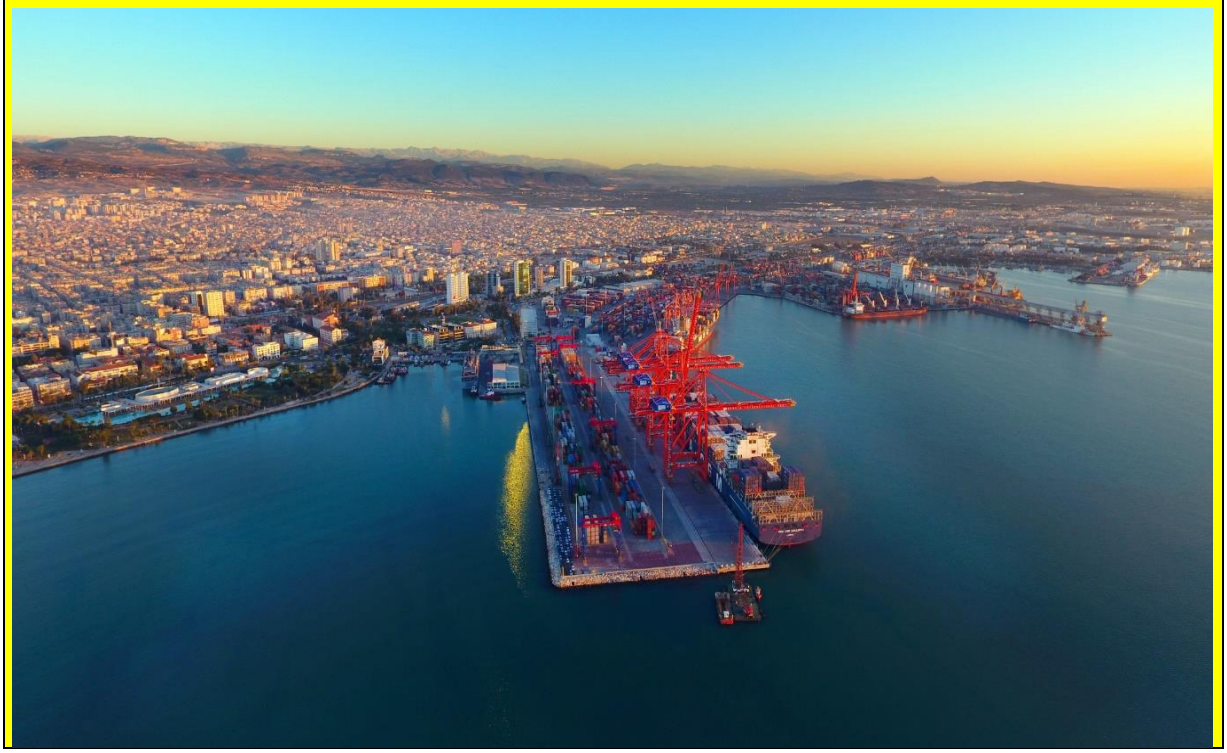
MERSIN INTERNATIONAL PORT

A MEMBER OF PSA GROUP

MERSIN INTERNATIONAL PORT

HAZARDOUS MATERIAL GUIDE



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1	1	Shore Facility Information Form	13.07.2017	Kemal YİĞİTER-Merve CEYLAN	
2	2	Hazardous Materials Accident / Property Loss Notification Form	20.07.2018	Kemal YİĞİTER	
3	3	Facility Data Sheet Revision	18.06.2019	Çiğdem ALKAN Kemal YİĞİTER	

1 INTRODUCTION

1.1. FACILITY DATA SHEET

1	Name/title of facility manager	Mersin International Port		
2	Contact details of facility manager	Yeni Mah. 101. Cad. 5307 Sok. No:33100 Akdeniz / MERSİN Telephone: 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:33100 Akdeniz / MERSİN 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 Telephone: 0 324 336 65 83		
9	Name of Free Zone or Organized Industrial Zone where the facility is located	----		
10	Validity date of Shore Facility Operation Permission / Temporary Operation Permission Document	15.09.2019		
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 Substances 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 Substance Security Consultant (phone, fax, e-mail)	Ahmet KUYUMCU, 0.532.635 13 85, 0.216.4743480, 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 substances handled in the facility are (loads within scope of MARPOL Annex -1, IMDG Code, IBC Code, IGC Code, IMSBC Code, Grain Code, TDC Code and asphalt bitumen and	Packaged Hazardous Materials, Dangerous liquid Bulk cargoes (petroleum and petroleum products), Dangerous liquid Bulk cargoes (Chemical and similar liquid dangerous bulk cargoes), Dangerous		

	scrap loads).	solid bulk cargoes, Radioactive cargoes, Explosive cargoes, İnfectious cargoes, Fumigated cargoes.
17	Vessel types to be able to berth to the facility	Vessel types indicated in 5811-G16 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 Şakirpaşa 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 (Vehicle), 500.00 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 (65 tons) Mobile dock crane (150 tons), Site Gantry Crane (40 tons), Site full container crane (42 tons), Site empty container forklift (12 tons), tractor truck (65 tons), Ro-Ro Tractor truck (130 tons), trailer (B. tyre wheel and solid tyre) (65 tons), forklift (diesel, electrical) (3-5-7-12-16 tons), mini loader (3 tons), conveyor belt, Loader 16 tons, bunker (100 tons), Loading place for livestock, industrial excavator (6-24 tons), compressor 132 kVA, platform for bulk liquid.
26	Storage Tank Capacity (m3)	57.773 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)	M-1 area (TOKİ area) 500 m2, M-2 area, total 5 000 m2
31	Name and Surname, Contact Details of Pilotage and Towage Services Provider (phone, fax, e-mail)	Mersin Maritime Services Directorate Yeni Mah. 101. Cad. 5307 Sok. No:33100 Akdeniz / MERSİN Telephone: 0 324 241 29 00 Fax: 0 324 232 46 71
32	Is the security plan created? (Yes/No)	Yes
33	Waste Reception Facility Capacity.	Waste Type: Capacity (m3) Dirty ballast: Nil Slop: Nil Sludge: 400 m3 Bilge water: 200 m3 Waste oil: 100 m3

		Toxic Liquid Substance	65 m3
		Garbage	117 m3
		Sewage	Sewage which is taken from vessels is discharged in the sewerage system of Mersin Metropolitan Municipality at the port

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)**
	Vegetable oil transfer line of CEYNAK Facility:	Line-1: From facilitiy to no 14,15 docks (1 piece).	1080 metre	10”
		Line-2: From facilitiy to no 18 dock (1 piece).	600 metre	10”

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 created separately.

2 RESPONSIBILITIES

RESPONSIBILITIES OF CARGO OWNERS;
He/She/It;

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

b) Ensures the classification, identification, packaging, marking, labeling and plating of Hazardous Materials in accordance with the legislation.

c) Ensures that dangerous cargoes are safely loaded, stacked, secured, transported and unloaded in approved and compliant packaging, containers and cargo handling units.

d) Ensures that all relevant personnel are trained in the risks of dangerous cargoes carried by sea, safety precautions, safe work, emergency measures, safety and similar issues and keeps training records.

e) Ensures that the necessary safety measures are taken for dangerous substances which are not in compliance with the rules, unsafe or which pose a risk to persons / environment.

f) Provides necessary information and support to those concerned in case of emergency or accident.

g) Informs the Administration about dangerous cargo accidents occurring in the area of responsibility.

h) Provides the required information and documents in the controls carried out by the official authorities and ensures the necessary cooperation.

RESPONSIBILITIES OF COASTAL FACILITY OPERATOR

a) Ships that will berth to MIP berths shall be berthed and moored in an appropriate, protected and safe manner.

b) The entry-exit system between the ship and the MIP docks is ensured to be appropriate and safe.

c) Training of personnel working in loading, unloading and handling of dangerous cargoes is provided by MIP.

d) MIP ensures that dangerous cargoes are transported, handles, sorted out, stacked, temporarily held and inspected by personnel who are appropriately qualified, trained and have taken occupational safety measures in the operation area.

e) All information, documents and documents related to dangerous cargoes are controlled by MIP authorities.

f) The MIP documentation unit maintains a list of Hazardous Materials.

g) Training records are kept.

h) MIP gate officials to check that the Hazardous Materials entering the MIP port area are duly identified, classified, certified, packaged, labeled, declared, safely loaded and transported to the approved and compliant packaging, container and cargo handling unit and berth operations supervisor.

i) Necessary safety measures are taken by the authorities of the MIP HSE Directorate and notified to the port authority for dangerous substances that do not comply with the rules, are unsafe or which pose a risk to persons / environment.

j) The emergency plan is posted to the MIP employees.

k) MIP notifies the port authority of dangerous cargo accidents occurring in the port area.

l) Necessary support and cooperation is provided in the controls carried out by official authorities.

m) Activities related to Hazardous Materials are carried out on the docks which are established in accordance with these works.

n) Bulk oil and petroleum products are not handled in our port. (Except Asphalt / Bitumen)

o) Loads of IMDG Class 1 and 7 are made as valves.

p) MIP is not allowed to berthing ships and sea vehicles carrying Hazardous Materials to the pier and dock without the permission of the port authority.

q) There is a designated area for stowage of loads subject to IMDG Code. It is not permitted to operate vehicles or tools that generate sparks in the hazardous cargo handling area.

r) An emergency evacuation plan was prepared for evacuation of ships and marine vehicles from coastal facilities in case of emergency and it was approved by the Port Authority on 26.09.2014 with the letter numbered 12749.

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 shore 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 substances in the vessel, safety procedures/instructions, emergency precautions and intervention methods.

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

l) Takes required safety precautions for dangerous substances 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 Within scope of "**Loading, Unloading and Carrying Procedure for Dangerous Substances 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 Coded loads arriving via land vehicles and vessels in order to be accessed to the harbour reach.

c) The personnel assigned for Dangerous Substance handling use protective clothing according to physical and chemical characteristics of IMDG Coded 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 Substances within the Port"** .

d) MIP Fire Fighting personnel to fight with fires on the Dangerous Substance 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 Evacuation Plan is prepared for evacuation of vessel and maritime vehicles from shore facilities during emergencies and approved by the Port Authority with 26/09/2014 dated and 12749 numbered letter.

f) Mersin Uluslararası Liman İşletmeciliği A.Ş has prepared **"Fire Prevention and Extinguishing Procedure"**Annex-6 and precautions are taken within scope of the procedure.

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

4. DANGEROUS SUBSTANCE 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

Class 1.1: **Mass and Sudden Exploding Ones**

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

Class 1.2: **Ones Throwing Objects but Not Exploding Massively**

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

Class 1.3: **Flaming Explosions**

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

Class 1.4: **Explosives Causing Less Damage**

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

Class 1.5: Ones Difficult To Be Exploded but Able To Explode Massively

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

Class 1.6: **Ones Difficult to be Exploded and Not Having the Danger of Massive 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 are 454 kg (1001 lbs) and remain as gas under 20°C (68°F).
Pressures of these substances are 101,3 kPa (14,7psi) and their boiling point under this pressu
mixture 101,3 kPa (14,7 psi) pressure.

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

This class contains pressurized gases, liquified gases, pressurized cryogenic gases, compressed gases in a solution and oxidizing gases.
Non-combustible and non-toxic gases contain 280 kPa (40,6 psi) pressure at 20°C (68°F) temp

Class 2.3: T**oxic Gases**

Toxic gases known as harmful for human health and creating health danger during carrying are
Their harms to human health are not exactly evidenced but their LC50 value is over 5000 ml/m

Class 3: Combustible Liquids

Combustible liquids are substances whose flash degree is less than 60.5°C (141°F) or available in liquid state but kept as heated for carriage and whose flash point is 37.8°C (100°F) and over.

Class 4: Inflammable Solids

Class 4.1: Inflammable Solids

Solids those are inflammable as they are. These substances may be ignited through friction. And their combustion speed is higher than 2.2 mm (0,087 inch) per second. Ignitable metal dusts completely reacting in 10 minutes or shorter period are included in this class. Substances which are thermally unstable, entering into strong exothermic reaction without air participation and self-ignitable are included in this category. These substances are explosives included in class 1 but whose effectiveness is removed or particularly included in this class by the manufacturer.

Class 4.2: Self Combustible Solids

Self combustible substances are pyropforic substances. These are substances which are ignited in fifth minute of contact with air or getting heated without requiring any additional power source upon contact with air.

Class 4.3: Ones Posing Danger Upon Contact With Water

These substances emit inflammable or toxic substances upon contact with water. Danger scale is emitting more than 1 Litre gas per hour for 1 kg substance.

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 Microbe Contaminating Substances

Class 6.1: Toxic Substances

Substances known as harming humans during carriage are classified as toxic substances. Also, substances determined as toxic during tests performed on animals are considered as dangerous for humans and included in this category.

Class 6.2: **Microbe 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

Radioactive

Substances bearing yellow RADIOACTIVE III (LSA-III) label. Although this label is not used in various radioactive substances, they should bear signs indicating radioactivity.

Class 8: Corrosive Substances

Corrosive

Substances having abrasive, thickness reducing impacts on the human skin in case of contact for a certain period. Substances having abrasive impacts over steel and aluminium are included in this class.

Class 9: Other Dangerous Substances

Other Dangerous Substances

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:

Anaesthetic or other type of harmful substances. These substances may create disturbances those may prevent performance of duties by flight crew or vessel personnel.

Substances with increased temperature degrees, harmful substances, wastes harmful for human health or substances having the risk of contaminating the sea.1

4.2. Packages and Wraps of Dangerous Substances

Hazardous Materials 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 Level Danger

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

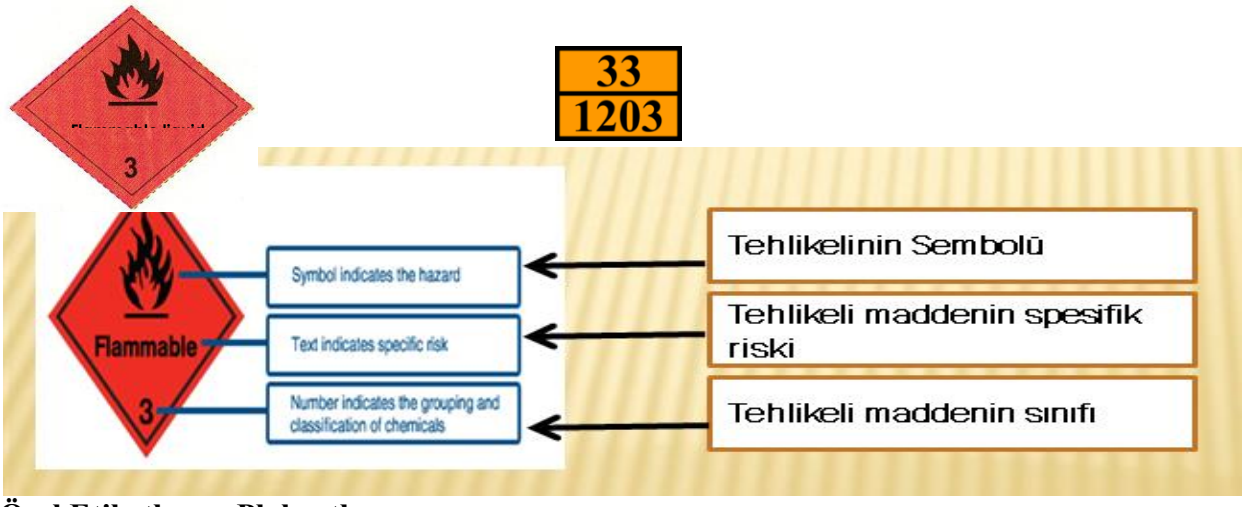
Below detailed coloured and shaped labels symbolizing that dangerous substance are used for giving information regarding class and feature of dangerous substance at first look. In order to be easily reminded, coloured images expressly indicating the dangerous substance are available on the label. Hazardous Materials 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

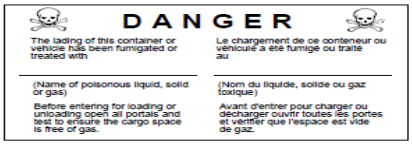
- Dimension shall be 25 cm x 25 cm if used in CTU (container etc.) and vehicles,
- 10 cm x 10 cm if used in packages (wraps)

Orange Colored 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



Özel Etiketler ve Plakartlar



Fumigation Sign


Package Orientation

Ventilation requirements


Elevated Temperature

Tank Car Only
Residues after unloading

Special PCB requirements

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,
- Unpaced 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 substances 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 substances 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 substances 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 Hazardous Materials launched in the market, and in one of the official languages of the exported country for export dangerous chemicals and Hazardous Materials.

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.

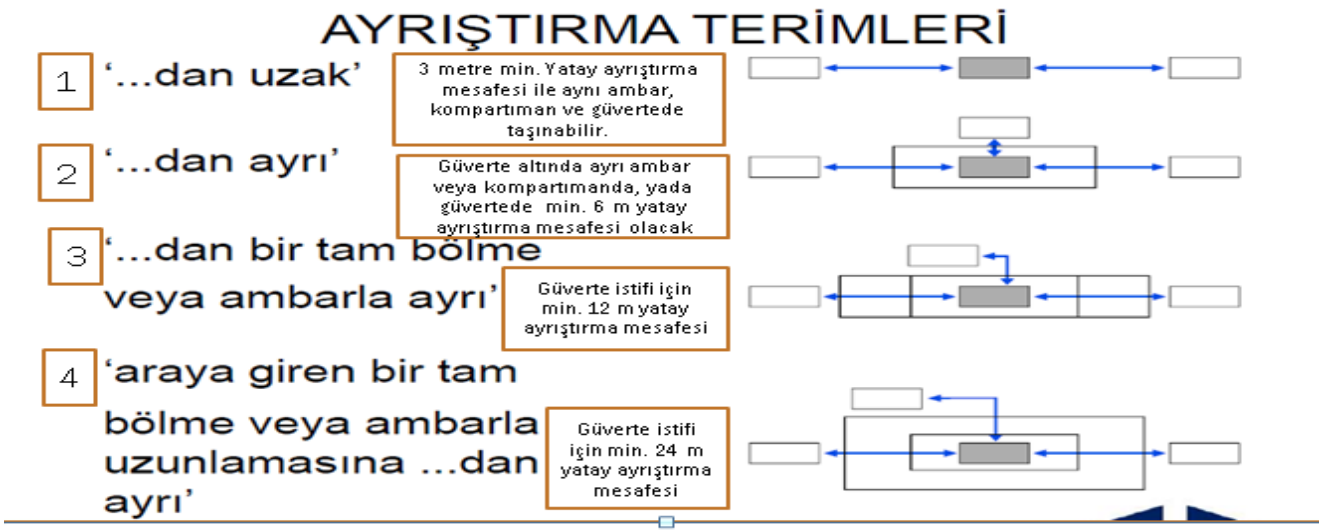
Labels shall be attached on one or more sides of package as information on the label can be read while the package is at normal position. If attachment of label on the package surface is not possible due to dimensions or type of the package, labelling shall be made as a plate connected to package.

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 Signs of Hazardous Substances, separation tables on board and at port according to their classes

4.5.1 Table of Separation onboard

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



X: DGL de verilen maddeye özel çizelgelerinde belirtilen şartlara göre istif
*: IMDG Kod da belirtilen özel şartlara göre istif(IMO segeration table see 7.2.7.2.1.4)

4.5.1 Table of Separation onboard

According to IMDG Code Hazard Classes, separation and stacking is performed in the field in accordance with the separation schedule;

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 Nesneler (9)	0	0	0	0	0	0	0	0	0	0	0	0

For Closed Containers / Portable Tanks / Closed Land Vehicles

o: No Separation Required.

a: Keep Away - No separation required.

s: Separate - In the open area, a minimum of 3 meters (up to 20 Container Width) is required for longitudinal and lateral separation.

If the area is not separated by an approved fire wall, a minimum of 6 meters of lateral or longitudinal separation is required in the shed or in the warehouse (closed area).

STACKING DISTANCES:

Odrer No	20-Foot Standard Container	40-Foot Standard Container	40-Foot High Cube Container
2	2 Line	2 Line	3 Line
3	2 Line	3 Line	3 Line
4	2 Line	3 Line	3 Line
5	3 Line	3 Line	4 Line
6	4 Line	4 Line	5 Line

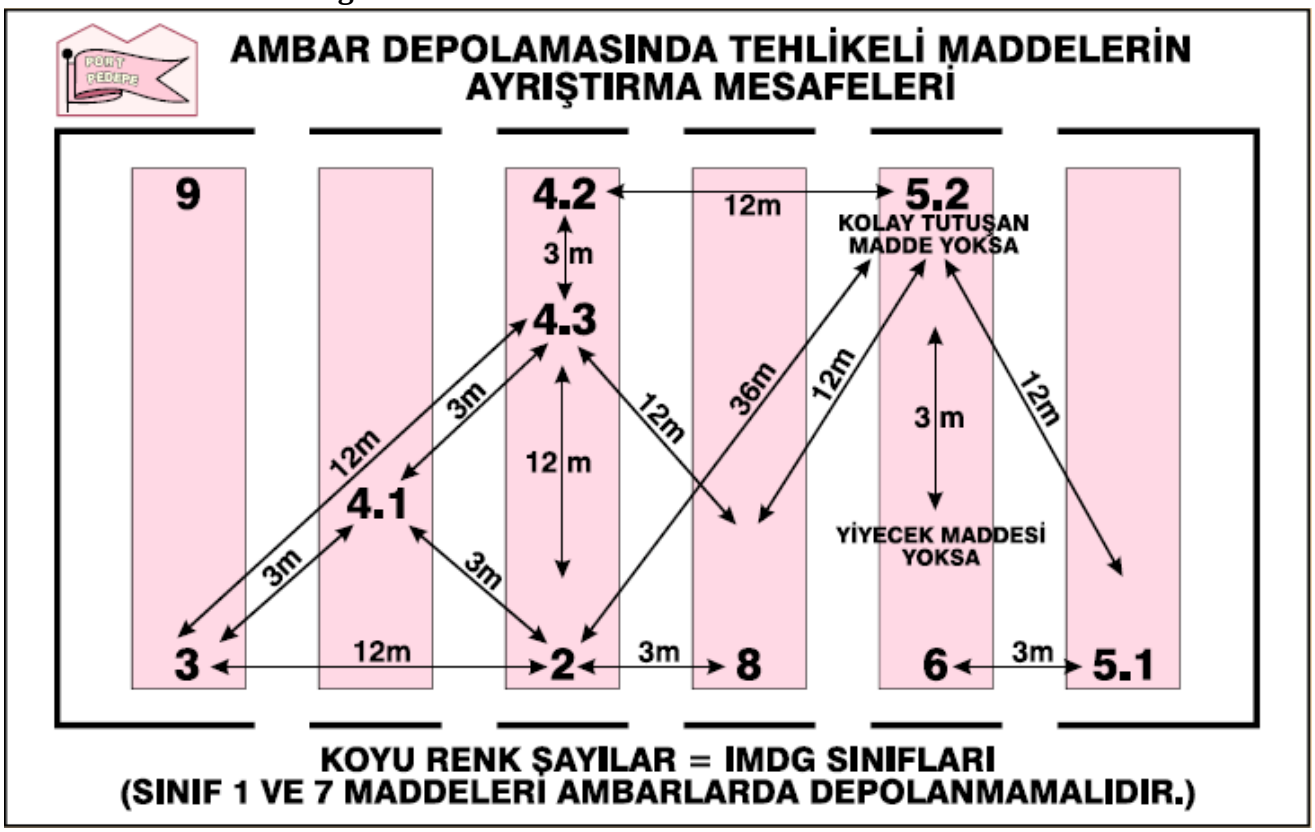
• IMDG Code Containers of classes other than Class 8 can be stacked on top of each other. Containers belonging to IMDG Code Class 8 can only be stacked if they have the same UN number.

• All containers which are separated and stacked are placed in the open position of the lids to allow emergency intervention.

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 Load Decomposition Distances and Decomposition Terms in Warehouse Storages**



Tehlikeli Yük Sınıfları Genel Ayrıştırma Tablosu

Bu ayrıştırma tablosu paletli, varil, kutular, sandıklar ve benzeri ambalajlar içinde taşınan tehlikeli yüklere uygulanır.

4.6. Dangerous Load Decomposition Distances and Decomposition Terms in Warehouse Storages

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 ULUSLARARSI LİMAN İŞLETMECİLİĞİ A.Ş.

Annex-10 has been created in Hazardous Materials Handbook by MIP.

6 OPERATIONAL ISSUES

6.1. Regarding safe mooring, anchoring, loading/unloading, keeping of vessels carrying dangerous substances 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 shore 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 to be taken according to seasonal conditions in the operation of Hazardous Materials

The subject is discussed in detail in the MIP Container Dock Operations Procedure Appendix-27.

6.3 Keeping flammable, flammable and explosive materials away from sparking operations at the port, on-site and loading / unloading areas, and avoiding the operation of vehicles, equipment or tools that may create / generate sparks in hazardous cargo handling, In the Transport Procedure, the rules are clearly defined and the rules are regularly checked. 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

In this regard;

- Shipping agencies record IMDG Code classes and UN numbers in columns and lines 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 Substances 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 substances arriving to the facility, dangerous substances 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 No transactions shall be performed for a load not having MSDS form.

7.5 According to 20/12/2010 dated and 5171 numbered letter of Mersin Port Authority, Mersin International Port 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, "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 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 MIP Hazardous Materials Compliance Certificate is valid until 15.09.2019 and Hazardous Materials Compliance Certificate is renewed every year with the permission of the Ministry.

10.2 We have a TMGD contract and TMGD duties are given below.

a) To monitor compliance with the provisions of the international agreement and contract (ADR / RID / IMDG CODE) in the transport of Hazardous Materials.

b) To provide recommendations to the entity for the carriage of Hazardous Materials in accordance with the provisions of ADR / RID / IMDG CODE.

c) To prepare the annual activity report of the enterprise regarding the transportation of Hazardous Materials within the first three months as of the end of the year and to submit it to the Administration in electronic environment.

d) To determine the Hazardous Materials to be transported and to determine the compliance procedures with the requirements of ADR / RID / IMDG CODE.

d) Guidance on the purchase of the means of transport to be used for the transport of Hazardous Materials which are the subject of the enterprise.

e) To determine the procedures for the control of equipment used in the transportation, loading and unloading of Hazardous Materials.

f) To provide training to employees about the national and international legislation and the amendments made to them, and to keep the records of this training.

g) To determine the emergency procedures to be applied in case of an accident or any event that may affect the safety during the transportation, loading or unloading of Hazardous Materials, to have the employees carry out the related exercises periodically and to keep their records.

ğ) To ensure that measures are taken to prevent the recurrence of accidents or serious violations.

h) To ensure that special conditions stipulated by the legislation on the transport of Hazardous Materials are taken into consideration in the selection and operation of subcontractors or third parties.

ı) To ensure that the employees involved in the transportation, filling or discharging of Hazardous Materials have information about operational procedures and instructions.

i) To take measures to raise the awareness of the personnel concerned in order to be prepared for possible risks in the transportation, loading or unloading of Hazardous Materials.

j) To prepare the documents and safety equipments to be kept in the vehicle during transportation according to the class of Hazardous Materials.

k) ADR / RID / IMDG CODE Preparing the operational security plan specified in Section 1.10.3.2 to ensure implementation of the plan.
l) To record all kinds of work, including training, supervision and control on activities, to keep these records for 5 years and to present them to the Administration upon request.
m) In the audits to be carried out related to his / her duty in the enterprise; keep records by specifying the date and time of the person and works being audited.
n) In case of any danger, to stop the work done until the danger is removed, to start the work with the approval of the danger in case the danger is eliminated and to inform the enterprise or the competent authorities in writing about all stages of the process until the danger is eliminated.
o) In accordance with the provisions of ADR / RID / IMDG CODE of the load loaded on the transport vehicle; identify procedures for work and operations related to packaging, labeling, marking and loading.

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 Hazardous Materials by Road (ADR) Directive Regarding Carriage of Dangerous Substances by Road;

- Dangerous Substance 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 Substances 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 Hazardous Materials 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 substances 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 shore facility, coordination must be maintained with the shore facility." provision states that;

Vessels in the port including vessels carrying dangerous substances 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 commencing hot work on the ship's deck or dock, the company official or ship agent to carry out the hot work must have obtained written permission from the port authority to ensure that the hot work can be carried out.
- In addition to the safety measures requested by the port authority, the company officer who will carry out the hot work together with the ship and / or the docking officer should take all the necessary safety measures before the hot work starts.
- Verifies that the areas are free of flammable and / or explosive atmospheres and where appropriate, are not insufficient in oxygen, and inspect the local area and adjacent areas.
- Removes dangerous cargoes and other flammable materials and objects from working areas and adjacent areas.
- Flammable components (beams, wooden partitions, floors, doors, wall and ceiling coverings) are effectively protected against accidental ignition.
- Seals open pipes, pipe passages, valves, joints, cavities and open parts to prevent flames, sparks and hot particles from spreading from working areas to adjacent areas or other areas.
- A placard with hot work authorization information and safety precautions should be posted on the work area as well as all work area entrances. Authority information and safety measures should be easily visible and clearly understood by all those involved in the hot work process.
- Checks are performed to verify that the situations have not changed.
- At least one fire extinguisher or other suitable extinguishing equipment shall be readily available for immediate use during hot work.
- During hot work, necessary checks are made after completion and after the completion of the work in question.

10.5 Mersin International Port tarafından eklenecek bir husus bulunmamaktadır.

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

ANNEXES

ANNEX-1: Mersin Uluslararası Liman İşletmeciliği A.Ş. General Layout Plan

ANNEX-2: Mersin Uluslararası Liman İşletmeciliği A.Ş. General View Image

ANNEX -3 Mersin Uluslararası Liman İşletmeciliği A.Ş. 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 Uluslararası Liman İşletmeciliği A.Ş. General Fire Plan

ANNEX -7 Mersin Uluslararası Liman İşletmeciliği A.Ş. Emergency Situation Plan

ANNEX -8 Mersin Uluslararası Liman İşletmeciliği A.Ş. Emergency Gathering Place Plan

ANNEX -9 Mersin Uluslararası Liman İşletmeciliği A.Ş. Emergency Management Scheme

ANNEX -9 Mersin Uluslararası Liman İşletmeciliği A.Ş. Emergency Hand Book

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

ANNEX -12 Mersin Uluslararası Liman İşletmeciliği A.Ş. Inventory of Service Vessels

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

ANNEX -14 Mersin Uluslararası Liman İşletmeciliği A.Ş. Emergency Intervention Equipments Against Available Sea Contamination

ANNEX - 15 Mersin Uluslararası Liman İşletmeciliği A.Ş. Personal Protective Equipment (PPE) usage map

ANNEX - 16 Dangerous Substance Events Notification Form

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

EK-2: Mersin International Port General View Photograph