containers

General look of containers containing Dangerous Goods and preparations should be as given below:

- Shape and labels of packages, general look and scopes cannot be selected as same and confusable similarity with packages of food substances.
- Labelling and security recommendations should be followed in placement of Dangerous Goods in package and containers.

4.4.3. Packing Conditions Below given general rules must be followed for placing dangerous substance and preparations into package containers:

- If nested containers are used for packing the substance, no leakage should be available from interior container to the exterior container. For packages with interior containers made of fragile materials such as glass, ceramic, suitable support materials having shock resistance should be used between interior and exterior containers or similar precautions should be take in order to prevent breaking.
- Packed substance should not spread to exterior of package container.

- Package container should not get affected from the substance in it and not change its features.
- Empty space should be left in containers in order to prevent unwanted situations such as burst, laceration as the result of thermal extensions in package of liquid state substance and preparations.
- All kinds of package container to be carried via air should be designed as being resistant to impact of air pressure changes.
- Interior containers carrying substances giving strong reaction with each other shall not be able to be stored and carried within the same exterior container.
- For packing substances required to be protected by getting wetted or soluted with a liquid due to being very dangerous, designs completely preventing leakages shall be used and adequate precautions shall be taken.
- If the substance within the container create dangerous levels of gases and increase the pressure for reasons such as temperature increase, air pressure change, shaking during carriage and storage, containers with systems to maintain automatic pressure adjustment by putting out excessive gas should be used. However, in case the emitted gas is dangerous and harmful other danger preventing precautions should be taken.
- Manufacturer is liable for minimizing or eliminating the package material arising from carrying imported or manufactured substance and preparations in accordance with related directives. Manufacturer cannot assign the responsibility to any other person in that case and is liable for meeting required expenses.
- Barrels used for carrying dangerous cargo, all kinds of substances to be used as package, material and vehicles shall pass from function tests suitable for their purposes.

4.4.4 Labelling Dangerous Substances

Parties maintaining manufacturing and logistics of Dangerous Goods are also responsible for labelling them according to their features.

4.4.4.1. Issues Required to be Available on Labels

Labels shall bear;

- Manufacturer name and address,
- Chemical and commercial name, closed formula of substance,
- Commercial name, intended use areas of products and danger symbols of substances in them,
- Risk information "R" code for phrases such as remarkable "very severe explosive", "severe poison" against special dangers, core information regarding safety recommendations and precautions to be taken, features defining the dangerous substance with "S" codes,
- Related ones among danger marks given for each substance,
- Chemical definition and percentage of active substance,
- Other additives and at least their group definitions,
- Danger situations for environment and human health and protection precautions are indicated with marks on labels.

4.4.4.2. Issues Required to be Followed

- Labels shall not bear phrases those are undifferentiating against dangers such as "non-toxic", "not harmful for health", "not harmful if used according to instruction".
- Labels should be attached on packages for substances or products launched in market as packaged.
- If packages are placed in a second package, label shall be attached on these packages. However, when transparent second package is used, it is not compulsory to attach label on the second package if the interior label can be easily read.
- The phrase of "researches are ongoing regarding impact of this substance on environment and human health" shall be written on labels of substances whose features are not adequately determined. "Warning! May cause Cancer" term shall be written on labels of substances and products within list of Carcinogenic substances in addition to other information.
- Labels shall be prepared in Turkish for dangerous chemicals and Dangerous Goods launched in the market, and in one of the official languages of the exported country for export dangerous chemicals and Dangerous Goods .

Besides other information on labels attached on aerosol packages and containers;

- "Box is pressurized", "Do not leave under sunlight", "Protect from temperatures over 50^0C", "Do not force open empty boxes", "Do not throw in fire", "Do not spray on flame or glowing substances" phrases should be available.
- "Inflammable" or "Easily Inflaming" phrases must be written for substances containing inflammable substances those may cause burst and easy inflaming.

4.4.4.3. Labelling Conditions

Dimensions of dangerous substance labels are given below according to volumes of package containers:

- At suitable dimension up to 0,25 litre,
- At least 52 mm x 74 mm for between 0,26 - 3,0 litre,
- At least 74 mm x 105 mm for between 3,01 - 50 litre,
- At least 105 mm x 148 mm for between 50,01 - 500 litre,
- At least 148 mm x 210 mm for more than between 500,01 litre,

Danger symbols are given with black print-out on orange yellow ground. Every danger symbol has at least 1 cm2 area and cover at least one tenth of surface of marking. Labels shall also contain compulsory symbols and information based on related provisions of directives in areas such as health, safety.

Labels shall be attached on one or more sides of package as information on the label can be read while the package is at normal position. If attachment of label on the package surface is not possible due to dimensions or type of the package, labelling shall be made as a plate connected to package.

Required precautions shall be taken for preventing displacement of label from the package due to external factors and the substance in the package or rupture of plate if used. Remarkable phrases and precautions required to be taken are not compulsory to

be written on the label regarding feature of the substance for inflammable and easily flashing substances on labels of packages not exceeding 0,25 litre.

4.5. Dangerous Goods marks, separation tables on vessel and at port based on classes

Separation table to be taken into consideration during handling of Dangerous Goods at the harbour reach is given below. Below given tables shall be implemented in order to apply separation rules of Dangerous Goods for warehouse and outdoor areas.

SUBJECT: According to MSC.1/Circ. 1216. Recommendations On The Safe Transport Of Dangerous Cargoes And Related Activities In Port Areas and IMO/ILO/UNECE Code Of Practice For Packing Of Cargo Transport Units (CTU Code)

CLASSES	2.1	2.2 2.3	3 4.1	4.2 4.3	5.1 5.2	6.1	8	9
Flammable Gases (2.1)	**0**	**0**	**s a**	**s 0**	**s s**	**0**	**a**	**0**
Flammable and Non-Toxic Gases (2.2)	**0**	**0**	**a 0**	**a 0**	**0 a**	**0**	**0**	**0**
Toxic Gases (2.3)	**0**	**0**	**s 0**	**s 0**	**0 s**	**0**	**0**	**0**
Flammable Liquids (3)	**s**	**a**	**0 0**	**s a**	**s s**	**0**	**0**	**0**
Flammable Solids, Self-reactive Substances (4.1)	**a**	**0**	**0 0**	**a 0**	**a s**	**0**	**a**	**0**
Self-ignites (4.2)	**s**	**A**	**s a**	**0 a**	**s s**	**a**	**a**	**0**
Materials that releases flammable gases when contacted with water (4.3)	**0**	**0**	**a 0**	**a 0**	**s s**	**0**	**a**	**0**
Oxidizing agents (5.1)	**s**	**0**	**S a**	**s s**	**0 s**	**a**	**s**	**0**
Organic Peroxides (5.2)	**s**	**A**	**s s**	**s s**	**s 0**	**A**	**s**	**0**
Toxic Materials (6.1)	**0**	**0**	**0 0**	**a 0**	**a a**	**0**	**0**	**0**
Corrosive Materials (8)	**a**	**0**	**0 a**	**a a**	**s s**	**0**	**0**	**0**
Miscellaneous Dangerous Materials and Objects (9)	**0**	**0**	**0 0**	**0 0**	**0 0**	**0**	**0**	**0**

Closed Containers / Portable Tanks / For Closed Land Vehicles

- O = separation is not required
  a = keep away - separation is not required
  s = separate - at least 3 m separation at outdoors longitudinally and laterally is required. At least 6 m separation in Barracks and Warehouses (Indoor) is required unless divided with approved security wall (up to 20-foot Container Widths).

STOWAGE DISTANCES:

Number Of Tiers	20-Foot Standard Container	40-Foot Standard Container	40-Foot High Cube Container

2	2 Rows	2 Rows	3 Rows
3	2 Rows	3 Rows	3 Rows
4	2 Rows	3 Rows	3 Rows
5	3 Rows	3 Rows	4 Rows
6	4 Rows	4 Rows	5 Rows

General Principles Regarding Separation of Dangerous Goods at the Harbour Reach

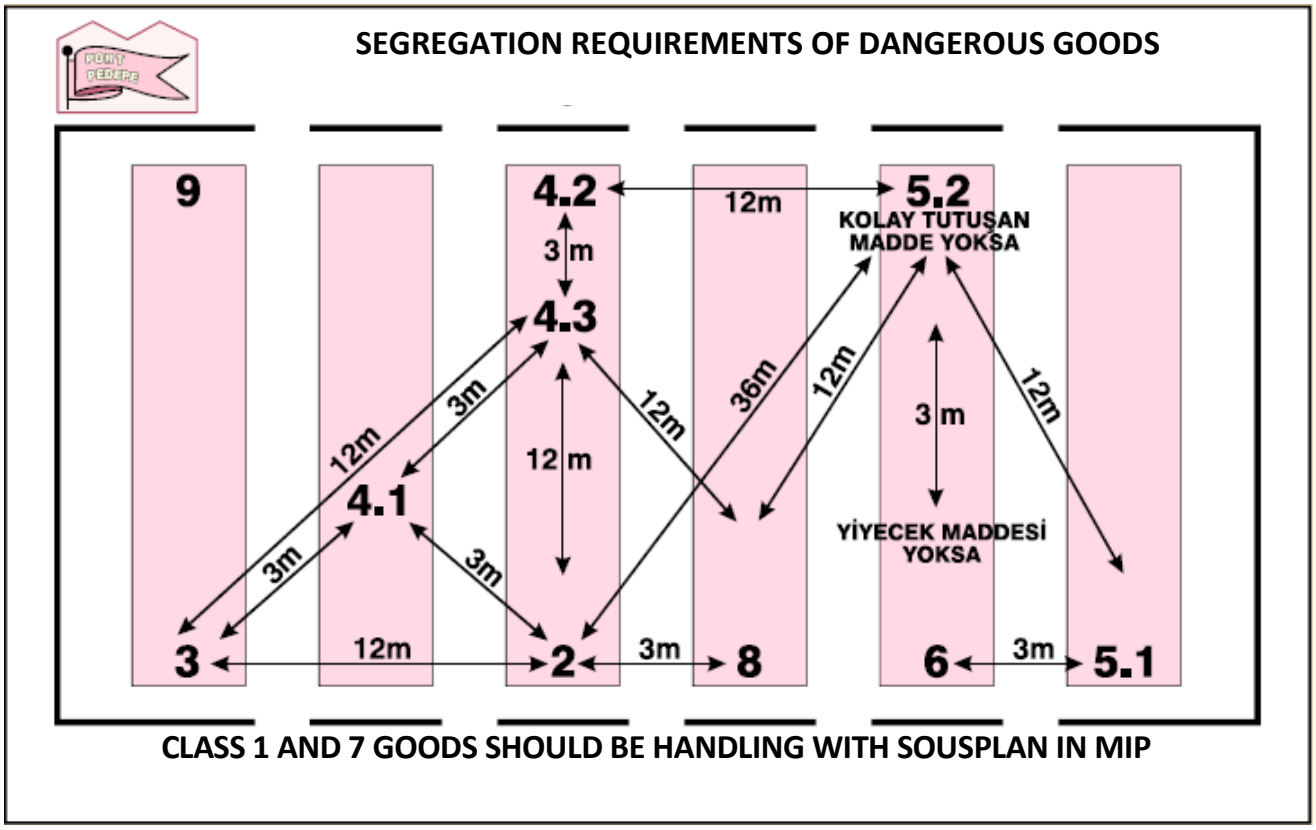
- Acceptance and storage of Dangerous Goods belonging to IMDG Code Class 1 (Except Part 1.4S), 6.2 and 7 should be subjected to special rules for each port as handling facilities are very different in every terminal or pier.
- All dangerous loads delivered to the harbour reach should be marked, certified, packed, labelled or placarded according to IMDG Code.

Dangerous load separation should be as given below in accordance with IMDG Code Part 7.2:

- Meanings of O, S and A in the harbour reach separation table for packages/IBC/trailers/flat shelves or platform containers:
- O = separation is not required as long as not envisaged by special plans
  A = further - at least 3 m separation is required
  S = separate - at least 6 m separation at outdoors and 12 m separation in warehouses required unless divided with approved security wall.
- Meanings of O, S and A in the harbour reach separation table for enclosed containers/movable tanks/enclosed land vehicles:
- O = Separation is not required
  A = further - separation is not required
  S = at least 3 m separation longitudinally and laterally at outdoors and 6 m separation longitudinally and laterally in warehouses required unless divided with approved security wall.
- Meanings of O, S and A in the harbour reach separation table for open land vehicles/railway load wagons/open air containers
- O = Separation is not required
  A = further - at least 3 m separation is required
  S = separate - at least 6 m separation longitudinally and laterally at outdoors and 12 m separation longitudinally and laterally in warehouses required unless divided with approved security wall.
- Entrance of loads belonging to IMDG Code Class 1 (excluding Section 1.4S), 6.2 and 7 into harbour reach should only allowed by the port authority for only for direct shipment and delivery purposes. These classes are not included in the table. However, when it is compulsory to temporarily hold these loads in the harbour reach under unexpected conditions, these loads should be kept at determined areas.

- For dangerous loads bearing secondary danger, the separation requirement for secondary danger should be implemented when being stricter. Strictest separation requirement should be implemented for load carriage units containing dangerous loads belonging to more than one class.
- Dangerous loads belonging to different classes, not placed in containers and packed anyway should not be directly piled on each other. Directly piling on each other is valid for packed dangerous loads belonging to single class but having different secondary dangers and certain loads belonging to class 8.
- In case of being applicable, containers, tank containers and movable tanks containing dangerous loads should not be directly piled on each other. Exceptions should be allowed for containers containing dangerous loads only belonging to the same class.
- These exceptions are not valid for containers containing different loads belonging to class 8. When being applicable, containers should be always piled on doors and as allowing access to both sides.
- Dangerous loads bearing toxic labels or placards should be separated from food substances and animal seeds.
- Separation requirements are only valid for port storage areas and dangerous loads available in vehicles.
- All dangerous loads except special packages should be separated with at least 1 m distance in order to allow access, where applicable.

4.6. Dangerous Goods Segregation Distances and Decomposition Terms in Port Storage Area

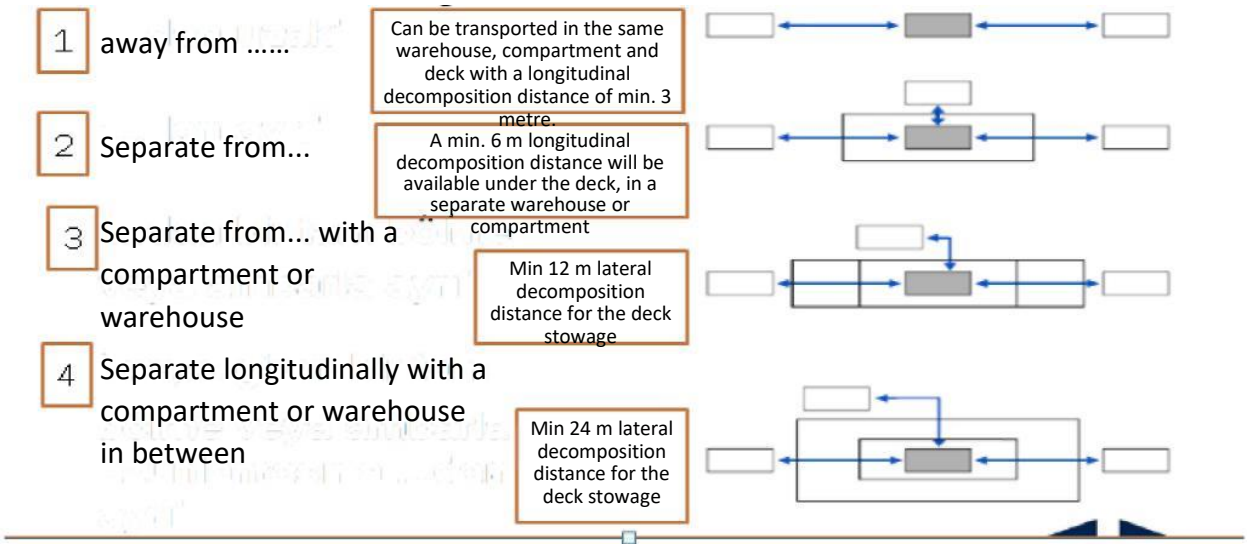


Dangerous Load Classes General Decomposition Table

This decomposition table is applied to dangerous loads being carried in pallets, barrels, boxes, chests and similar packages.

CLASS		1.1 1.2	1.3 1.6	1.4	2.1	2.2	2.3	3	4.1	4.2	4.3	5.1	5.2	6.1	6.2	7	8	9
Explosives	1.1, 1.2, 1.5	*	*	*	4	2	2	4	4	4	4	4	4	2	4	2	4	X
Explosives	1.3, 1.6	*	*	*	4	2	2	4	3	3	4	4	4	4	2	2	2	X
Explosives	1.4	*	*	*	2	1	1	2	2	2	2	2	2	X	4	2	2	X
Flammable gases	2.1	4	4	2	X	X	X	2	1	2	X	2	2	X	4	2	1	X
Flammable and non-toxic gases	2.2	2	2	1	X	X	X	1	X	1	X	X	1	X	2	1	X	X
Toxic gases	2.3	2	2	1	X	X	X	2	X	2	X	X	2	X	2	1	X	X
Flammable liquids	3	4	4	2	2	1	2	X	X	2	1	2	2	X	3	2	X	X
Flammable solids	4.1	4	3	2	1	X	X	X	X	1	X	1	2	X	3	2	1	X
Self-igniting materials	4.2	4	3	2	2	1	2	2	1	X	1	2	2	1	3	2	1	X
Dangerous Goods when in Contact with Water	4.3	4	4	2	X	X	X	1	X	1	X	2	2	X	2	2	1	X
Oxidizing agents	5.1	4	4	2	2	X	X	2	1	2	2	X	2	1	3	1	2	X
Organic peroxides	5.2	4	4	2	2	1	2	2	2	2	2	2	X	1	3	2	2	X
Toxic materials	6.1	2	2	X	X	X	X	X	X	1	X	1	1	X	1	X	X	X
Microbe contaminating substances	6.2	4	4	4	4	2	2	3	3	3	2	3	3	1	X	3	3	X
Radioactive materials	7	2	2	2	2	1	1	2	2	2	2	1	2	X	3	X	2	X
Corrosive materials	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

DECOMPOSITION TERMS



X: Stowage according to the conditions specified in the specific chart for the item given in the DGL
*:Stowage according to the specific conditions specified in IMDG Code (IMO segeration table see 7.2.7.2.1.4)

4.7 Dangerous load documents

Permissions, authorizations or approvals including agreements those are referred in 1 to 7.8 sections of IMDG Code and given by an official authority (Authorities when code requires multi party approval) or by a body authorized by that official authority (such as approvals for alternative packages in 4.1.3.7, separation approval in 7.3.4.1 or documents for movable tanks in 6.7.2.18.1) shall be recognized accordingly by parties signing requirements envisaged by International Convention For The Safety of Life at Sea (SOLAS) 1974 and annexes, International Convention for Preventing Sea Pollution Arising from Vessels (MARPOL 73/78, Annex III).

5. HAND MANUAL REGARDING DANGEROUS LOADS HANDLED IN MERSİN INTERNATIONAL PORT (MIP)

The hand manual Annex - 10 written by MIP is presented.

6. OPERATIONAL ISSUES

6.1. Regarding safe mooring, anchoring, loading/unloading, keeping of vessels carrying Dangerous Goods during day and night;

- During loading or unloading of loads belonging to Class 1 (Except ones in section 1.4), no radio or radar transmitters should be used at vessel, cranes or any other adjacent place except VHF transmitters having power outlet not exceeding 25 W and no part of their overhead systems should pass through at last 2 meters of safety distance from explosive substances.
- Damaged, leaking, humid packages with faults should not be accepted for shipment.
- Smoking and using fire is forbidden at load deck and points of vessels carrying dangerous loads those are moored and Port storage places of dangerous loads.

6.1.1 Prior to entering the harbour reach, masters of vessels containing dangerous loads should;

- Learn legal requirements regarding vessels carrying or handling dangerous loads in the harbour reach and teach to his crew.
- Control status of vessel, machines, equipments and tools as required.
- Control any damages or leakages in dangerous loads and their covers as long as possible.
- Informs the port authority in case of any deficiency or fault those may endanger the life, goods or environment safety in vessel, machines, equipments or tools or any load damage or leakage those may cause dangers or cover system failure.

6.1.2 Persons responsible for loading/unloading operations of dangerous loads on vessel dock, on the vessel or in the hold;

- Shall behave according to warnings and recommendations given by master or officers,
- Shall avoid from smoking at any place in the ship other than the place indicated by the master,

- Shall avoid or not allow behaviours causing sparks at any place in the vessel other than the place indicated by the captain,
- No welding shall be performed at places other than indicated by the master.

6.2 Additional precautions required to be taken according to season conditions in operations of Dangerous Goods are given with details in MIP Container Pier Operations Procedure Annex - 18.

6.3 Regarding keeping inflammable, sparkling and explosive substances far from spark creating operations at port, site and loading/unloading areas and not operating spark creating vehicles, tools or instruments at dangerous load handling, piling and storage areas;

Rules are clearly indicated in Procedure of MIP Regarding Loading, Unloading and Carrying Dangerous Goods in the Port, created rules are regularly controlled. Annex-18.

6.4. Fumigation, gas measurements and gas purification work and operations are given in the Fumigation Instruction prepared and published by MIP Annex-20

7. DOCUMENTATION, CONTROL AND RECORDS

7.1 IMDG coded loads are recorded in the system based on declaration of agencies and priced by providing services accordingly in Mersin International Port Incorporated Company

In this regard;

- Shipping agencies record IMDG Code classes and UN numbers in columns and Rows given in the discharge list transferred through the web system (www.mersinport.com.tr) for the container containing IMDG Code to be discharged from the vessel.
- Shipping agency indicates number of containers containing IMDG Code to be discharged from the vessel in ARF-02 sent as annex in the e-mail.
- Of the goods containing IMDG Code is a cargo, shipping agency indicates container number and weight in ARF-02 sent as annex in the e-mail.
- If the IMDG Code Class 1 load shall be discharged within the container, it shall be subjected to alongside transaction with annexed undertaking (Bill of Lading) and directly loaded to the vehicle through the vessel and cleared from the port in the shortest period following completion of customs transactions.
- If the IMDG Code Class 1 export goods shall enter to port via container and directly loaded on the vessel, customs transactions shall be completed and taken onto harbour reach upon gate entrance request of agency and loaded on the vessel in the shortest period.
- If suitable label is not available for the declared danger class or not declared in the system despite having labels for IMDG coded containers discharge and loading operations, they are sent to IMDG Code label placement/removal station.

7.2 Current list of All Dangerous Goods on the MIP Site and other related information are kept regularly and completely by the Documentation Directorate.

7.3 Reporting procedures for suitably defining Dangerous Goods arriving to the facility, Dangerous Goods use correct shipment names, certified, packaged / wrapped, labelled and declared, safely loaded into approved and regular packages, containers or load carrying units and carriage control results. Annex-21

7.4 Regarding loads with IMDG Code, MSDS Form of a load being subject to IMDG Code is requested as one of the documents requested according to e-mails sent to Commercial Tariff Directorate of Mersin International Port Incorporated Company No transactions shall be performed for a load not having SDS form.

7.5 According to 20/12/2010 dated and 5171 numbered letter of Mersin Port Authority, Mersin International Port Incorporated Company sends control result tables of IMDG loads to port authority quarterly.

8. EMERGENCIES, GETTING PREPARED FOR AND MAKING INTERVENTION TO EMERGENCIES

As Mersin International Port Incorporated Company, "Emergency Action Plan" is published and annexed as Annex-7.

8.1 Annex-7

8.2 Annex-7

8. 3 Annex-7

8.4 Annex-7

8.5 Regarding accidents occurred at MIP sites, "MIP Accident/Event Scene Reporting Procedure" was published **Annex-22.**

8.6 Coordination, support and cooperation with Official Authorities during Emergencies is published in MIP Crisis Contact Office Instruction **Annex-22.**

8.7 Emergency Port Discharge Plan of Vessels and Sea Vehicles is prepared and approved by the Mersin Port Authority on 26/09/2014. **Annex-23**

8.8 "MIP Waste Management Procedure" is published regarding Elimination of Wastes. **Annex-24**

8.9 Mersin International Port Incorporated Company executes fire prevention extinguishing, evacuation and first aid practices twice a year and Emergency Intervention to Sea Contamination practice twice a year within scope of 5312 numbered Law. **Annex-25**

8.10 Fire detection and warning systems are designed in buildings, warehouses and dock cranes other than MIP fire equipments.

8.11 Contract is signed with a company for Fire Detection and Warning Systems periodical maintenance, test and readiness for usage. .**Annex-26**

8.12 Operations to be performed regarding the movement style in cases that fire protection systems do not operate. **Annex-6**

8.13 Other risk control equipments are not available.

9. WORK HEALTH AND SAFETY

9.1 Work Health and Safety Precautions

Regarding loads subject to IMDG code, Accident Scene Reporting Procedure, DOF Procedure, Work Permit Procedure (Technical Safety) and Monitoring Measuring Procedures are arranged and being implemented.

9.2 PPE

MIP Personal Protective Equipment utilization instruction is written and implemented for being precautioned in operations related with loads subject to IMDG code and other operations and minimizing the effect during a possible accident.

10. OTHER ISSUES

10.1 Dangerous Goods Compliance Certificate shall be published by the Ministry.

10.2 Duties defined for TMGD shall be published and transition period is available until 01/01/2018.

10.3 Land vehicles bringing dangerous loads to the port or carrying dangerous loads from the port shall be controlled by the Customs Directorate at port entrance-exit. Port security personnel shall perform required records and controls for issues within their own duty area.

According to European Agreement Concerning the International Carriage of Dangerous Goods by Road (ADR) Directive Regarding Carriage of Dangerous Goods by Road;

- Dangerous Goods Carriage Driver Training Certificate (SRC5)/ADR Driver Training Certificate
- Valid dangerous load carriage certificate belonging to the vehicle (Vehicle Compliance Certificate / ADR Compliance Certificate)
- Copy of carriage permission certificate received from related / authorized bodies for carriage of Class 1, Class 6 and Class 7 dangerous loads defined in ADR
- Dangerous Goods and Dangerous Waste Compulsory Financial Liability Insurance Policy
- Non-written orange plate at front and rear side of vehicle carrying dangerous loads
- Dangerous substance carriage document
- Written instruction given to the driver by the related carrier regarding behaviour style of vehicle personnel in case of danger or accident according to ADR directive
- Personal protective equipments to be used in emergencies special for the load carried on the vehicle
- Multi Mode Dangerous Goods Carriage Form in ADR Section 5.4.5. for dangerous loads carried in more than one modes
- Maximum speed limit is 30 km/s for land vehicles entering to harbour reach for receiving-delivering loads. Administrative sanctions are being applied for vehicles determined as exceeding speed limits.

10.4 Vessels carrying explosive, inflammable, combustive and similar Dangerous Goods shall raise B (Bravo) mark flag during days and indicate a red lantern that can be seen from all sides (360 Degrees) during nights according to International Directive for Preventing Conflict at Sea (COLREG 72).

During cold and hot operations in vessels carrying dangerous loads in the port, in accordance with 22nd clause of Ports Directorate, "Vessels and sea vehicles located at harbour reaches shall not perform repair, rasp and paint, welding and other hot operations, lifeboat and/or boat releasing operation or other maintenance works unless permission is received from the Port Authority. If vessel and sea vehicles to have these works performed are located at Port facility, coordination must be maintained with the Port facility." provision states that;

Vessels in the port including vessels carrying Dangerous Goods are subjected to permission of Port Authority given above. In this regard, shipping agency shall fill the "Hot Operation Request Form" and perform its operation after having it approved by the Port Authority.

M**inimum Security Requirements Regarding Performance of Hot Operations**

- Prior to start hot operation on the vessel board or dock, the company officer or shipping agency to realize the hot operation should receive written permission regarding performance of aforementioned hot operation from the port authority.
- Besides security precautions requested by the port authority, company officer to realize the hot operation should take all kinds of security precautions on vessel and/or dock prior to start the hot operation.
- He verifies that areas are purified from inflammable and/or explosive environments and not inadequate regarding oxygen at suitable places and performs examination of local area and adjacent areas.
- He maintains elimination of dangerous loads and other inflammable substances and objects from working areas and adjacent areas.
- Effective protection shall be maintained for inflammable structure items (beams, wooden sections, grounds, doors, wall and ceiling coatings) against accidental combustion.
- In order to prevent extension of flames, sparks and hot parts to adjacent areas or other areas from work areas, tightness of open pipes, pipe transitions, valve, joints, spaces and open parts shall be maintained.
- A plate containing hot work authorization data and safety precautions should be placed at work area and also at entrances of all work areas. Authorization data and safety precautions should be easily seen and expressly understood by everyone attending to hot work period.
- Controls shall be performed for confirming unchanged situations.
- At least one fire extinguisher or other suitable fire extinguishing equipments shall be ready at an easily accessible place in order to be used during hot operations.
- Required controls shall be performed for adequate period during hot work, after completion and following completion of the work in question.

10.5 No other issues available to be added by Mersin International Port Incorporated Company

ANNEXES

ANNEX-1: Mersin International Port Incorporated Company General Layout Plan

ANNEX-2: Mersin International Port Incorporated Company General View Image

ANNEX -3 Mersin International Port Incorporated Company Emergency Contact Points and Communication Data

ANNEX - 4 General Layout Plan of Areas Where Dangerous Loads are Handled

ANNEX - 5 Fire Plan of Areas Where Dangerous Loads are Handled

ANNEX -6 Mersin International Port Incorporated Company General Fire Plan

ANNEX -7 Mersin International Port Incorporated Company Emergency Situation Plan

ANNEX -8 Mersin International Port Incorporated Company Emergency Gathering Place Plan

ANNEX -9 Mersin International Port Incorporated Company Emergency Management Scheme

ANNEX -9 Mersin International Port Incorporated Company Emergency Hand Book

ANNEX - 11 Leakage areas and equipments, entrance-exit drawings for CRU and Packages

ANNEX -12 Mersin International Port Incorporated Company Inventory of Service Vessels

ANNEX - 13 Administrative Borders of Port Authority, anchorage places and maritime pilot drop/insert points Coordinates

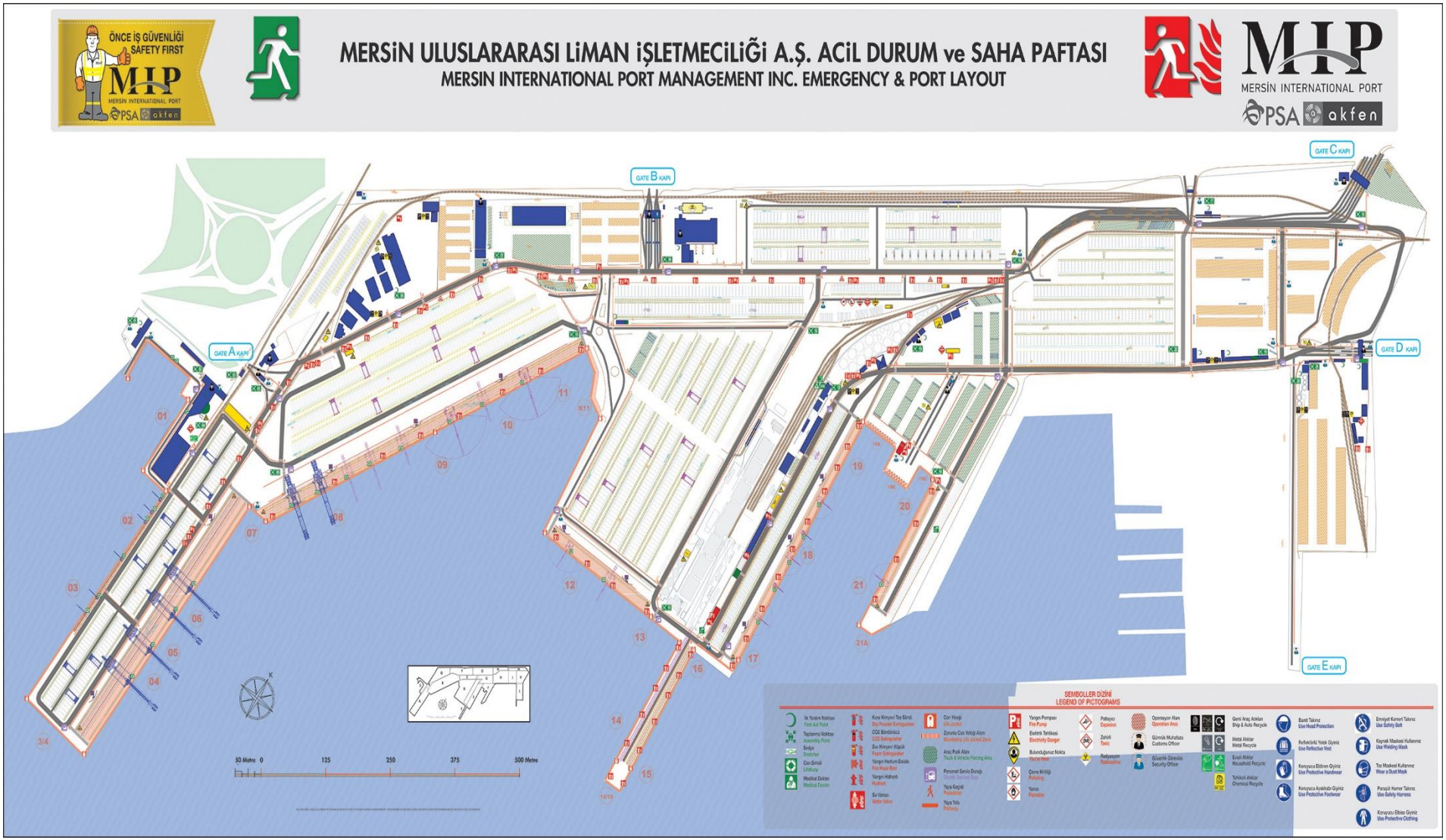
ANNEX -14 Mersin International Port Incorporated Company Emergency Intervention Equipments Against Available Sea Contamination

ANNEX - 15 Mersin International Port Incorporated Company Personal Protective Equipment (PPE) usage map

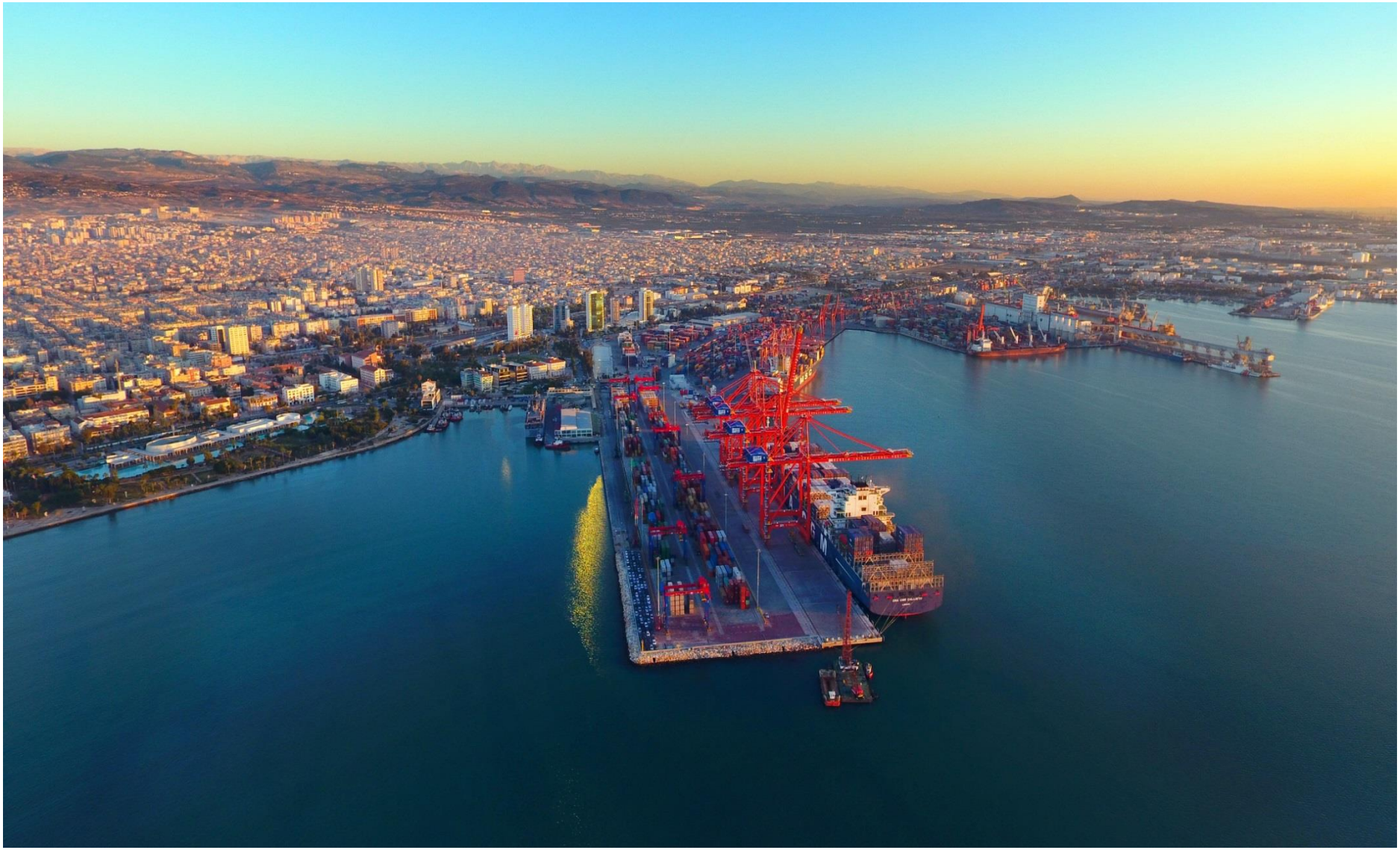
ANNEX - 16 Dangerous Goods Accident Form

ANNEX - 17 Code of Practice For Packing of Cargo Transport Units (CTU)

ANNEX -1 Mersin International Port Incorporated Company General Layout Plan



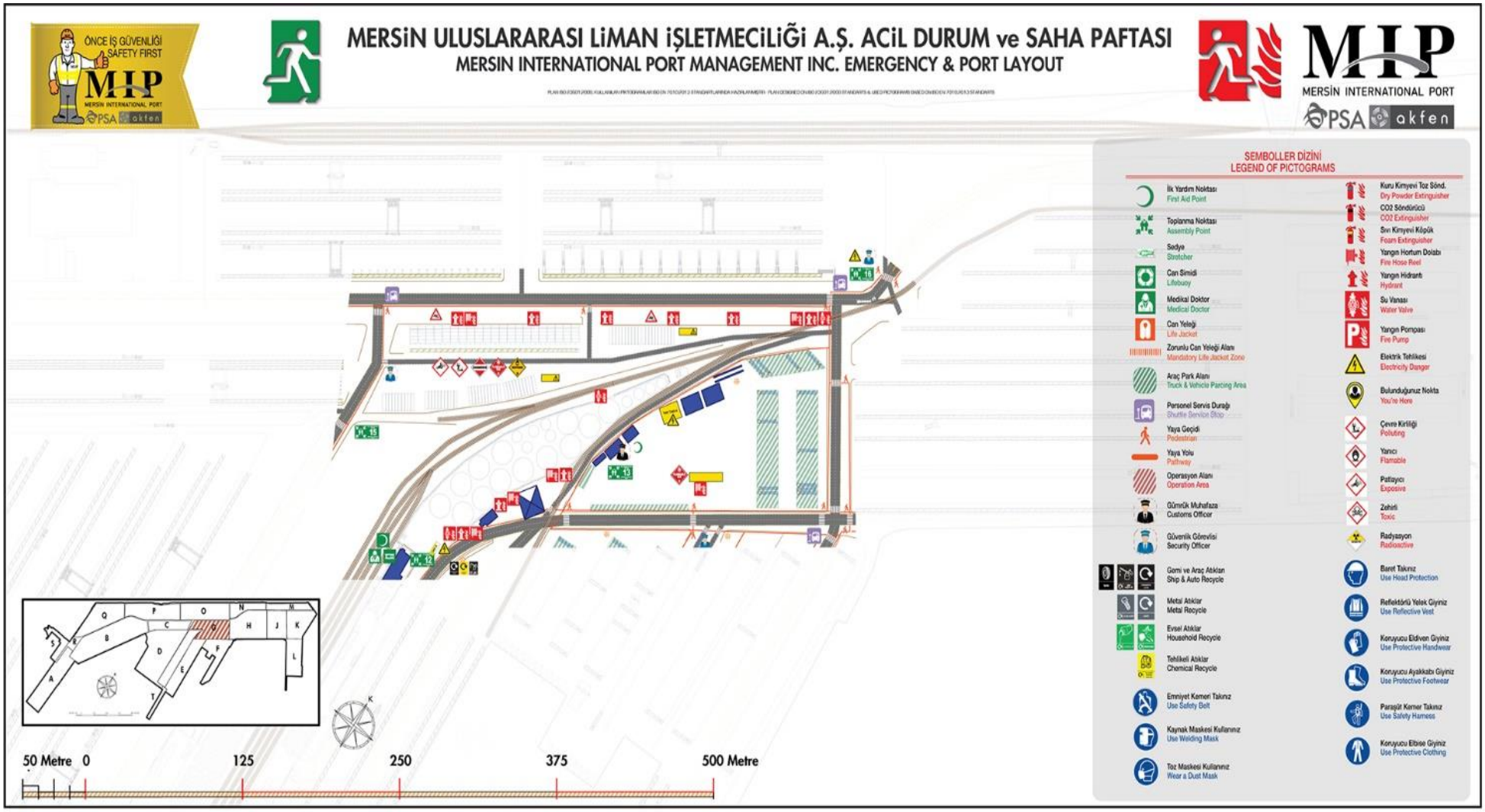
ANNEX -2 Mersin International Port Incorporated Company General View Image



ANNEX -3 Mersin International Port Incorporated Company Emergency Gathering Places and Contact Data

COORDINATION	RADIO CHANNEL	INTER PHONE
MIP HSE DIRECTORATE	9. CHANNEL	3511
MIP OPERATION	1. CHANNEL	3535
MIP MEDICAL AID	9. CHANNEL	3522
MIP MAINTENANCE ENGINEERING	7. CHANNEL	3580
SECURITY	9. CHANNEL	3481
MIP SHIFT CHIEF	1. CHANNEL	3538
MIP CONTROL CENTER	1. CHANNEL	3545
MIP FIRE	----------	110
MIP AMBULANCE	----------	112
TRAFFIC	----------	154
SEA POLICE	----------	0324 231 59 10

ANNEX-4/5: Mersin International Port Incorporated Company IMDG Load Piling Site and Fire Plan



EK-6: Mersin International Port Incorporated Company General Fire Layout

MERSİN INTERNATIONAL PORT

PSA akfen

MERSİN INTERNATIONAL PORT INCORPORATED COMPANY

FIRE PREVENTION, EXTINGUISHING AND RESCUE PLAN

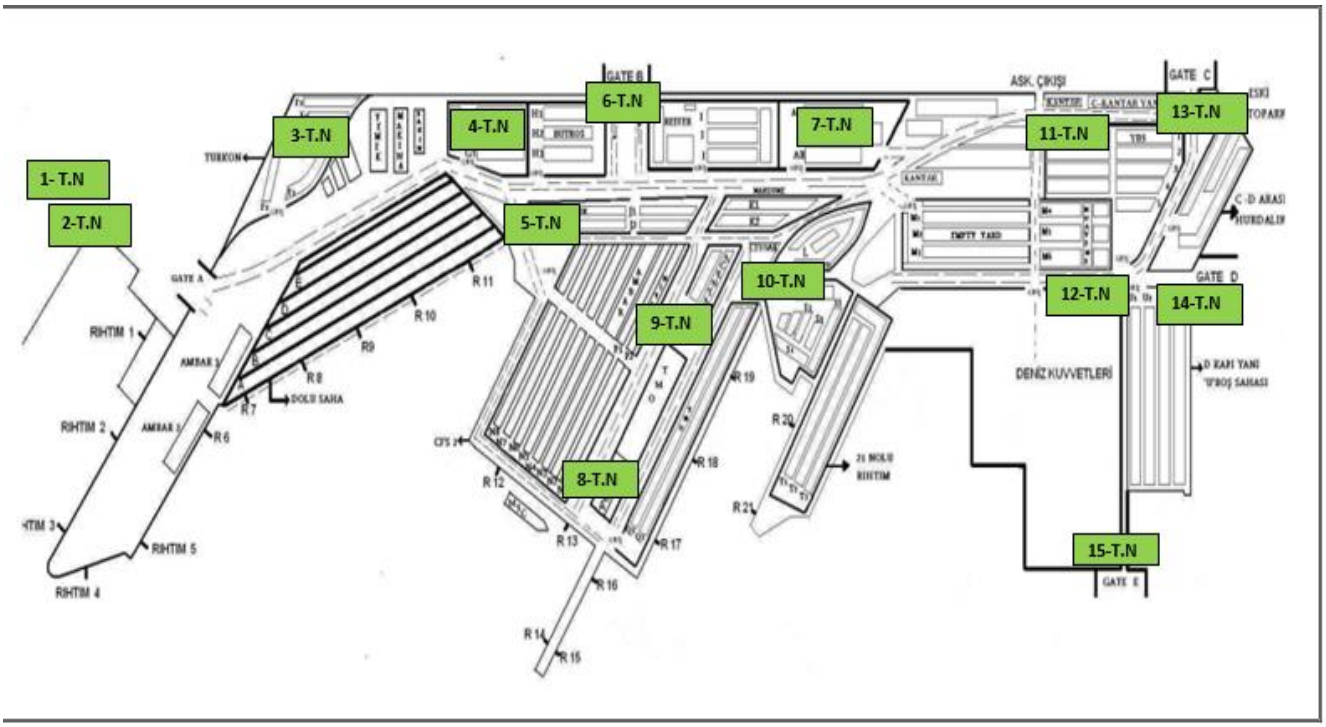
EK-7: Mersin International Port Incorporated Company Emergency Layout

MERSİN INTERNATIONAL PORT

MERSİN ULUSLARARASI LİMAN İŞLETMECİLİĞİ A.Ş

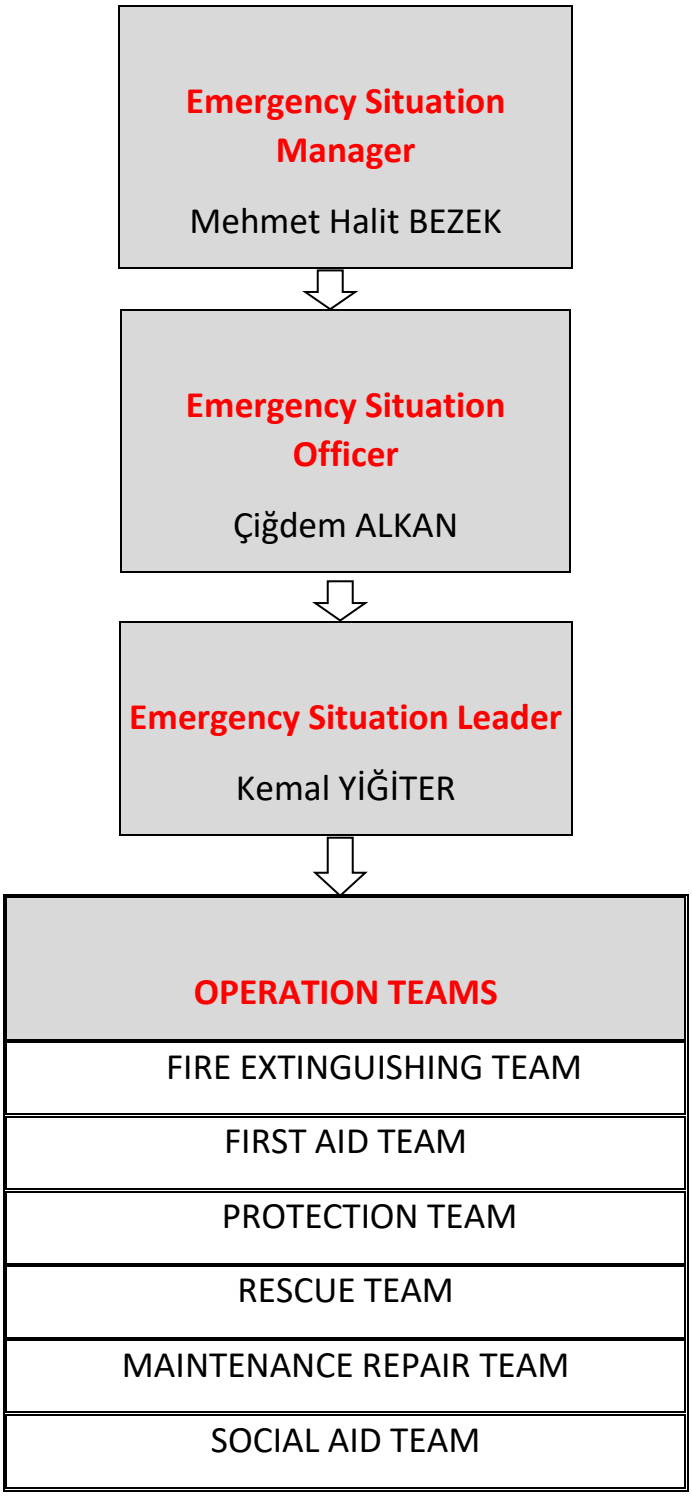
EMERGENCY ACTION PLAN

2017



EK-8: Mersin Uluslararası Liman İşletmeciliği A.Ş. Acil Durum Toplanma Yerleri

ANNEX -9 Mersin International Port Incorporated Company Emergency Management Scheme



EK-10:Mersin International Port Incorporated Company Emergency Manual

MERSİN INTERNATIONAL PORT

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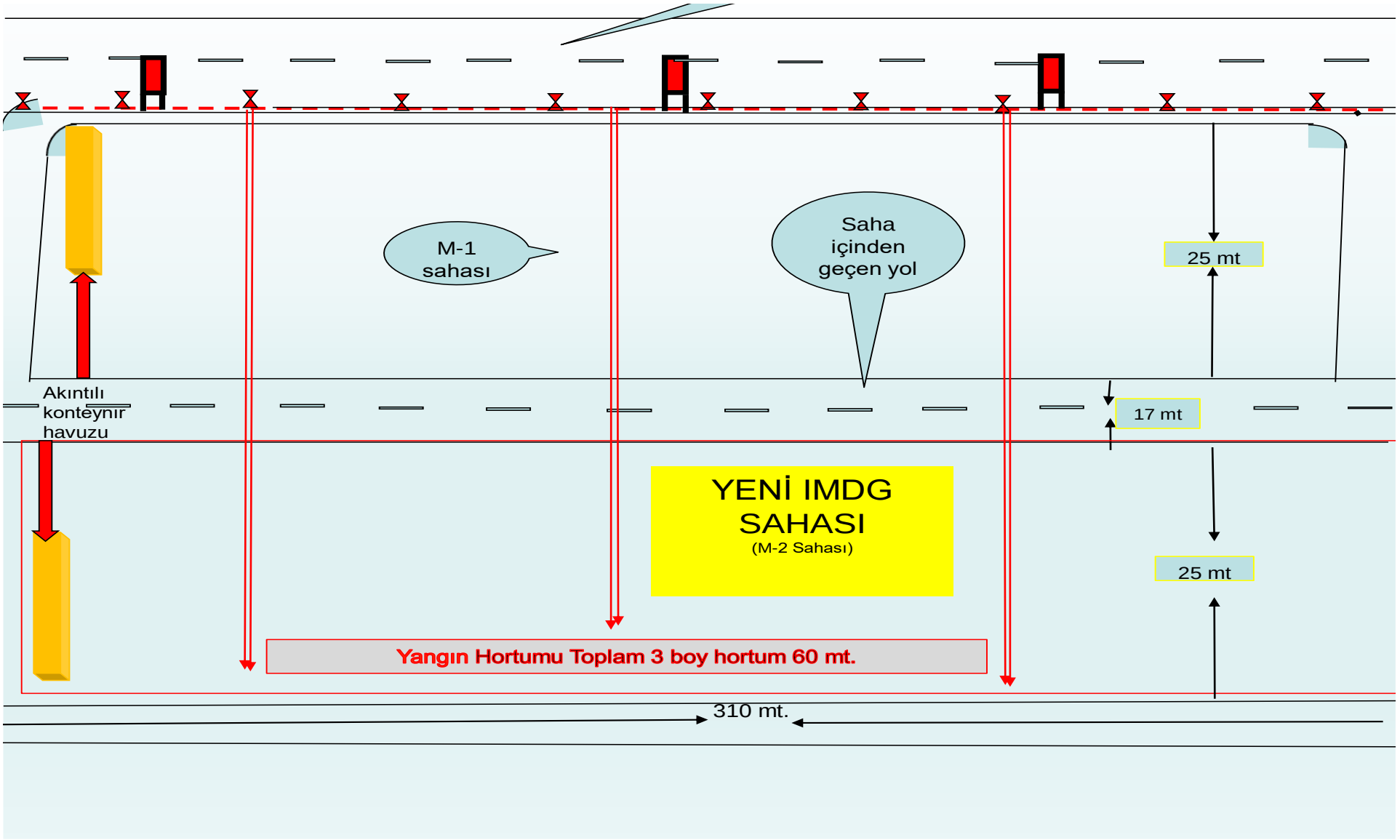
MIP EMERGENCY MANUAL

ANNEX -11 Mersin International Port Incorporated Company IMDG Load Leakage Area and Equipments



ANNEX -12 Mersin International Port Incorporated Company Port vessel inventory

PALAMAR VIII	SANMAR	MDF	PALAMAR BOYU	N/A	20.02.2010	ANADOLU-18.06.2010	20.11.2007	9,95	6,80	4,33	LIMAN	PENTA 237 BHP

Vessel Name	Vessel Type	Owner	Operator	M/E Power(hp)	Bollard Pull
MERSİN-1	Tug	TCDD	MMI	3490	30 TON
İZMİR-1	Tug	TCDD	MMI	3490	30 TON
MIP-1	Tug	MMI	MMI	3300	45 TON
MIP-2	Tug	MMI	MMI	4810	60 TON
MIP-3	Tug	MMI	MMI	4810	60 TON
SANMAR XXXI	Tug	SANMAR	SANMAR	2200	30 TON
PILOT-1	Pilot boat	MMI	MMI	860	N/A
PILOT-2	Pilot boat	MMI	MMI	1100	N/A
BOT MERSİN-1	Mooring boat	TCDD	MMI	237	N/A
BOT-2	Mooring boat	MMI	MMI	355	N/A
BOT-3	Mooring boat	MMI	MMI	355	N/A
BOT-17	Mooring boat	TCDD	MMI	190	N/A
SANMAR PALAMAR VIII	Mooring boat	SANMAR	SANMAR	237	N/A

ANNEX - 13 Administrative Borders of Port Authority, anchorage places and maritime pilot drop/insert points Coordinates

MERSIN Port AUTHORITY (Amended: RG-6.8.2013-28730)

A) Port administrative site border

Port administrative site of Mersin Port Authority is the sea and Port area limited with Turkish Territorial Waters

remaining between the line drawn from below given (a) coordinate to actual South (180°) direction and from (b) coordinate to actual South (180°) direction.

a) 36º 26' 18" N – 034º 07' 06" E (Akyar Cape)

b) 36º 41' 30" N – 035º 03' 00" E

B) Anchorage Sites

a) 1 numbered anchorage site: Anchorage site of vessels not carrying dangerous substance and military vessels is the maritime area created with below given coordinates.

1) 36º 46' 42" N – 034º 38' 00" E

2) 36º 46' 18" N – 034º 37' 15" E

3) 36º 41' 00" N – 034º 35' 10" E

4) 36º 41' 00" N – 034º 40' 00" E

5) 36º 45' 20" N – 034º 40' 00" E

b) 2 numbered anchorage site: Anchorage site of vessels carrying dangerous substances, military vessels operating with nuclear power and vessels

to be taken into quarantine and vessels to perform gas purification operation is the maritime area created with below given coordinates.

1) 36º 45' 00" N – 034º 41' 00" E

2) 36º 41' 00" N – 034º 41' 00" E

3) 36º 41' 00" N –034º 45' 00" E

ANNEX -14 Mersin International Port Incorporated Company List of Emergency Intervention Equipments to Sea Contamination

Order No	Name of Equipment	Amount (Quantity / metre)	Control Date	Current Status
1	SEA BARRIER	1000 metre	28/12/2015	Active
2	OIL SCRAPER (Skimmer-okitdr-018D/20M3)	4 Pieces	28/12/2015	Active
3	ABSORBER BARRIER (sorbentboom)	300 metre	28/12/2015	Active
4	ABSORBER FABRIC (Sorbentped)	1000 Pieces	28/12/2015	Active
6	FLOATING TANK 1/2 TON (seagull)	2 Pieces	28/12/2015	Active
7	FLOATING TANK 1 TON (seagull)	2 Pieces	28/12/2015	Active
8	LAND STORAGE TANK 10 TON (seagull)	2 Pieces	28/12/2015	Active
9	MACKINTOSH	20 Pieces	28/12/2015	Active
10	FILTER ABEK	10 Pieces	28/12/2015	Active
11	SNAPSUIT (Classic Dupont)	20 Pieces	28/12/2015	Active
12	BOOTS (Steel Noseless)	20 Pieces	28/12/2015	Active
13	GLOVES (Hyflex)	20 Pieces	28/12/2015	Active
14	PROTECTIVE GOGGLES	20 Pieces	28/12/2015	Active
15	SAMPLING CONTAINER	10 Pieces	28/12/2015	Active
16	FIBERGLAS BOAT (1.5X6 metre HILL 00753E515)	1 Pieces	28/12/2015	Active
17	MERCURY 30 HP ENGINE (OR655443)	1 Pieces	28/12/2015	Active
18	RUBBER BOAT FOR 4 PERSONS	1 Pieces	30/05/2017	Active

19	NYLON LINOLEUM	110 KG	28/12/2015	Active
20	SHOVEL	15 Pieces	28/12/2015	Active
21	PICKAXE	15 Pieces	28/12/2015	Active
22	RAKE	15 Pieces	28/12/2015	Active
23	HAND CART	10 Pieces	28/12/2015	Active
24	WATER BUCKET	10 Pieces	28/12/2015	Active
25	SITE FLUSHING BRUSH	15 Pieces	28/12/2015	Active
26	EMERGENCY LANE	10 Pieces	28/12/2015	Active
27	FILTER ABEK	10 Pieces	28/12/2015	Active
28	PROJECTOR + PLUG + CABLE	10 Pieces	28/12/2015	Active
29	BOOTS (Steel Noseless)	20 Pieces	28/12/2015	Active
30	FIRST AID BAG	10 Pieces	28/12/2015	Active
31	CAMERA (Canon Sx170)	1 Pieces	28/12/2015	Active

ANNEX 15 - MERSIN INTERNATIONAL PORT INCORPORATED COMPANY PERSONAL PROTECTIVE EQUIPMENT (PPE) USAGE MAP

	MATERIALS TO BE PROVIDED TO ALL STAFF (Excluding Administrative Staff)
1	Work gloves
2	Raincoat (Summer-Winter)
3	Helmet (Summer-Winter)
4	Safety Shoes (one pair for Summer and Winter)
5	Boots
6	Coat (every year)
7	Trousers (Summer and Winter)
8	T-shirt (Summer-Winter)
9	Reflective Waistcoat
10	Goggles
11	Protective Overalls
12	Protective Mask

ANNEX 16 – DANGEROUS MATERIAL ACCIDENT / LOSS OF PROPERTY NOTIFICATION FORM

PART.1. INFORMATION ON DANGEROUS MATERIALS INVOLVED IN ACCIDENT/LOSS OF PROPERTY

Please fill in the following information about dangerous materials involved in an accident / loss of property.

1.1. Date / Time of Accident / Loss of Property:

1.2. Means of Transport of Accident /Loss of Property:

 Road Railway Maritime

1.3. Dangerous Goods Included the Incident:

UN No	Class[a]	Packing Group	Estimated Lost Quantity (Kg or L)	Transport Category	Means of Containment Material[b]	Type Of Failure Of Means of Containment[c]

(a)Indicate if there is a secondary risk or marine pollutant risk.

(b)Specify the number of the relevant storage method in the table above.		*(c) Specify the number of the failure type of the storage method in the table above.*
1 Packaging	*9 Tube gas wagon*	*1.Loss*
2 IBC	*10 Tube gas tanker*	*2.Fire*
3 Big package	*11 Wagon with detachable tanks*	*3.Explosion*
4 Small container	*12 Detachable tank*	*4.Structural failure*
5 Wagon	*13 Big container*	
6 Vehicle	*14 Tank-container*	
7 Tank-wagon	*15 MEGC*	
8 Tanker	*16 Portable tank*	

1.4. Dangerous Material's;

Receiver:

Sender:

Manufacturer:

Carrier:

1.5. Meteorological conditions on the date of the incident:

SECTION 2. INFORMATION ON ACCIDENT / LOSS OF PROPERTY

This section is required to be filled in for notification to the Port Authority of Accident / Loss of Property.

2.1. Please indicate the reason for the reason of the incident in details:

Technical Failure of the Loading Equipment Wrong Stowage
During Operation (Incorrect Loading / Unloading / Internal Filling / Internal Unloading) Other

2.2. Place of Accident / Loss of Property and the area affected:

Port Facility / Affected Area:

Vessel / Affected Area:

2.3. If any, vessel information involved in accident / loss of property:

Name:	Operated by:
Flag:	Owner:
IMO No:	Name and Surname of Vessel Master:
Load Type and Quantity:	

SECTION .3. RESULTS OF THE INCIDENT

Please indicate the following conditions arising out of the incident.

3.1. Loss of Property:

No Loss of Property Loss of Property/Amount:

Possible loss of property risk / amount of loss risk:

3.2. Personal Injury /Loss due to Contact with Dangerous Goods :
 No Injury/Death/Loss Injury/Death/Loss / Number:……/……/…….

3.3. Material / Environmental Damage:
Estimated loss ≤ 50.000 Euro Estimated Loss> 50.000 Euro

3.4. Involvement of Authorities due to the Situation Caused by Dangerous Goods :
No Authorities Involved

Keeping people away for a certain period of time

Closing / isolating the scene of the incident for a certain period of time

3.5. Damage to Facilities and Equipment of The Port:

3.6. Impact of Accident / Loss of Property on Port Operations:

SECTION.4: EMERGENCY ACTIONS

4.1. Please indicate emergency actions implemented by the Port facility:

SECTION.5: NOTIFICATION

Please indicate the necessary notifications regarding the accident / loss of property. For the notification to be made to the Ministry, it is obligatory for TMGD to make an assessment in this section .

Notification to the Ministry Not Required

Notification to the Ministry

Notification to the Port Authority

To be filled in by Port Authority	**To be filled in by TMGD**
FILLED BY / SIGNATURE AND DATE:	**FILLED BY / SIGNATURE AND DATE:**

SECTION.6: NOTIFICATION

Department making the notification to relevant authorities / Contact:

Date of Notification to Related Authorities:

ANNEX - 17 Control Results Notification Form for Dangerous Load Carriage Units (CTU)

MIP IMDG CODE LOADS CONTROL RESULTS TABLE			
Year/Period	…../…../……	Number	Rate
Number of Incoming Containers			
Number of controlled containers (Exterior Look and Damage)			
Controlled Packages			
Interior Filled Containers			
Interior Discharged Containers			
Transit Containers			
Number of Faulty Packages		-	-