

 DP WORLD EVYAP	DOCUMENT TYPE	GUIDE		
	REVISION DATE	25.08.2026	DOCUMENT NO	DPWE-K/HSEQ- HS/PO/001
	REVISION NO	10	PAGE NO.	1 / 89
DANGEROUS CARGO HANDLING GUIDE				



DP WORLD EVYAP

DANGEROUS CARGO HANDLING GUIDE



PREPARATION DATE:01.01.2016

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 DP WORLD EVYAP	DOCUMENT TYPE	GUIDE		
	REVISION DATE	25.08.2026	DOCUMENT NO	DPWE-K/HSEQ-HS/PO/001
	REVISION NO	10	PAGE NO.	3 / 89
DANGEROUS CARGO HANDLING GUIDE				

Contents Table

1 REVISION PAGE	2
1.1. INTRODUCTION	5
1.2. Coast at the facility handled And temporary stored dangerous loads related loading/unloading, handling And storage procedures	9
2 RESPONSIBILITIES	15
3 COAST FACILITY BY TO BE FOLLOWED/IMPLEMENTED RULES AND MEASURES	19
4 DANGEROUS ARTICLE BORDERS, MOVING, LOADING/UNLOADING HANDLING, SEPARATION, STACKING AND STORAGE	25
4.1 Dangerous substances classes	25
4.2 Dangerous substances packages And 31 packages	
4.3 Dangerous to the items related Placards license plates, brands And Tags	32
4.4 Dangerous substances signs And packaging groups	38
4.5 Dangerous substances to their classes according to on board And in the port decomposition tables	38
4.6 Warehouse in their warehouses dangerous loads decomposition distances And decomposition terms	39
4.7 Dangerous load documents	40
5 COAST AT ITS FACILITY HANDLED DANGEROUS LOADS RELATED HAND BOOK	45
6 OPERATIONAL POINTS	45
6.1. The safe docking and mooring of vessels carrying hazardous materials, day and night. loading/unloading to do, shelter or anchored towards procedures	45
6.2. Loading, unloading and handling operations of hazardous materials according to seasonal conditions. to be taken necessary additional measures related procedures	46
6.3. flammable, combustible, and explosive materials away from processes that generate or could generate sparks. eclipse And dangerous load handling , stacking And storage in their fields spark forming / capable of creating tools , equipment or tool not to be operated on the subject procedures	47
6.4. Fumigation to the processes related procedures	47
7 DOCUMENTATION, CONTROL AND REGISTRATION	49

 DP WORLD EVYAP	DOCUMENT TYPE	GUIDE		
	REVISION DATE	25.08.2026	DOCUMENT NO	DPWE-K/HSEQ- HS/PO/001
	REVISION NO	10	PAGE NO.	4 / 89
DANGEROUS CARGO HANDLING GUIDE				

8	URGENT SITUATIONS, URGENT TO THE SITUATIONS PREPARED BEING And INTERVENTION	58
8.1.	Cana, trowel and/or to the environment risk forming/potentially forming dangerous to the items And dangeroussubstances involved dangerous situations intervention procedures	58
8.2.	Coast of the facility urgent situations intervention do not facility, capability And capacity Information regarding...	60
8.3.	Dangerous substances involved accidents towards will be done first intervention related regulations (First intervention done methods, first help facility And abilities etc. (considerations)	60
8.4.	Urgent in situations facility intra- And facility female to be done required notifications	62
8.5	Accidents reporting procedures	63
8.6.	Official with the authorities coordination, support And partnership method	64
8.7.	Boat And sea their vehicles urgent in situations coast from the facility removal towards urgent evacuation plan	64
8.8.	Damaged dangerous loads with dangerous loads infected waste handling And disposaltowards procedures	66
8.9.	Urgent situation trainings And these records	67
8.10.	From the fire protection to their systems related Information	67
8.11.	From the fire protection systems approval, control, test, maintenance And for use ready into be kept related procedures	67
8.12.	From the fire protection systems not working in situations to be taken required measures	68
9	WORK HEALTH AND SECURITY	73
9.1.	Work health And security measures	73
9.2.	PPE about information And these to be used belonging Information	76
10.	OTHER MATTERS	78
10.1.	Evyapport Dangerous Article Suitability Document	79
APPENDIX		81

 DP WORLD EVYAP	DOCUMENT TYPE	GUIDE		
	REVISION DATE	25.08.2026	DOCUMENT NO	DPWE-K/HSEQ- HS/PO/001
	REVISION NO	10	PAGE NO.	5 / 89
DANGEROUS CARGO HANDLING GUIDE				

1.1. ENTRANCE

Evyap Deniz İşletmeciliği Lojistik ve İnşaat A.Ş., with a total area of 265,000 m² · has a berthing area of 1,171 meters and a water depth of 18.5 meters. Located at the closest point to the Eastern Marmara industrial zone, within the borders of Kocaeli province, 80 kilometers from the Bosphorus Strait. 10 km east of Kocaeli city center, in Kirazlıyalı Neighborhood, on the D100 highway. border And TEM to the highway directly accessible an ideal at point It is located.

Evyap Maritime Operations Logistics and Construction Inc., Istanbul, Kocaeli And Adapazari like industry to their centers average 30 km It is far away And Istanbul-Ankara between main iron way to the line affiliation line with link It is located.

Evyap Deniz İşletmeciliği Lojistik ve İnşaat A.Ş. is located in the northeast of the Marmara Sea and the north of the Korfez of Izmit, at 40 ° 46'25" north. It is located at the parallel and meridian coordinates 29 ° 42'40" east, allowing for uninterrupted ship docking 365 days a year. don't get up It can provide the service.

2003 in the year to service opened Evyap Maritime Operations Logistics and Construction Inc.; annual 855,000 TEU Container handling capacity & With an annual liquid cargo storage capacity of 1,100,000 tons; all equipped with state-of-the-art technology, it is a leader in its field. experienced squad And developed port automation It provides services through its system.

Evyap Deniz İşletmeciliği Lojistik ve İnşaat A.Ş. also owns a super post panamax vessel with a 455-meter quay, a 358-meter pier, and a water depth of 18.5 meters. ships approaching facility It provides.

Prepared the one which... Dangerous load guide, sea by will be done dangerous load transportation activities Evyap Maritime Operations Logistics and Construction Inc. port in the field economic, sherry, trustworthy, quality, to the environment negative effects-most member download And ray safety And employees health to protect purpose with It has been prepared.

For this purpose, the necessary instructions and procedures have been created and prepared, and employees are provided with this scope. inside necessary trainings It has been given

 DP WORLD EVYAP	DOCUMENT TYPE	GUIDE		
	REVISION DATE	25.08.2026	DOCUMENT NO	DPWE-K/HSEQ-HS/PO/001
	REVISION NO	10	PAGE NO.	6 / 89
DANGEROUS CARGO HANDLING GUIDE				

To the facility belonging general information

FACILITY INFORMATION FORM

FACILITY INFORMATION FORM			
1	Facility Operator Name/ Title	Evyap Sea Management Logistics and Construction Inc.	
2	Facility Operator Communication Information	Address	Istanbul Leather Organized Industrial Zone, Güderi Street, No:1 X-1 Special Parcel 34957 Tuzla – Istanbul
		Telephone	(+90216 581 07 00)
		Fax	(+90216 289 23 40)
		Internet Address	https://dpwekorfez.dpworld.com.tr/
3	Name of the Facility	Evyapport (DP World Evyap)	
4	The facility Located Province	Kocaeli	
5	The facility Communication Information	Address	Kirazlıyalı Mah. 1 May Street No:1 Bay- Kocaeli/ Türkiye
		Telephone	(+90 262 528 87 47)
		Fax	(+90 262 528 87 40)
		Internet Address	https://dpwekorfez.dpworld.com.tr/
6	The facility Located Geographical Area	Marmara Region	
7	The facility Connected Located Port Authority & Communications Information	(TC) Ministry of Transport and Infrastructure & Kocaeli Regional Port Presidency	
		Address	Ancestors Mah. Beach No:26 Yarımca- Bay / The road KOCAELI Türkiye
		Telephone	(+90 262 528 37 54)
		Fax	(+90 262 528 47 90)
		Internet Address	https://kocaeliliman.uab.gov.tr
8	The facility Connected Located Council Presidency & Contact Information	Körfez Municipality	
		Address	Mimar Sinan Ne Neighborhood Korfez/Kocaeli
		Telephone	(+90 262 528 23 02)
		Fax	(+90 216 394 19 70)
		Email Address	info@korfez.bel.tr
9	The facility Located Free Area And Organize Industry Region Ordinary	-	
10	Coastal Facility Operation Permit/Temporary Operating Permit	28.01.2027	
	The document Validity Date		

 DP WORLD EVYAP	DOCUMENT TYPE	GUIDE		
	REVISION DATE	25.08.2026	DOCUMENT NO	DPWE-K/HSEQ-HS/PO/001
	REVISION NO	10	PAGE NO.	7 / 89
DANGEROUS CARGO HANDLING GUIDE				

11	The facility Activity Status (X)	Own The load And Additional 3rd Party (X)	Own The load (....)	3rd Party (....)
12	Facility ManagerName/Surname & Communication Details	Ali KESKİN		
		Telephone	(+90 262 528 87 47)	
		Fax	(+90 262 528 87 40)	
		Email Address		
13	Hazardous Materials Facility Operations The responsible party Name/Surname & Communication Details	Ahmet Can ERÖZ		
		Telephone	(+90 262 528 87 47 - 5330)	
		Fax	(+90 262 528 87 40)	
		Email Address	ahmetcan.eroz@dpworld.com	
14	The facility Dangerous Article Security Advisor Name/Surname & Communication Details	SEVDE DOĞRU sevde@tmgddanismanlik.com 0538 580 18 00		
15	The facility's sea Coordinates	40 °46 '25 " N (North (Parallel) & 29 °42 '40 " TO (East (Meridian)		
16	At the facility Handled Dangerous Article Types	IMDG Code 1 & 7 & 6.2 Not including Others It is being handled.		
17	Dangerous goods handled at the facility.	Palm Oils, Vegetable Oils and Other Bulk Liquid Oils		
18	Classes for handled cargo subject to the IMDG Code.	Grade 2, Grade 3, Grade 4.1, Grade 4.2, Grade 4.3, Grade 5.1, Grade 5.2, Grade 6.1, Grade 8, Grade 9		
19	To the facility Approachable BoatTypes	Container & Tanker & Roro & General Cargo		
20	Distance of the facility from the main road. (Km)	Facility To the main road It's a limit.		
21	To the facility's railway Distance (Km) or Rail Connection (Yes/No)	Facility Port Affiliation With its line To the railway It depends.		
22	Most Close The airport Ordinary & To the facility The Distance (Km)	Genghis Topel - 38 km & Sabiha Gokcen - 51 km		
23	Facility Load HandlingCapacity (Tons/Year; TEU/Year)	855,000 TEU/Year Container; 1,120,000 tons/year Liquid Cargo volume: 500,000 tons/year (General Cargo)		
24	Scrap Handling at the Facilit Done Not done	It's not being done.		
25	a border crossing ?(Yes/No)	No		
26	Customs door There is Really? (Yes/No)	Yes		
27	Load Handling Equipment& Capacities	EQUIPMENT	PIECE	CAPACITY
		RAIL CRANE-SSG	1	23rd place - 65 TON
		RAIL CRANE-SSG	3	25th row - 65 TON
		MOBILE PORT VINCI-MHC	1	14th row - 100 TON
		MOBILE PORT VINCI-MHC	1	17th place - 100 TON
		MOBILE PORT VINCI-MHC	1	18th place - 100 TON
		MOBILE PORT VINCI-MHC	2	17th place - 140 TON
		RUBBER WHEELED FIELD VINCI-RTG	4	5+1 Rows - 40 TONS
		RUBBER WHEELED	22	6+1 Rows - 40 TONS

 DP WORLD EVYAP	DOCUMENT TYPE	GUIDE		
	REVISION DATE	25.08.2026	DOCUMENT NO	DPWE-K/HSEQ-HS/PO/001
	REVISION NO	10	PAGE NO.	8 / 89
DANGEROUS CARGO HANDLING GUIDE				

		FIELD VINCI-RTG					
		CONTAINER STACKING MACHINE		5	45 TONS		
		EMPTY CONTAINER STACK MACHINE		4	8 TONS		
		TERMINAL TRACTOR		52	80 TONS		
		FORKLIFT		15	3-33 TONS		
28	Storage Tank Capacity(m³)	99,340 m ³					
29	Open Storage Area (m²)	240,000 m²					
30	Half Closed Storage Area (m²)	-					
31	Closed Storage Area (m²)	1.050 m²					
32	Specified Fumigation and /or fumigation Decontamination Area (m²)	360 m²					
33	Guidance & Supplier's Name/ Title Communication Details	HAS Guidance Services Inc.					
		Address	Yarımca: Atalar Mh . Liman Sk . Körfez/Yarımca/Kocaeli 41780 Centre: Atatürk Mh . Gülnihal Sk . No:16 Ataşehir/İstanbul 34642				
		Telephone	+90 (537) 959 41 00 +90 (216) 514 77 00				
		Email Address	info@haskilavuzluk.com.tr				
		Internet Address	https://www.haskilavuzluk.com.tr/				
34	Towing Services	SAN Tugboat Services					
		Address	Aydıntepe Neighborhood, Güzin Street No:31, 34947 Tuzla/İstanbul-Türkiye				
		Telephone	+90 (216) 458 59 00				
		Fax	+90 (216) 458 59 59				
		Email address:	info@sanmar.com.tr				
		Internet address:	https://www.sanmar.com.tr/				
35	Security The plan CreatedThe plan (Yes/No)	Yes					
36	Waste Reception Facility Capacity (The facility Acceptance What he did To the waste According to Separate Separate (To be edited.)	Waste Type	Capacity (m ³)	Waste Acceptance The facility None			
		-	-				
37	Quay/Pier etc. Their areas Features	Quay/Pier No	Size (Metre)	Most (Met re)	Maxim umDepth (Metre)	Minimu mThis Depth (Metre)	It will approach MostBig Boat Tonnage & Height (DWT or GRT - Metre)
		Dock	455 m	33 m	22 m	18.5 m	200,000 GRT -420 meters
		Dock	358 m	33 m	22 m	18.5 m	200,000 GRT -330 meters
		Pipeline Ordinary	Number (Piece)	Length (Metre)		Diameter (Inch)	
		U-1 & U-2 & U-3 & U-4	4 Pieces	750 metre		8 Inches	

	DOCUMENT TYPE	<i>DIRECT ORY</i>		
	BROADCASTING DATE	01.01.2016	DOCUMENT NO	
	REVISION NO	09	PAGE NO	9 / 89
DANGEROUS CARGO HANDLING GUIDE				

1.2. Coast at the facility handled And temporary stored dangerous loads related loading/unloading, handling And storage procedures

Everyone involved in the transport of hazardous materials is responsible for packaging, unit loads, and cargo handling units. They must exercise due care to prevent damage. This applies to those transporting dangerous goods. everyone should be aware of the dangers that can occur during the loading and unloading of hazardous cargo. aware being is required. Dangerous cargoes bearing port Our employees, This awareness They have.

Our port inside unauthorized people access It is being blocked. Direct aspect dangerous cargoes to be moved including non- people This to the area to enter are is in situations whereas in our port entrance during given Occupational Safety and Health (OSH) to their education And Port security to the rules to suit It is necessary.

If there are any problems in securing dangerous goods, the relevant administrative units will take action. By informing the owner and relevant persons in the port area and obtaining the necessary permits, the existing risks can be mitigated. And to the environment negative effects -most member download for necessary urgent situation instructions will be implemented.

Evyapport Maritime Operations Logistics and Construction Inc. to the port evacuation to be done planned dangerous loads list agent by boat before first the port related operation delivers it to the unit.

E1 is the dangerous goods handling area within the port, according to the class and UN number of the dangerous goods. field inside to the class suitable aspect place plan It is done.

The vessel is regularly scheduled to berth at a suitable location by the agency in accordance with ETA notifications. And plan suitable It is positioned in this way.

Agency by official institutions to control therefore port to those concerned given approval with relating to The port unlashing team boards the ship to unload the containers. lashingini It solves it. Relating to container evacuation will crane mail, relating to boat warehouse before by being established The operation is initiated by the responsible timekeeper of the relevant crane post, and the container unloading process begins. initiated planned to the field They are stacked.

Evacuation operation during livable any One opposite One situation If leaks/damage/spillage, etc. are detected on board the ship or during unloading from the ship, Environmental and occupational safety measures should be taken immediately and communicated to the relevant port authorities, agent, owner of the goods, and boat The relevant party will be informed.

Subsequently, the container is handled according to the previously submitted SDS content of the relevant cargo and mobile leak to the trailer to be taken copy planned with field outside leak to the pool It is taken.

Leak to the pool received container, customer relationships unit by goods owner And to the agency information It is done.

 DP WORLD EVYAP	DOCUMENT TYPE	DIRECTOR Y		
	BROADCASTING DATE	01.01.2016	DOCUMENT NO	
	REVISION NO	09	PAGE NO	10 / 89
DANGEROUS CARGO HANDLING GUIDE				

Relating to container necessary interventions by being done control under It is taken. Subject developments about goods The owner and agent are kept up-to-date by the customer relations unit. Owner/agent by According to the feedback received movement It is done.

Any unforeseen circumstances that may occur in containers containing hazardous materials within our port storage area. in a situation (leakage/damage/rash) etc.) environment And occupational safety measures taken relating to port The authorities, the agent, and the owner of the goods are informed. Subsequently, the relevant cargo, which has been previously communicated, is processed. According to the SDS content, the container is handled and transferred to a mobile leakage trailer to the planned site. outside to the leakage pool It is taken.

Leak to the pool received container, customer relationships unit by goods owner And to the agency information It is done. Relating to container necessary interventions by being done control under It is taken. Subject developments about goods owner And agency, customer relationships unit by current aspect They will be informed. Goods by the owner/agent incoming back According to the notifications Action is taken.

The container, which was unloaded without any problems, was handed over to the owner for the necessary customs clearance. The subject matter is handled by the shipping company that organized the import process. The container is directed to the port and transferred to the relevant vehicle sent by the customer arriving at the port. by loading The exit is provided.

Loading (loading) in part Evyapport (DP World Evyap) Maritime Operations Logistics and Construction Inc. to the port door entrance by boat with country female will be done The container number and contents of the cargo are recorded before the cargo is directed to the Evyap (DP World Evyap) Maritime Operations Logistics and Construction Inc. port. container agency by to our port knowledge It is transmitted. From the customer incoming information according to Subject the stacking of the container upon arrival at the port according to its IMO classification and UN number area It is planned.

The inspection of dangerous goods loaded for export arriving at the gate is carried out by gate operations officers while the goods are on the vehicle. The container seal and IMO label are checked. The dangerous goods class specified in the system is also checked. container on incoming IMO labels each other with that it is numb And leakage/spillage being that it is not controls It is done. Control as a result of any One problem detection if not vehicle Evyap (DP World Evyap) Maritime Operations Logistics and Construction Inc. is granted permission to enter the port area, and the vehicle is directed to the relevant hazardous materials stowage area. Enthusiasm done vehicle, relating to dangerous load to the field when you arrive relating to crane operator by taken planned They are stacked on the ground.

The vessel is regularly scheduled to berth at a suitable location by the agency in accordance with ETA notifications. And plan suitable in a way It is brought closer. More after on board will be uploaded dangerous loads boat when Which to the warehouse And Which slot will be loaded knowledge agent (Subject boat stack (planner) by to our port will be reported And agent by official institutions to control therefore loading operation It is started. Relating to containers will upload crane mail, relating to boat warehouse before by being established relating to crane mail responsible timekeeper by operation It is started.

Stacking in the field And container transfer during dangerous load including in containers possible any opposite One in case (leakage/damage/rash) etc.) environment And work by taking security measures

 DP WORLD EVYAP	DOKÜMAN TİPİ	REHBER		
	YAYIN TARİHİ	01.01.2016	DOKÜMAN NO	
	REVİZYON NO	09	SAYFA NO	11 / 89
TEHLİKELİ YÜK ELLEÇLEME REHBERİ				

The relevant port authorities, agent, and owner of the cargo are informed. Subsequently, the relevant cargo... more from before transmitted the one which... SDS content according to container by handling mobile leak to the trailer to be taken planned in this way field outside to the leakage pool It is taken.

Leak to the pool received container, customer relationships unit by goods owner And to the agency information It is done. Relating to container necessary interventions by being done control under It is taken. Subject developments about goods owner And agency, customer relationships unit by current aspect They will be informed. Goods owner/agent by incoming back According to the notifications Action is taken.

Boat on, loading operation during possible any One opposite One in case (leakage/damage/rash) etc.) urgently environment And work security measures taken relating to port to the authorities, to the agency, goods to its owner And boat to the relevant party knowledge It is given. Subsequently relating to load more According to the previously submitted SDS content, the container is to be loaded directly onto a mobile leak detection trailer. copy with the seepage pool It is taken.

Leak to the pool received container, customer relationships unit by goods owner And to the agency The owner is informed. The container, which is taken to the leachate pool, is notified by the customer relations unit. The agency is informed. The relevant container is brought under control by making the necessary interventions. Subject developments about goods owner/agent And boat management They will be informed. Goods owner/agent by According to the feedback received movement It is done.

The containers, which were loaded without any problems, were lashed by the lashing team. is done And containers delivered to the ship done It is possible.

Hazardous cargo areas will contain hazards emanating from the cargo being held using a flood (overflow) pool. The situation is as follows: In case of spillage from hazardous cargo, a mobile leak tray is used. taken, suitable capable oozy pans It is placed inside.



 DP WORLD EVYAP	DOKÜMAN TİPİ	REHBER		
	YAYIN TARİHİ	01.01.2016	DOKÜMAN NO	
	REVİZYON NO	09	SAYFA NO	12 / 89
TEHLİKELİ YÜK ELLEÇLEME REHBERİ				

Dangerous cargo areas, management And or security personnel continually aspect observation under is being held.

Dangerous cargo Our area, our port requirements according to suitable in size And in capacityIt has been done.

Dangerous goods and other containers are stacked separately. In our port, dangerous goods... containers "TO" within the field They are stacked.

For damaged hazardous cargo and waste contaminated by hazardous cargo, damaged where dangerous cargo can be held and special places where waste can be held until it is disposed of areas port situation in our plans as stated in a way It is located.

Protecting port boundaries and surrounding areas in places where damaged hazardous liquids/cargo will be held. for dirty water special in the facilities gathering providing lower structure, available aspect It is located.

handles the reception and dispatch of hazardous cargo, contaminated bilge water, waste, ballast, and slop. It is not being done.

Port Our business does not accept hazardous materials other than vegetable oil. liquid pouring loads (Liquefied) gas including to be (therefore) not accepted.

Our port operation is authorized to operate IMO 1, IMO 7 and IMO 6.2 vessels, as well as UN 2212 and UN 1590 (Blue and IMO 9 class vessels). White asbestos) It is not being handled.

Peak: QDMS system on found peak to the instruction suitable study is carried out.

The customs inspection officer, accompanied by the CFS Operations Officer and the company's customs broker, A sample is taken from the goods by a CFS operations officer. While the sample is being taken, the nature of the cargo is examined. danger and risks personal protective equipment equipment It is used.

During sampling of hazardous materials, the material safety data sheet prepared by the manufacturer should be included. stated measures taken stated personal protector equipment It is used. SDS not found loads sample It will not be accepted.

If the material to be sampled is to be subjected to heat treatment, the Occupational Health and Safety Committee must be consulted before the work begins. Security To the unit information It is given. To be done study; Hot Study Instructions in line with by being doneNecessary fire safety measures are taken. The quantity of samples taken is recorded in the container opening and closing report. After processing, the container doors are closed and sealed. If any waste is left over, it is sent to the relevant recycling facility. into their boxes It is thrown away. Suitable to the company to be sent temporary waste in the field" It is held.

 DP WORLD EVYAP	DOKÜMAN TİPİ	REHBER		
	YAYIN TARİHİ	01.01.2016	DOKÜMAN NO	
	REVİZYON NO	09	SAYFA NO	13 / 89
TEHLİKELİ YÜK ELLEÇLEME REHBERİ				

Complete detection: The work is carried out in accordance with the complete detection instructions on the QDMS system. Relevant All or part of the goods in the container are humane as specified by the customs inspection officer. with its power or in with the help of a forklift firm customs broker under his/her supervision It is taken out.

If the load needs to be lifted and carried manually; heavy, bulky loads that are difficult to grasp and weigh more than 25 kg can be lifted and carried by one person. It cannot be lifted by one person; it must be lifted by at least two people. Lifting and carrying loads over 50 kg. for forklift or pallet truck It is used.

Transport during certified And load suitable lifting attachments It is used. Operator, study The attachment is checked beforehand . Damaged or insufficiently equipped attachments are not used. The load spill or explosion in case formed waste by gathering dangerous waste to the area It will be sent.

Container CFS: QDMS system on found container CFS to the instruction suitable study is carried out. Reported empty container numbers customer services by relating to booking.e The connection is made (company name, cargo details and ship name are entered). The designated empty containers are dispatched to the site. They are laid out in a way that will not affect the air quality. The lids of the laid-out empty containers are used for ventilation. It opens. Covers open in container 5 minute duration with It is ventilated. Spread out empty containers will be uploaded load suitability about containers drink situations And condition control It is done.

Upon the agency's request, damaged containers will be replaced, repaired, or their interiors cleaned. This cargo... The preparation process is mainly carried out in the empty container yard. During the cleaning of the container, the transported goods are... Personal protective equipment in accordance with the last point will be used. For the planned date. load to be loaded kind of according to (forklift, worker, crane) etc.) equipment Preparations are made.

If the load needs to be lifted and carried manually; heavy loads that are difficult to grasp and weigh more than 25 kg can be lifted and carried by one person. It cannot be lifted by one person; it must be lifted by at least two people. Lifting and carrying loads over 50 kg. Forklifts or pallet trucks are used for this purpose. Certified and load-appropriate lifting attachments are used during transport. It is used. The operator, before the work begins attachment He checks it. Damaged. and insufficient capacity The attachments in question are not used. CFS with forklift. to prevent the lid from accidentally closing while it is being made Personnel, visitors, and customer company personnel must not be within the container door's movement area. permit It cannot be done. The load spill or explosion in case formed waste by gathering dangerous It is sent to the waste disposal area. After loading, the container doors are opened by a CFS operations officer. It will be closed. Revealed out waste there is related recycle to their cauldrons It is thrown away.

Container CFS: QDMS system on found container CFS to the instruction suitable study is carried out. All transactions completed containers firm official accompanied by CFS operation The seal is broken by the officer . Metal shears specifically designed for this purpose are used to cut the seal . It is used. The cut seal is thrown into the nearest recycling bin. Shifting of the cargo inside the container, overturning, spill danger control for container only door It opens. 2. door, behindloads without being completely emptied It won't open.

 DP WORLD EVYAP	DOKÜMAN TİPİ	REHBER		
	YAYIN TARİHİ	01.01.2016	DOKÜMAN NO	
	REVİZYON NO	09	SAYFA NO	14 / 89
TEHLİKELİ YÜK ELLEÇLEME REHBERİ				

The container is ventilated for 5 minutes after the doors are opened. The cargo inside is checked for damage before unloading begins. An assessment is made. If there is damage, a picture is taken by the CFS operations officer and sent to the CFS operations team. leader information It is given. Container inside load with door exit on the paper in customs difference being in case port customs to the guard information It is given.

If the load needs to be lifted and carried by hand; heavy, bulky loads that are difficult to grasp and weigh more than 25 kg can be lifted and carried by one person. It cannot be lifted by one person; it must be lifted by at least two people. Lifting and carrying loads over 50 kg. Forklifts or pallet trucks are used for this purpose. Certified and load-appropriate lifting attachments are used during transport. It is used. The operator, before the work begins attachment He checks it. Damaged. and insufficient capacity The attachments in question are not used. If a forklift is used during unloading, the lid may close unintentionally. To prevent danger, personnel, visitors, and customer company personnel should be in the area of movement of the container lid. It is not permitted to be present. Personal protective equipment for the dangers and risks carried by the unloaded cargo is required. Equipment is used. During the unloading of hazardous materials, material safety equipment prepared by the manufacturer is used. The precautions specified in the information form are taken and the specified personal protective equipment is used. Materials Loads without a Safety Data Sheet will not be handled. In case of spillage or explosion of the load... formed waste by gathering dangerous waste to the area It will be sent.

Stacking containers: Follow the container-safe stacking instructions found on the QDMS system. The appropriate work is carried out. The planned containers arrive at the port by land and/or sea. As you complete the process, the site address where the container will be stacked is generated as a work order in the TOS system. The work orders are visible... containers relating to on the field worker RTG, CRS and ECS by operators They are stacked.

Depending on operational processes and weather conditions, full and empty containers are stacked on-site according to the capacity of the machinery operating. Empty containers Maximum 6 layers; full containers a maximum of 6 layers in RTG yards and 5 layers in CRS yards. They are stacked. Full Reefer containers electric link because it requires Only port Reefer container stacking for divided Reefer in the field plug by getting stuck They are stacked.

Overflowing containers port overflowing containers for divided in the field "only floor" (over They are stacked (no containers will be placed inside). Empty containers are placed in the port's designated container areas for empty containers. They are stacked in designated areas. Stacking information includes clean, dirty, and payload (maximum load tonnage that can be loaded). Considering this, the vacant areas are checked by Field Operations Officers on duty. This is done by... Empty containers should be stacked with their doors closed. Full Flat Rack containers Regardless of whether they are overflowing or not, they must be stacked in a single layer. Stacking intervals for all containers. containers handling And when needed control obstacle will not happen in a way safe aspect They should be stacked.

All field stacks TOS module over can be monitored necessary in situations Field Operation Manager / Field Operation Expert by field stacks with relating to operator and/or Field Operation By giving instructions to the officers regulations is being done.

 DP WORLD EVYAP	DOKÜMAN TİPİ	REHBER		
	YAYIN TARİHİ	01.01.2016	DOKÜMAN NO	
	REVİZYON NO	09	SAYFA NO	15 / 89
TEHLİKELİ YÜK ELLEÇLEME REHBERİ				

2. RESPONSIBILITIES

All parties involved in the transportation of dangerous goods must ensure that transportation is carried out safely, securely and in an environmentally friendly manner. to do it harmlessly, to prevent accidents, and to minimize damage as much as possible when an accident occurs necessary the one which... all measures to take They are obliged to use the EmS Guide, which contains Emergency Response Procedures and Emergency Schedules for Ships Carrying Dangerous Goods, in case of emergencies such as fire, leakage, or spillage during the carriage of dangerous goods. They also utilize the Medical First Aid Guide (MFAG) included in the IMDG Code annex to ensure that appropriate medical first aid is provided to persons affected by the hazards of dangerous goods and to those experiencing health problems as a result of accidents involving these goods.

Load related responsibilities

- (1) documents , information, and records related to dangerous goods and ensures that these documents accompany the goods throughout the transportation process.
- (2) placarded according to their type .
- (3) It ensures that dangerous goods are loaded, stacked, and securely fastened in approved packaging and transport units in accordance with regulations and safety standards.

Coast facility of the operator responsibilities

ships suitable, sheltered, safe in a way approach place ensuring.

- (1) Dangerous goods are handled by Evyap Deniz İşletmeciliği Lojistik ve İnşaat A.Ş. personnel at the port area who are appropriately qualified, trained, and have taken occupational safety measures. the safe and proper transportation, handling, and sorting of goods by personnel, stack to be done, temporarily waiting And inspection to ensure.
- (2) It does not allow ships carrying dangerous goods to dock at its facility without the permission of the regional port authority.
- (3) It provides written information to the ship that will dock at its facility regarding the facility rules, cargo handling rules and relevant legislation.
- (4) It does not handle dangerous goods for which it has not obtained handling permission from the administration, and does not cause any inconvenience to ships that will dock by making plans in this context.
- (5) The contractor shall request the necessary documents , information and records related to the dangerous goods from the cargo owner and ensure that these are present with the goods. If the relevant documents , information and records cannot be provided by the cargo owner, the contractor is not obliged to accept or handle the dangerous goods at the facility.
- (6) By sharing all the data that may be required according to the nature of the cargo with the ship owner, the loading or unloading operation is carried out in accordance with the agreement reached. No changes are made to the operation without the knowledge of the ship owner.
- (7) It determines the working limits by taking into account the safe working capacity of its facility and weather forecasts, and takes the necessary measures to ensure that the ship remains moored and handled safely at the quay.

 DP WORLD EVYAP	DOKÜMAN TİPİ	REHBER		
	YAYIN TARİHİ	01.01.2016	DOKÜMAN NO	
	REVİZYON NO	09	SAYFA NO	16 / 89
TEHLİKELİ YÜK ELLEÇLEME REHBERİ				

(8) He checks the transport documents which contain information that the dangerous goods arriving at his facility are properly classified, packaged, marked, labeled, placarded and loaded safely onto the cargo handling unit.

(9) Ensures that personnel involved in the handling of dangerous goods and the planning of this handling receive the necessary training and are certified, and does not assign personnel without certificates to these operations.

(10) Ensures that the hazardous materials handling equipment in its facility is in working order and that the relevant personnel are trained and certified in the use of this equipment.

(11) Ensures that personnel use personal protective equipment suitable for the physical and chemical properties of the hazardous load by taking occupational safety measures at the coastal facility.

(12) Activities related to dangerous goods are carried out in docks, piers and warehouses established in accordance with these activities.

Docks and piers with emergency release hooks reserved for ships that will load or unload dangerous liquid bulk cargoes shall be equipped with facilities and equipment suitable for this purpose.

(14) It keeps an up-to-date list of all dangerous goods on ships docked at its facility and in the closed and open areas of its facility and provides this information to the relevant parties upon request.

(15) It reports to the regional port authority the immediate risk posed by the dangerous goods it handles or temporarily stores in its facility and the measures it takes to address this risk.

(16) Reports accidents involving dangerous goods, including accidents occurring upon entry into enclosed areas, to the regional port authority.

(17) Provides the necessary support and cooperation in the controls and inspections carried out by the administration and the regional port authority.

(18) Ensures the immediate transfer of Class 1 (excluding Class 1 Compatibility Group 1.4 S), Class 6.2 and Class 7 dangerous goods, for which temporary storage is not permitted, outside the coastal facility; in cases where it is necessary to keep them there, applies to the Administration for permission.

(19) The cargo handling units carrying dangerous goods shall be temporarily stored in accordance with the separation and stacking rules and fire, environmental and other safety measures appropriate to the class of dangerous goods shall be taken in the storage area. Fire extinguishing systems and first aid units shall be kept ready for use at all times in the areas where dangerous goods are handled and the necessary checks shall be carried out periodically.

(20) Permission must be obtained from the regional port authority before any hot work or operations are carried out in areas where dangerous goods are handled and temporarily stored.

(21) Prepares an emergency evacuation plan for the evacuation of ships from coastal facilities in emergency situations and submits it to the regional port authority, and informs the relevant persons about the plan approved by the regional port authority.

(22) Ensures that the internal loading of the load carrying units is done in accordance with the loading safety rules in its facility.

 DP WORLD EVYAP	DOKÜMAN TİPİ	REHBER		
	YAYIN TARİHİ	01.01.2016	DOKÜMAN NO	
	REVİZYON NO	09	SAYFA NO	17 / 89
TEHLİKELİ YÜK ELLEÇLEME REHBERİ				

(23) Evyap Deniz İşletmeciliği Lojistik ve İnşaat A.Ş. Separation and stacking rules for containers carrying dangerous goods in our port. suitable to create a storage area and to take the necessary fire, environmental and other safety measures in this area It is receiving [the goods], and for this purpose, area E1 is designated for the stacking of dangerous goods; furthermore, dangerous goods are also... loads peak of the processes to be done inside IMO Peak field facility It has been done. Dangerous substances boat And sea to their vehicles loading, emptying or limbo in doing, boat relevant parties Those who load and unload with these vehicles must be aware of heat and other hazards, especially during hot seasons. Taking necessary safety precautions. Keeping flammable materials away from spark-generating processes and dangerous load in the handling area spark forming vehicle or the device is not working.

(24) Ships and marine vessels in emergency situations evacuation from coastal facilities emergency evacuation plan to prepare.

Boat related responsibilities

- (1) The responsibilities of the ship's crew are listed below:
- (2) It ensures that the cargo the ship will carry is documented as suitable for transport and that the cargo holds, cargo tanks and cargo handling equipment are in suitable condition for cargo transportation.
- (3) The courier requests all mandatory documents , information, and records related to dangerous goods from the cargo owner and ensures that they are present with the cargo throughout the transportation activity.
- (4) the documents , information, and records required by legislation and international agreements regarding dangerous goods on board the ship are appropriate and up-to-date.
- (5) the cargo units loaded onto the vessel are properly marked, labeled , and securely loaded.
- (6) It informs the relevant ship personnel about the risks of dangerous goods, safety procedures, safety and emergency measures, response methods, and similar issues.
- (7) The ship maintains up-to-date lists of all hazardous materials on board and provides these to the relevant authorities upon request.
- (8) If applicable, it ensures that the loading schedule is approved, documented, and kept in working order on board the vessel.
- (9) The vessel docking at the shore facility reports the immediate risk posed by the hazardous materials on board and the measures taken to mitigate this risk to the regional port authority and the shore facility.
- (10) The ship will not accept the transport of dangerous goods if there is a risk of leakage or a possibility of leakage.
- (11) The ship reports any hazardous cargo accidents that occur on board, whether at sea or at a shore facility, to the regional port authority.
- (12) It provides the necessary support and cooperation in the inspections and audits carried out by the administration and the regional port authority.
- (13) The ship will not accept the transport of dangerous goods that are not listed in the ship certificates issued by the relevant institutions and organizations.
- (14) It ensures that seafarers involved in handling dangerous goods use personal protective equipment appropriate to the physical and chemical properties of the cargo during handling.
- (15) They ensure that the cargo loaded onto their ships meets the loading safety requirements.

 DP WORLD EVYAP	DOKÜMAN TİPİ	REHBER		
	YAYIN TARİHİ	01.01.2016	DOKÜMAN NO	
	REVİZYON NO	09	SAYFA NO	18 / 89
TEHLİKELİ YÜK ELLEÇLEME REHBERİ				

Dangerous Article Security Advisor responsibilities

The duties and responsibilities of a hazardous materials safety consultant (DGSC), who is tasked with assisting the company in ensuring that handling of hazardous materials is carried out safely and without harming human health, other living beings, and the environment, are defined below:

- (1) Monitoring compliance with the provisions of international agreements and conventions (ADR/IMDG) regarding the transport of dangerous goods.
- (2) It provides recommendations to businesses regarding the transport of dangerous goods in accordance with ADR/IMDG regulations.
- (3) The company must prepare its annual activity report regarding the transportation of hazardous materials within the first four months of the year and submit it electronically to the Administration.
- (4) To identify the dangerous goods to be transported and determine the requirements and compliance procedures specified in IMDG/ ADR for these goods.
- (5) Providing guidance to the company when purchasing transport vehicles to be used for transporting hazardous materials, which is the subject of its business activities.
- (6) inspecting equipment used in the transport, loading, and unloading of hazardous materials .
- (7) national and international legislation and amendments thereto, and to maintain records of this training.
- (8) To define emergency procedures to be followed in the event of an accident or safety-related incident during the transport, loading, or unloading of hazardous materials.
- (9) To conduct periodic drills related to these issues with employees and keep records of them.
- (10) To ensure that measures are taken to prevent accidents or serious violations from happening again.
- (11) To ensure that the specific requirements stipulated by legislation regarding the transport of hazardous materials are taken into account when selecting and employing subcontractors or third parties.
- (12) To ensure that workers involved in the handling, loading, or unloading of hazardous materials are knowledgeable about operational procedures and instructions.
- (13) To ensure preparedness for potential risks involved in the transport, loading, or unloading of dangerous goods, measures should be taken to raise awareness among relevant personnel.
- (14) documents and safety equipment to be present in the transport vehicle during transport, according to the class of hazardous material .
- (15) To document all activities, including training, supervision, and control, to retain these records for 5 years, and to submit them to the Administration upon request.
- (16) Preparing and implementing the operational safety plan as specified in ADR/ IMDG .
- (17) To establish procedures for the packaging, labeling, marking, and loading of cargo onto a transport vehicle in accordance with the provisions of IMDG/ADR.
- (18) During inspections related to their duties at the workplace, they must keep records of the inspected individuals and tasks, specifying the date and time.
- (19) In the event of any hazard, work must be stopped until the hazard is eliminated, and once the hazard is eliminated, work must be resumed only with the worker's own approval, and all stages of the process until the hazard is eliminated must be reported in writing to the company or the relevant authorities.
- (20) In the event of an accident during transportation, loading, or unloading at the facility for which they are responsible, resulting in harm to life, property, or the environment, the Dangerous Goods Safety Advisor (DGSA) shall collect information about the accident and submit an accident report to the company management or the relevant authority. This report, prepared by the DGSA, shall be sent to the relevant authority by the company or the DGSA company via www.turkiye.gov.tr within one month. This report does not replace the report required under international or national legislation.

 DP WORLD EVYAP	DOKÜMAN TİPİ	REHBER		
	YAYIN TARİHİ	01.01.2016	DOKÜMAN NO	
	REVİZYON NO	09	SAYFA NO	19 / 89
TEHLİKELİ YÜK ELLEÇLEME REHBERİ				

- (21) The company must prepare its annual activity report regarding the transportation of hazardous materials in accordance with the format determined by the Administration, within the first four months following the end of the year, and submit it to the TMGDK (Dangerous Goods Safety Advisory Company) it operates within and to the company it receives consultancy services from, for submission to the Administration via www.turkiye.gov.tr upon request.
- (22) Safety Advisors (DGSAs) authorized under the IMDG Code prepare and submit reports to the Administration every six months regarding the responsibilities of the coastal facilities where they work or provide services, as defined in the Regulation on the Maritime Transport of Dangerous Goods and Loading Safety.
- (23) Except for coastal facilities receiving the TYUB (Traffic Safety and Health Certificate) for the first time, the TMGD (Traffic Safety Advisor) is present at the coastal facility during TYUB inspections and actively participates in the inspections.
- (24) in collaboration with the coastal facility . The DGSA's signature is also included in the sections of the guide related to the handling and/or temporary storage of dangerous goods .
- (25) IMDG Code, the operator shall be knowledgeable about the relevant IBC Code, IGC Code, IMSBC Code and MARPOL 73/78 regulations regarding dangerous goods handled at the shore facility, and generally about the dangerous goods activities of the shore facility. The operator shall inform the shore facility operator in writing, at agreed-upon intervals not exceeding six (6) months, of their assessment of whether the dangerous goods handled at the shore facility are handled in accordance with the rules.

Carrier's Responsibilities

- (1) Requests the mandatory documents , information and papers related to dangerous goods from the cargo owner and ensures that they are with the cargo during the transport activity.
checks the compliance of dangerous goods classified, packaged, marked, labeled and placarded by the carrier with the legislation.
- (3) It checks that the dangerous goods are packaged in accordance with the rules using approved packaging and load carrying units, loaded safely onto the load carrying unit and securely fastened.

Coast at the facility in operation found 3. individuals, cargo/ship agency's etc. responsibilities

- (1) To ensure that the personnel who will work in the Coastal Facility receive the training specified in the Administration's circular dated July 26, 2019 and numbered 56617,
- (2) To act in accordance with the rules specified in the IMDG Code at the Coastal Facility,
- (3) To act in accordance with the Dangerous Goods Handling Guide and procedures regarding dangerous goods established by the coastal facility ,
- (4) To report any irregularities detected in the handling, transportation and storage of hazardous materials at the Coastal Facility to the facility officials.
- (5) To send the Safety Data Sheet (SDS) form, which is an important part of the work to eliminate the Occupational Health and Safety risks that may arise during the use and storage of hazardous materials and which is prepared to inform the user correctly and adequately, and which contains the hazards and risks of the relevant hazardous materials and other information, to the coastal facility operator and the Administration.

 DP WORLD EVYAP	DOKÜMAN TİPİ	REHBER		
	YAYIN TARİHİ	01.01.2016	DOKÜMAN NO	
	REVİZYON NO	09	SAYFA NO	20 / 89
TEHLİKELİ YÜK ELLEÇLEME REHBERİ				

3. COAST FACILITY BY TO BE FOLLOWED/IMPLEMENTED RULES AND MEASURES

Evyap Maritime Operations Logistics and Construction Inc. in the port, dangerous substances, dock or on the dock emptied to the area storage if it cannot be provided, necessary customs of the processes completion following port in the field without delay -most short in time This substances coast facility outside to be sent They provide.

Shore facility personnel involved in hazardous materials handling. and other authorized persons regarding the cargo, Protective measures suitable for the physical and chemical properties of the cargo during loading, unloading and storage. dress wears.

Personnel who will fight a fire in a hazardous materials handling area are equipped with firefighter equipment. And fire fire extinguishers with first help units And equipment each moment for use ready in is kept.

Shore facility operators are responsible for the evacuation of ships and marine vessels from shore facilities in emergency situations. prepares an emergency evacuation plan and submits it to the regional port authority for approval, as specified in this article. matters of regional port to the presidency by getting it approved to the relevant parties announces.

Coastal facility operators are responsible for taking fire, safety and security measures. These measures apply to the port. in our business QDMS system inside place It is receiving.

The enforcement of these provisions is carried out by the regional port authority, and any non-compliance detection when handling operation by being stopped, inappropriateness elimination It is provided.

22/01/2016 dated And 29601 numbered Official In the newspaper published By sea Moving Dangerous To the loads Related International Code In the scope of Education And Authorization To its regulation according to necessary Personnel without the necessary training and certifications are not allowed to work in hazardous materials handling operations.And This operations to the areas where they were made permission to enter It will not be given.

Docking and Departure: Safe docking of vessels carrying hazardous materials at our port, day and night. prepared for approaching, mooring, loading/unloading, sheltering or anchoring. the one which... procedure is being implemented.

This procedure To Evyap Deniz İşletmeciliği Lojistik ve İnşaat A.Ş. will be taken all ships It includes. Sufficient And trustworthy connecting These facilities have been established to ensure adequate and safe access between the ship and the shore. This procedure QDMS system inside place It is receiving.

Emergency procedures: Emergency arrangements are in place at our port operation, and our employees and our guests They are being informed. These regulations the following It is like that.

Sufficient number urgent situation alarm buttons the field various in their places It is located.

Port field inside And outside relating to urgent situation to their services One the event or One urgent the situation notification Urgent situation by the team is provided.

 DP WORLD EVYAP	DOKÜMAN TİPİ	REHBER		
	YAYIN TARİHİ	01.01.2016	DOKÜMAN NO	
	REVİZYON NO	09	SAYFA NO	21 / 89
TEHLİKELİ YÜK ELLEÇLEME REHBERİ				

At sea And overland port administration And port field to its users One event or One urgent the situation notification in necessary urgent situation actions It has been determined. Examination will be done dangerous cargoes dangers suitable urgent situation equipment And equipment containers ready is available.



 DP WORLD EVYAP	DOKÜMAN TİPİ	REHBER		
	YAYIN TARİHİ	01.01.2016	DOKÜMAN NO	
	REVİZYON NO	09	SAYFA NO	22 / 89
TEHLİKELİ YÜK ELLEÇLEME REHBERİ				

In our port operations, we use proper shipping names, including quantities, and accurate technical names. (If applicable) UN numbers, classes or, when assigned, the distribution of goods, ready for emergency services. aspect held full location in including, dangerous cargoes information place It is receiving.

Data sheets for hazardous materials are typically found with the manufacturers of the chemicals. Emergency response.information macro- SDS from the format micro- To SDS translated electronic data bases in It is kept available. Port in our company, with fire intervention And pollution intervention equipment Andtheir equipment There are site plans showing the location.

With the fire struggle And measures: Port in our company, audio alarm systems It is located.On the ships to the fire intervention to be able to for boat black connection hydrant lines It is located.

Port in our company, cigarette drinking areas stated being This areas outside cigarette drinkingIt is prohibited.



 DP WORLD EVYAP	DOKÜMAN TİPİ	REHBER		
	YAYIN TARİHİ	01.01.2016	DOKÜMAN NO	
	REVİZYON NO	09	SAYFA NO	23 / 89
TEHLİKELİ YÜK ELLEÇLEME REHBERİ				

Port in our company, cigarette drinking prohibiting symbol in the form of warnings, dangerous load to their areasIt has been hanged.

Port on our field, prolonged wired portable to the receipts attached electric tools and equipment flammable One atmospherecan create areas or in places It is not in use. Port on our field will be done hot/cold all studies, Occupational Safety and Health (OSH) to the unit news by being given "work permission" after being arranged later approval is given whereas study is being done.

Our port facility is equipped with tested fire extinguishing equipment. At our port facility, All our personnel involved in the transportation or loading of hazardous cargo are fire extinguishing trained. equipment regarding its use education has received.



Environmental precautions and response measures: In our port operation, a damaged vessel containing hazardous cargo... PACKAGING or in into the container inside dangerous load SDS suitable One in a way intervention In our port operation, the inspection of dangerous goods takes place in the "dangerous liquid inspection area". is being done.

To the rash intervention measures: Evyap Deniz İşletmeciliği Lojistik ve İnşaat A.Ş. company dangerous cargoes spill in equipment, leachate pools and leachate trailers necessary to minimize potential damage It has equipment, cleaning materials and portable collection basins, as well as chemicals. prevention sausages (portable kits), ground debris absorbent brooms, absorbent cloths and other similar items. equipment use for ready It is located .

 DP WORLD EVYAP	DOKÜMAN TİPİ	REHBER		
	YAYIN TARİHİ	01.01.2016	DOKÜMAN NO	
	REVİZYON NO	09	SAYFA NO	24 / 89
TEHLİKELİ YÜK ELLEÇLEME REHBERİ				

personnel involved in the handling and transportation of hazardous cargo may face potential risks. to address pollution necessary trainings It has been given.

The events Report To be done: Port In our company, own responsibility our area within dangerous during the transportation of cargo, another property, the environment, or the persons responsible for the transportation task In the event of an accident that could jeopardize safety and security, the operation will be immediately suspended. by stopping suitable security measures received much the operation again initiation It is being blocked.

Port In our company, our staff dangerous cargoes moving during This style One accident should this occur, it should be reported to the person in charge of the operation. trainings/scenarios/exercises It is explained by...

Hot work and other repair or maintenance work: Evyap Deniz İşletmeciliği Lojistik ve İnşaat A.Ş. has a hot/cold work permit for our port area. No work will be done without authorization from the SEC unit. Those performing the repairs will be working with hot water. a repair or maintenance work that includes, or due to the presence of hazardous cargo Before conducting any further work of this kind that could create a hazard, the HSE unit should be consulted. by organized One study permission owner should be.

Contaminated waste: At our port facility, waste contaminated with hazardous cargo must be handled immediately. requirements suitable One in a way by gathering And destruction to be done is provided.

Weather conditions; Port in our company, responsibility area within dangerous cargoes risk important at the level air that can increase in conditions to be moved permission It is not provided .

Port in our business storm notice team created being, port throughout all areas lightening danger counter lightning rod It is protected by.

Equipment: Port In our company, dangerous cargoes in transport used all equipment It is ensured that it is used for its intended purpose and only by experienced personnel. Port In our business, the equipment/tools we use are of the approved type and are properly operated. casing is being done. Legislation suitable One in a way Tests are being conducted.

Protector equipment: Port In our company, dangerous cargoes in transport duty area all to the officials Sufficient quantities of suitable protective equipment have been provided and Its use is provided. This equipment, transported dangerous to the cargoes unique dangers opposite sufficient protection to provide And standards conformity (CE/EN) It is located.

Communication: Port Our company, dangerous cargoes transportation the one who each ship port administration It maintains effective communication with the authorities. In the implementation of such communication/information exchanges... SOLAS IV/7 Regulations provisions in accordance with And IMO Session A.609(15) in decision determined performance standards And The administration to conditions suitable aspect, VHF radio devices (channel 12) with is being done.

 DP WORLD EVYAP	DOKÜMAN TİPİ	REHBER		
	YAYIN TARİHİ	01.01.2016	DOKÜMAN NO	
	REVİZYON NO	09	SAYFA NO	25 / 89
TEHLİKELİ YÜK ELLEÇLEME REHBERİ				

4. DANGEROUS SUBSTANCES CLASSES, MOVING, LOADING/UNLOADING, HANDLING,SEPARATION, STACKING And STORAGE

4.1. Dangerous substances classes

Dangerous Article Types

Dangerous substances origins And to its features according to the following in a way They can be classified as:

- Oil And side products – Fire And explosion these main risk (benzenes, liquefied oil gas And other fuels)
- Chemical products – (Industrial, pharmaceutical and agricultural) or final consumer product or products manufactured and loaded as by-products for industrial use. The latter. They constitute the majority of transported dangerous goods and, if not transported properly, can cause harm to people. transport to its units and the environment great losses They can give.
- Minerals – Can cause various illnesses, injuries, poisonings, or fires. possible coal, sulfur, mineral concentrates And other metals or asbestos like minerals.
- Animal or vegetable origin products – Spontaneously combustion, fire or explosions From where possible fish feeds, fatty seeds And from cotton made press oilseed meals products such as,
- Radioactive materials - Various industrial And medical in transactions And same in time military in applications used, high in doses moment damage or in LONG duration when exposed to Small in doses even in humans cancer And other diseases From where These are possible materials.
- Most substances in Classes 1 through 9 are considered marine pollutants. A marinepollutant in water live aquatic organisms gradient eden One article "aspect It is defined.

Safe stacking, segregation, marking, and labeling of hazardous materials. And from storage before, transported This dangerous of the user for Which harms It is important to know that it carries [the burden of] harm. The term 'harm' in this text refers to harm to people, the environment, Goods and Reputation (PEAR (Abbreviation, these words are from English) from the first letters of their equivalents (is formed) (Concept) likely One damage possible One source or situation expression is doing.

All chemicals are subject to this code and are ranked from 1 to 9 according to their most dominant hazard. much from existing classes They are assigned to someone.

 DP WORLD EVYAP	DOKÜMAN TİPİ	REHBER		
	YAYIN TARİHİ	01.01.2016	DOKÜMAN NO	
	REVİZYON NO	09	SAYFA NO	26 / 89
TEHLİKELİ YÜK ELLEÇLEME REHBERİ				

Dangerous Substances Classification

Classification is carried out by the sender/carrier or the appropriate competent authority.
IMDG Code dangerous articles the following in a way classifies (simplified form):

Class 1: Explosives

Section 1.1: Mass explosion danger the one which... article And objects

Section 1.2: Mass explosion danger non- however scattering danger the one which... article and objects

Section 1.3: Fire danger the one which, Small One explosion or Small One scattering danger or substances and objects that are both, but do not pose a risk of mass explosion.

Section 1.4: Distinct One non-hazardous substances and objects

Section 1.5: Mass in explosion danger the one which... however sensitivity A lot little the one which... substances

Section 1.6: Mass explosion danger non- last degree insensitive objects

Class 2: Gases

Class 2.1: Flammable gases

Class 2.2: Non-flammable, non-toxic gases

Class 2.3: Toxic gases

Class 3 : Flammable liquids

Class 4: Flammable solids; instantly spontaneously flame to buy prone substances, with water contact when flammable gas extracted substances

Class 4.1: Flammable solids, from yourself reactive substances And desensitized thick explosives

Class 4.2: Instant spontaneously flame to buy prone substances

Class 4.3: With water contact when flammable gas extracting substances

Class 5: Oxidizing agents and organic peroxides

Class 5.1: Oxidation From where the one which... substances

Class 5.2: Organic peroxides

Class 6: Toxic and infectious substances

Class 6.1: Toxic substances

Class 6.2: Infectious substances

Class 7: Radioactive materiel

Class 8: Caustic substances

Class 9: Various hazardous materials And objects

Classes And sections digital order danger degree It doesn't show.

 DP WORLD EVYAP	DOKÜMAN TİPİ	REHBER		
	YAYIN TARİHİ	01.01.2016	DOKÜMAN NO	
	REVİZYON NO	09	SAYFA NO	27 / 89
TEHLİKELİ YÜK ELLEÇLEME REHBERİ				

Class 1

	1	Explosions or pyrotechnics effects to produce for used explosive substances And products
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Lower Classes

	1.1	Mass explosion hazard bearing explosives
	1.2	Severe projection danger bearing explosives
	1.3	Fire, explosion or projection danger not carrying however mass explosion danger bearing explosives
	1.4	Small fire or projection risky explosives
	1.5	One mass explosion danger bearing coup insensitive substances,
	1.6	To the coup last degree insensitive substances

 DP WORLD EVYAP	DOKÜMAN TİPİ	REHBER		
	YAYIN TARİHİ	01.01.2016	DOKÜMAN NO	
	REVİZYON NO	09	SAYFA NO	28 / 89
TEHLİKELİ YÜK ELLEÇLEME REHBERİ				

Class 2

	2.1	Flammable gas
	2.2	Flammable non- compressed gas
	2.3	Toxic or toxic gas

Class 3

	3	Flammable Liquids
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Class 4

	4.1	Flammable solids
	4.2	Spontaneously flammable solids
	4.3	This with contact in burning substances

 DP WORLD EVYAP	DOKÜMAN TİPİ	REHBER		
	YAYIN TARİHİ	01.01.2016	DOKÜMAN NO	
	REVİZYON NO	09	SAYFA NO	29 / 89
TEHLİKELİ YÜK ELLEÇLEME REHBERİ				

Class 5

	5.1	Burner article
	5.2	Organic peroxide (5.2 new ADR 2007)

Class 6

	6.1	Toxic substances
	6.2	Contagious substances

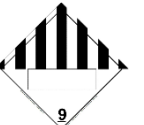
Class 7

	I	Category I – White (symbol) 7A)
	II	Category II – Yellow (symbol) 7B)

 DP WORLD EVYAP	DOKÜMAN TİPİ	REHBER		
	YAYIN TARİHİ	01.01.2016	DOKÜMAN NO	
	REVİZYON NO	09	SAYFA NO	30 / 89
TEHLİKELİ YÜK ELLEÇLEME REHBERİ				

	III	Category III – Yellow (symbol) 7C)
	Fragment edknows	Criticality security index label (symbol) 7E)

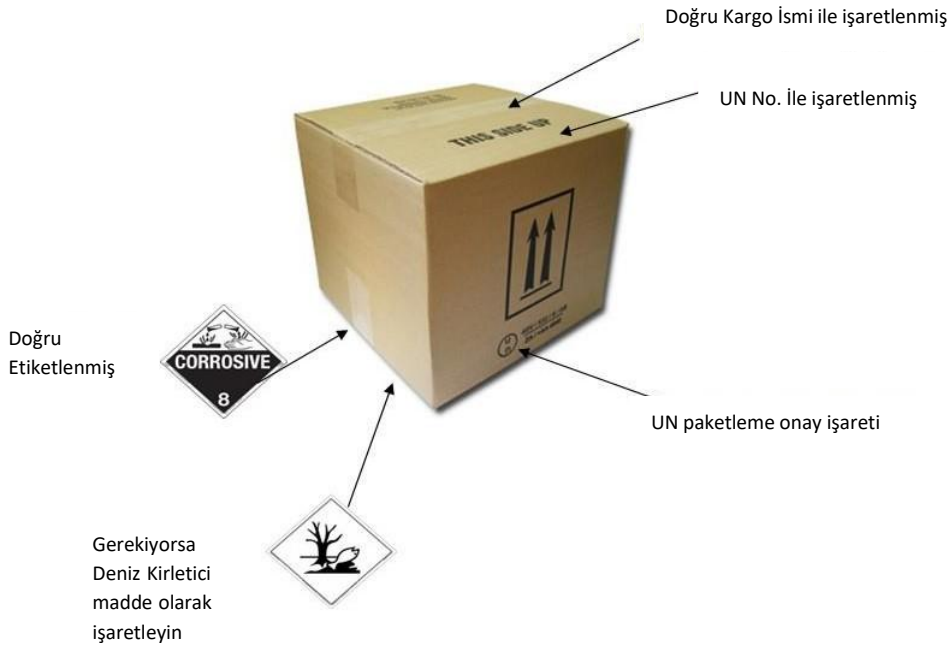
Class 8		
	-	Caustic

Class 9		
	-	Various Dangerous Compounds

 DP WORLD EVYAP	DOKÜMAN TİPİ	REHBER		
	YAYIN TARİHİ	01.01.2016	DOKÜMAN NO	
	REVİZYON NO	09	SAYFA NO	31 / 89
TEHLİKELİ YÜK ELLEÇLEME REHBERİ				

4.2. Dangerous substances packages And packaging.

placards on the products are all communication channels with the user. This communication channels, to the user shipment or product features He explains. IMDG Code shipments In addition to authorization, prior notification, markings, labels and documentation (manuals, electronic The code provides clear procedures relating to information processing or electronic information exchange techniques and placard affixing. If the goods are properly marked, labeled, placarded and have an approved document, no goods can be accepted. nobody dangerous to the goods transport that it cannot provide clearly It indicates. Dangerous goods Those carrying the cargo must clearly indicate the UN number and the appropriate shipping name on the cargo. (Sea) polluting article existence in this case, " accompanying the shipment eden in the document sea polluting" word It must be present. This requirement ensures that the situation can be dealt with appropriately in the event of an accident involving these goods. It is particularly important to determine the necessary emergency procedures for exiting the area. Marine pollutants existence in this case, boat captain's MARPOL 73/78 requirements compliance is required.



 DP WORLD EVYAP	DOKÜMAN TİPİ	REHBER		
	YAYIN TARİHİ	01.01.2016	DOKÜMAN NO	
	REVİZYON NO	09	SAYFA NO	32 / 89
TEHLİKELİ YÜK ELLEÇLEME REHBERİ				

4.3. Dangerous to the items related Placards plates, brands And tags

IMDG The code, especially This type One to the cargo close worker everyone, packaging What if let it be This substances path opened risks its quality preferably first at a glance, recognition possible will be in a way designed labels and charts based on One system It recommends.

Tags: IMDG The code, dangerous article bearing all PACKAGING, package And canisters labeling The labels indicate that these colors should be white, orange, blue, green, or red, or these colors. colors One combination in One equilateral square It is in this form. Danger His class showing Symbols are also required. Generally, each label is divided into two parts: a lower half and an upper half. The upper half is the symbol for the class of goods/items, and the lower half is the symbol for the text, class, or section number. The minimum dimensions of the labels are 10 cm x 10 cm. The labels must be firmly attached to the package and They should be placed where they are easily visible. The quality of the labels will not deteriorate externally and throughout the transport during and the little fly month at sea will remain unchanged in a way should be.

Because hazardous materials can pose multiple risks, using "secondary risk labels" is also recommended. It is necessary. These labels are the same as those for primary risk groups in terms of color, shape, and symbols. IMDG Code ~~And it~~ says something about this , in some countries the class number is only indicated on the primary risk label and secondary risk on the label class number It is not found. This, both of them from each other distinguish to do for effective One It is the way.

Labels : The IMDG Code requires all "cargo transport units" containing dangerous goods to be labeled. It indicates. This in this context, load transport units, containers, liquids for containers, tank vehicles, land freight vehicles, water tanker railway wagons, dispatch for intermodal transport These are the tanks of goods being transported. The banners have the same shape, color, and symbols as labels, but their dimensions are 25 x It is 25 cm. Containers carrying more than 4000 kg of dangerous goods, kilograms and all liquid and gas tanks. "United Nations number" being is necessary. REPUTATION number four stepped being, dangerous aspect defined And classified all goods for United Nations by assigned It is a number.

Containers carrying hazardous materials must have at least one on each side and one at each end of the unit. ~~There are~~ placards (meaning on all four sides). Railcars must have them on at least two sides . It should be plated . Load containers, trailers And portable tanks four from plated should be. Highway In their vehicles both at the back both also each two on the side suitable Placards It must be found.

 DP WORLD EVYAP	DOKÜMAN TİPİ	REHBER		
	YAYIN TARİHİ	01.01.2016	DOKÜMAN NO	
	REVİZYON NO	09	SAYFA NO	33 / 89
TEHLİKELİ YÜK ELLEÇLEME REHBERİ				

Ticket And Placards Shape And Colors

Class 1 – Explosives

	Section 1.1 / 1.2 / 1.3 Symbol – black explosion Back plan color – orange color Text – Explosive (optional) connected * * The section and/or Compatibility The group Location * Compatibility The group or in The text Location Number 1 – lower in the corner
	Section 1.4 / 1.5 / 1.6 Back plan color – orange color Lower class numbers – black in color (100 mm x 100 mm on labels approximately 30 mm x 5 mm) * Compatibility The group Location Number 1 – lower in the corner

Class 2 – Gases

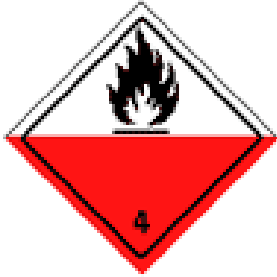
 (No.2.1)		Section 2.1 Flammable gases Symbol – Black or white colourful flame Back plan color – red colour Text – Flammable gas (optional) connected Number 1 – in the bottom corner
 (No.2.2)		Section 2.2 Flammable unable gases Symbol – Gas in black or white color cylinder Back plan color – green in color Text – Non-flammable pressurized gas (optional) connected Number 2 – lower in the corner
	Section 2.3 Toxic gases Symbol – danger expression eden blackskull and crossbones in color Back plan color – in white color Text – Toxic (optional) connected Number 2 – lower in the corner	

 DP WORLD EVYAP	DOKÜMAN TİPİ	REHBER		
	YAYIN TARİHİ	01.01.2016	DOKÜMAN NO	
	REVİZYON NO	09	SAYFA NO	34 / 89
TEHLİKELİ YÜK ELLEÇLEME REHBERİ				

Class 3 – Flammable Liquids

 	Symbol – Black And white colourful flame Background color – red Text – Flammable liquid (optional) Number 3 - bottom in the corner
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Class 4 – Flammable Solids; Spontaneously inflammable substances, This with in contact flammable gases substances that release

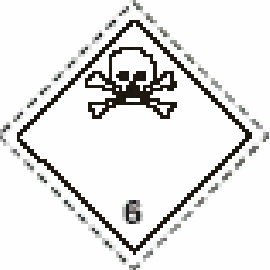
2		Section 4.1 Combustible Solids Symbol – black in color flame Back plan color – seven red vertical banded white colour Text – Flammable Solids Number 4 – lower in the corner
2		Section 4.2 Spontaneous inflammable substances Symbol – Black And white colourful flame Back plan color – blue colour Text – Spontaneously inflammable items (optional) connected) Number 4 – lower in the corner
2	 	Section 4.3 This With Contact In Substances that emit flammable gases Symbol – Black and white flame Back Plan color – blue colour Text – Spontaneously inflammable items; This with contact in flammable gases extracted substances (optional) connected) Number 4 - bottom in the corner

 DP WORLD EVYAP	DOKÜMAN TİPİ	REHBER		
	YAYIN TARİHİ	01.01.2016	DOKÜMAN NO	
	REVİZYON NO	09	SAYFA NO	35 / 89
TEHLİKELİ YÜK ELLEÇLEME REHBERİ				

Class 5 – Oxidizing substances And organic peroxides

 5.1	Section 5.1 Oxidizing substances Symbol – Black in color circular flame Back plan color – yellow colour Text – Oxidizing Article (optional) connected) Number 5.1 – lower in the corner
 5.2	Section 5.2 Organic peroxides Symbol - White colourful flame Top Half – red Lower Half – yellow Text – Organic Peroxide (optional) connected) Number 5.2 – lower in the corner

Class 6 – Toxic Articles or Infectious Substances

 6	Section 6.1 Toxic Substances Symbol – black skull And crossbones Back plan color – White colour Text – Toxic (optional) Number 6 - bottom in the corner
 6	Section 6.2 Contagious Articles Symbol – Apartment inside unified fly crescent moon And blackphrases Back plan color – white colour Text – Contagious Article, People Health To the Directorateyour notification (optional) connected) Number 6 – lower in the corner

 DP WORLD EVYAP	DOKÜMAN TİPİ	REHBER		
	YAYIN TARİHİ	01.01.2016	DOKÜMAN NO	
	REVİZYON NO	09	SAYFA NO	36 / 89
TEHLİKELİ YÜK ELLEÇLEME REHBERİ				

Class 7 – Radioactive Articles

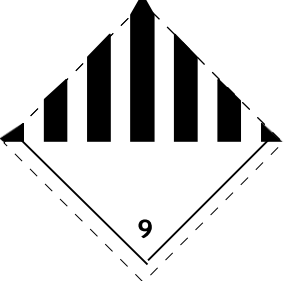
	Category I – White Symbol – black colourful clover Back plan color – white colour Black (required) text – label in the lower half "Radioactive I", "Contents..." "Activity..." And "Transport Index" box Number 7 – lower in the corner
	Category II – Yellow Symbol – black colourful clover Back plan color – white bordered yellow colourful top half, whitecolourful lower half Black text – label lower in the middle "Radioactive I" , "Contents..." , "Activities..." and "Transportation Index" box Number 7 - bottom in the corner
	Category III – Yellow Symbol – black colourful clover Background color – yellow top half with white border, white colourful lower half Black text – label lower in the middle "Radioactive I" , "Contents..." "Activity..." And "Transport Index" box Number 7 - bottom in the corner

Class 8 – Caustic Articles

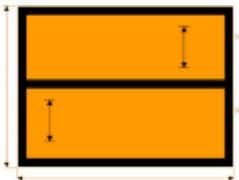
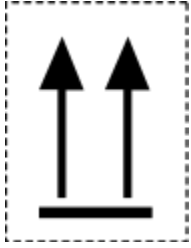
	Symbol – Liquids falling from two test tubes onto a hand and a black metal piece Background color – White upper half and white-bordered grayish (Ctrl) Text – Corrosive (optional)
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 DP WORLD EVYAP	DOKÜMAN TİPİ	REHBER		
	YAYIN TARİHİ	01.01.2016	DOKÜMAN NO	
	REVİZYON NO	09	SAYFA NO	37 / 89
TEHLİKELİ YÜK ELLEÇLEME REHBERİ				

Class 9 – Potential As for the environment Harmful Variety Dangerous Articles And Products

	Transportation and Infrastructure
---	--

Other tags

	Elevated heat indicates (100 °C' ye equal or in thison it One at temperature liquid in or in 240 °C equal or and this on it One at temperature thick (in this state)
	Orange-colored with Hazard-Identification Number and BM Number plates
	Black And red colourful orientation arrows

Sea with pollutants relating to Placards

	IMDG Code by "Sea pollutants" aspect Transport of packages and cargo containing classified hazardous materials The units must bear the markings shown here and resistant These should be risk labels or risk placards on the goods. close should be placed. Sea polluting markings dimensions of the packages each One for the side 10 cm and load transport units each side for 25 cm minimum should be.
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 DP WORLD EVYAP	DOKÜMAN TİPİ	REHBER		
	YAYIN TARİHİ	01.01.2016	DOKÜMAN NO	
	REVİZYON NO	09	SAYFA NO	38 / 89
TEHLİKELİ YÜK ELLEÇLEME REHBERİ				

4.4. Dangerous Item signs And packaging groups

PACKAGING Groups, Classification Criteria

Sea in transportation dangerous goods by presented risks these packaging with They are related, so they must be safe, well-designed, manufactured, and in good condition. This Injuries due to the load are unlikely, but it is dangerous if the load is damaged. substances or free vapors stay It is possible.

Packages/containers the following conditions suitable should be:

- It carries from the load should not be affected.
- Sea transportation with relating to rude process And risks to resist for enough strong should be.
- Rain, wind And sea to the water must be able to endure.
- What they carried loads for available And sufficient should be.
- Good in case should be.
- TRUE in a way marked, labeled and marked should be.

For packaging purposes, hazardous materials of all classes except classes 1, 2, 6.2 and 7, representation what they danger to the degree according to fly "PACKAGING to the group" It is separated:

- Packaging Group I - High danger level
- Packaging Group II - Middle danger level
- Packaging Group III – Low danger level

UN Packaging and Approval Mark: Most packaging indicates that the packaging has been tested and approved by the relevant United Nations. Nations performance standards suitable aspect approved that confirming UN packaging approval sign also transport is necessary.

4.5. Dangerous substances to their classes according to on board and in the harbor decomposition tables.

One of the most important aspects of transporting dangerous goods is the stowage and separation of the goods. It is the storage of hazardous materials that can interact and cause danger. with together It should not be stored.

Incompatible dangerous substances transport And storage during from each other separate in a way They must be placed correctly. Improper stacking of hazardous materials can lead to toxic fumes, fire, spills, and This can lead to a deterioration in product quality. For this reason, the IMDG Code; stacking and separation Regarding storage, Volume 1, Chapter 7, contains the rules titled "Rules Regarding Transportation Procedures". He stated.

 DP WORLD EVYAP	DOKÜMAN TİPİ	REHBER		
	YAYIN TARİHİ	01.01.2016	DOKÜMAN NO	
	REVİZYON NO	09	SAYFA NO	39 / 89
TEHLİKELİ YÜK ELLEÇLEME REHBERİ				

4.6. Separate Storage And stacking principles.

The following situations can cause major chemical accidents during stacking and separate storage: can give:

- The substance complete structure not to be understood as
- Quality guarantee- container peak certificates inadequacy
- Different terminal in their fields chemical record stocks insufficient records
- chemicals insufficient labeling And record
- Bad cleaning - study in their fields fire extinguishing equipment absence

The IMDG Code regulates the storage of dangerous goods according to their hazard, class, and compliance status. separation requires. Code Moreover dangerous goods where stacking And other Detailed information on key factors regarding how cargo should be stored separately. provides.

the IMDG Code provides detailed information on ship stowage , the requirements also apply to shore storage and even...This also applies to container packing. The requirements apply to port authorities regarding dangerous goods. in ports trustworthy moving And stacking with relating to regulations while preparing It offers a framework they can use. Goods that need to be stored separately are stored together. load transport in the unit It will not be moved.

IMDG Code separate storage, stacking and Dangerous Goods List: General separate storage for all in all cargo areas and transport units above or below deck of all types of vessels in loads is applied And incompatible goods from each other separate It should be stored. Separate storage for IMDG Code dangerous goods on the list each other similar chemical features It has grouped them. Dangerous article on the list group substances the following in a way They are grouped as follows:

1. Acids
2. Ammonium Compound
3. Bromates
4. Chlorates
5. Chlorites
6. Cyanide
7. Heavy metals And salts
8. Hypochlorite
9. Lead And Compounds

 DP WORLD EVYAP	DOKÜMAN TİPİ	REHBER		
	YAYIN TARİHİ	01.01.2016	DOKÜMAN NO	
	REVİZYON NO	09	SAYFA NO	40 / 89
TEHLİKELİ YÜK ELLEÇLEME REHBERİ				

10. Liquid halogenated hydrocarbons
11. Mercury And mercury compounds
12. Nitrites And mixtures
13. Perchlorates
14. Permanganates
15. Dust metals
16. Peroxides
17. Azides
18. Alkali

If items are shipped under Not Otherwise Specified (NOS) entries, the sender shall provide the appropriate separate information. It will decide on the storage group. Under the 16th column of the numerical list of dangerous goods. Volume 2 of the IMDG code lists the stacking conditions for each of the dangerous goods. It can be found. Moreover This in the column sleep, food, solutions And mixture areas etc. with relating to Stacking information is also included. For example; for the product "ALLYL BROMIDE UN No 1099". column At 16 " B Its category, life from their fields far hold on " phrase place It is receiving. The following in the paragraph IMDG Your code five stacking options he envisioned category It has been given.

4.7. Dangerous load documents.

There are many documents used within the maritime sector, and these documents primarily include the following: parties between information to be transferred Used for:

- Senders (transporters)
- Buyers
- Transport lines
- Official apartments
- Banking Services
- Insurance companies

This documents legal And possible disagreements solution for in courts available.

The process for transporting dangerous goods is detailed in the IMDG Documentation section (Section 5/5.4). The code is clearly defined in Volume 1. The code also covers Electronic Data Processing (EDP) and Electronics. Data Change transmission the use of techniques It includes.

 DP WORLD EVYAP	DOKÜMAN TİPİ	REHBER		
	YAYIN TARİHİ	01.01.2016	DOKÜMAN NO	
	REVİZYON NO	09	SAYFA NO	41 / 89
TEHLİKELİ YÜK ELLEÇLEME REHBERİ				

Documentation of dangerous goods involves providing essential information about the hazards of the goods. includes. transporter all information And documents in the code as stated in a way It will provide.

Dangerous goods dispatch for necessary documents: Dangerous goods transport documents basis One of the requirements is that it includes basic information about the risks that the hazardous substance may pose. Shipping documents generally include all for transportation types It is the same and predicted information clear and It must be legible. However, IMO Multimodal, which will be discussed later. Form usage recommends.

Dangerous Goods Transportation Certificate: The Dangerous Goods Transport Document must include the following information: It must be found.

- Transport ordinary or TRUE technical name (commercial names acceptance (will not be done)
- Class and Division, if possible. Class or Division risk can be included in the class number. Compliance. The group will also be specified within class 1 goods and, in the case of gas involving secondary risk, risks to be specified for more more information will be added
- United Nations number REPUTATION 'from later will be written
- If any packaging group
- Total of dangerous goods per volume or mass, in addition to package number and types. amount
- 61 °C or more low One flare to the point owner substances for flare point
- Additional risks shipment in the name of not specified risks
- When needed, goods "The sea Polluting Article" aspect will be specified
- Empty containers containing residual hazardous materials are labeled with "Empty" before or after the shipping name. "Uncleaned" or "Residue It includes" like situation descriptive writings will be written
- Annoyed amount dangerous goods for, "Annoyed In quantity Dangerous Goods" expression will be added
- 5.2 class or 4.1 class spontaneously reagent substances for regulations And urgent situation temperatures
- Goods TRUE classified, packaged, marked tagged And transportation for suitable in the name of the sender stating that signed document
- Explosive, radioactive article, molten in transported dangerous substances etc. clear in situations additional information It may be necessary.

Dangerous items that were incorrectly placed inside the container and became loose and damaged during transport. Cargoes containing hazardous materials account for the vast majority of accidents involving dangerous goods. That is the reason. This therefore This the process TRUE in a way that it was done control to be doneA lot It is important.

Regulation on Declarations for Dangerous Goods: Information regarding the transport of dangerous goods. The reporting method varies from country to country.

 DP WORLD EVYAP	DOKÜMAN TİPİ	REHBER		
	YAYIN TARİHİ	01.01.2016	DOKÜMAN NO	
	REVİZYON NO	09	SAYFA NO	42 / 89
TEHLİKELİ YÜK ELLEÇLEME REHBERİ				

The basic requirement is a Hazardous Materials Report. Declaration to present.

If hazardous substances and other non-hazardous substances are listed in the same document, First, hazardous substances must be listed or their hazardous nature emphasized. The declaration... Regardless of the format, it must contain the same information. Without adding any other information in between. follow-up will be done information Order: transport ordinary, class, REPUTATION number And if packaging group It is in this form.

Below dangerous goods from their statements examples is given:

- ALIL ALCOHOL 6.1, UN 1098 I
- FORMIC ACID, 8, UN 1779, II

Container/Vehicle Packing Certificate: Dangerous goods in any container or When the item is packed or loaded onto the vehicle, those responsible for packing or loading must have a "container / vehicle packaging certificate" will receive. This document basis aspect the following approvals;

- Load transport unit clean, dry And goods purchase for suitable is in this situation.
- Incompatible substances load transport to the unit not placed (official national Thank you by special as not permitted as long as).
- All packages outside damage control made And Only sound packages It has been uploaded.
- All packages smooth One in a way loaded And load transport unit with providing It has been received.
- Load transport unit And packages smooth One in a way marked And It is labeled.
- Container/vehicle uploaded each dangerous goods for One dangerous article transport document It has been received.

The certificate must be signed by the person responsible for stacking the goods in the freight unit. This certificate and the "Dangerous Goods Declaration" are combined into a single document titled "Dangerous Goods Multimodal Transport". into It is possible to bring it.

Multimodal Transport Document: There is no mandatory model for dangerous goods declarations. IMDG Code, the following dangerous goods statement with vehicle/container packaging certificate or For the multimodal transport of dangerous goods, which includes a Dangerous Goods Declaration. used document recommends (Regulation 4, Section) VII, SOLAS 74).

One next on the page stuffed One Multimodal Dangerous Article Form example You can find it.

 DP WORLD EVYAP	DOKÜMAN TİPİ	REHBER		
	YAYIN TARİHİ	01.01.2016	DOKÜMAN NO	
	REVİZYON NO	09	SAYFA NO	43 / 89

TEHLİKELİ YÜK ELLEÇLEME REHBERİ
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MULTIMODAL DANGEROUS GOOD FORM					
1. Shipper/Consignor/ Sender Very Toxic Chemical Company 55 Prosperous Ave, Singapore 123456 Tel : 777-4444		2. Transport document number			
5. Consignee Safe Chemical Trading Co.,Ltd 45th Street, Northumberland NE24 4RG United Kingdom Tel : 444-8446		3. Page 1 of 1 pages		4. Shipper's reference	
		5 Freight forwarder's reference			
6. This shipment is within the limitations prescribed for: (delete non-applicable) PASSENGER AND CARGO AIRCRAFT CARGO AIRCRAFT ONLY		7. Carrier (to be completed by the carrier) SHIPPER'S DECLARATION (signature in block section 22 below) I hereby declare that the contents of this consignment are fully and accurately described below by the Proper Shipping Name, and are classified, packaged, marked and labelled/placecard marked and labelled/placecard and are in all respects in proper condition for transport according to transport according to the applicable International and national governmental regulations.			
8. Additional handling information					
10. Vessel/flight No. and date M.V. Green Voy.123N		11. Port/place or loading Singapore			
12. Port/Place of discharge Liverpool/ United Kingdom		13. Destination Manchester/UK			
14. Shipping marks		*Number and kind of package; description of goods		Gross mass(kg)	Net mass(kg)
MOOV Head Lice Solution 200 ml		UN 1170, ETHANOL SOLUTION, Class 3, PG III, (24°C c.c.) LTD QTY F-E, S-D. Total: 3 Ctns (24/Ctn) In plastic Bottles : QTY : 72		20.25	14.04
Resolve Solution 25 ml		UN 1170, ETHANOL SOLUTION, Class 3, PG II, (20°C c.c.) LTD QTY F-E, S-D. Total: 1 Ctn (14/Ctn) In plastic Bottles : QTY : 14		0.544	0.31
				0.057	0.001
15. Container Identification No/ vehicle registration No. SPDU1234567		16. Seal number(s) 5445974		17. Container/ vehicle size & type 40' GP	18. Tare mass (kg) 19,678
19. Total gross mass (including tare) (kg) 25,000					
20. CONTAINER/ VEHICLE PACKAGING CERTIFICATE I hereby declare that the goods described above have been packaged/ loaded into the container/ vehicle identified above in accordance with the applicable provisions MUST BE COMPLETED AND SIGNED FOR ALL CONTAINER/VEHICLE LOADS BY PERSON RESPONSIBLE FOR PACKING/LOADING Name of company Very Toxic Chemical Company, 55 Prosperous Ave, Singapore 123456 Tel : 777-4444 Name/status of declarant Mr. Pack Packman Place and date Singapore, 15 June 2011 Signature of declarant		21. RECEIVING ORGANIZATION RECEIPT Received the above number of packages/ container/ trailers in apparent good order and condition, unless stated hereon: RECEIVING ORGANIZATION REMARKS: Hauler's name Vehicle reg. No. Signature and date Driver's Signature			
22. Name of company (of SHIPPER PREPARING THIS NOTE) Very Toxic Chemical Company Name/status of declarant Mr. Abod Efgbi /Export Asst. Place and date Singapore, 15 June 2011 Signature of declarant					
DANGEROUS GOODS * You must specify: Proper Shipping Name, hazard class, UN No. packing group, (where assigned) marine pollutant and observe the mandatory requirements under applicable national and international governmental regulation. For the purpose of the IMDG Code see, 5.4.1.4 For the purpose of the IMDG Code. See 5.4.2					

 DP WORLD EVYAP	DOKÜMAN TİPİ	REHBER		
	YAYIN TARİHİ	01.01.2016	DOKÜMAN NO	
	REVİZYON NO	09	SAYFA NO	44 / 89
TEHLİKELİ YÜK ELLEÇLEME REHBERİ				

5. COAST AT ITS FACILITY HANDLED DANGEROUS LOADS RELATED HAND THE BOOK

Port engaged in the loading/unloading, handling, and temporary storage of dangerous goods. The facility is designed to contribute to the safe performance of these activities; Hazardous material classes, hazardous material packaging, wrapping, labels, markings and Packaging groups, including topics such as hazardous materials emergency response action flow diagrams, pocketable in dimensions, One Dangerous Load Hand The book by preparing attached It has been presented.

6. OPERATIONAL POINTS

6.1. Dangerous carrying cargo ships day and night safe in a way approaching,connecting, loading/unloading to do, shelter or anchored towards procedures

A ship carrying any dangerous cargo on its deck, the dangerous cargo found...nature And amount, environment, population And weather conditions like relating to topics eyelash in front by providing the relevant ship agent with information on where the ship will anchor within the administrative boundaries of the Izmit Regional Port Authority. In the documents he submitted to obtain a docking order from the Izmit Regional Port Authority on deck It specifies the content of the hazardous material. The Izmit Regional Port Authority also includes this information in the documents given to it. According to the information, the docking procedure for the vessel in question is as mentioned in the regulations below. from their places suitable the ration does And approach in the order this It indicates. R e g i o n a l Port Presidency gave approach order area agency, order relating to towing to his office and when the ship arrives, if the Evyap Maritime Operations Logistics and Construction Inc. dock is available, the relevant Pilot Captain will be assigned to the Evyap Maritime Operations Logistics and Construction Inc. Team. leader with (VHF) study from the channel in contact by staying day/night approach And departure operations It is done. Dock free otherwise also in the order stated anchorage to the field Guide The ship is anchored by the captain.

a) Eskihisar anchorage field: Dangerous article not carrying ships anchorage fieldthe area between the line connecting the following coordinates and the coastline north of this line It is a marine area.

1) 40° 45' 12" K – 029° 23' 27" D (Darıca (Nose))

2) 40° 46' 00" K – 029° 30' 57" D (Rude (Nose))

b) Hereke anchorage field: Dangerous article not carrying ships anchorage field, the following coordinates the lines it formed inside remainder sea It is the field.

1) 40° 46' 36" K - 029° 38' 09" D

2) 40° 45' 24" K - 029° 38' 09" D

3) 40° 45' 12" K - 029° 40' 30" D

4) 40° 46' 27" K - 029° 40' 30" D

 DP WORLD EVYAP	DOKÜMAN TİPİ	REHBER		
	YAYIN TARİHİ	01.01.2016	DOKÜMAN NO	
	REVİZYON NO	09	SAYFA NO	45 / 89
TEHLİKELİ YÜK ELLEÇLEME REHBERİ				

c) İzmit anchorage area: Ships carrying hazardous materials, nuclear-powered military vessels. ships with from gas decontamination process (gas (free) anchorage field, below coordinates created It is a marine area.

1) 40° 45' 00" K - 029° 52' 48" D

2) 40° 44' 00" K - 029° 52' 48" D

3) 40° 44' 00" K - 029° 55' 00" D

4) 40° 45' 00" K - 029° 55' 00" D

c) Yarımca anchorage area: For vessels carrying hazardous materials, nuclear-powered military vessels. ships with from gas decontamination process (gas (free) And quarantine anchorage field, below coordinates It is the marine area it forms.

1) 40° 46' 24" K - 029° 41' 00" D

2) 40° 45' 09" K - 029° 41' 00" D

3) 40° 44' 54" K - 029° 43' 00" D

4) 40° 46' 18" K - 029° 43' 00" D

In an emergency, a ship carrying any dangerous cargo on its deck must be in port. in the port area regarding the transportation or safety of the ship and crew removal orientation, relating to boat captain, agency And port officials in coordination with relating to administrative authorities too by informing is done, movement It is done.

6.2. Dangerous loads loading, evacuation to the processes towards season to conditions according to to be taken necessary additional measures related procedures;

No loading operations involving explosives or bulk liquid cargoes shall be carried out in stormy weather or by water. dangerous because it gets wet in rainy weather where there is a possibility of contact. reaction will show in a way in the open And unprotected in not to be done is required.

This with contact to do in this case, flammable or toxic vapors transforming or spouse timeto explode From where possible or he/she took out gas because of inside where container Dangerous solid, bulk, or packaged cargoes that could cause an explosion by putting pressure on their walls, if possible It should be kept as dry as possible, and if packaged, ensure the packaging is secure and waterproof. These types of loads should only be handled in dry weather conditions and with the necessary safety precautions. taken It must be moved.

 DP WORLD EVYAP	DOKÜMAN TİPİ	REHBER		
	YAYIN TARİHİ	01.01.2016	DOKÜMAN NO	
	REVİZYON NO	09	SAYFA NO	46 / 89
TEHLİKELİ YÜK ELLEÇLEME REHBERİ				

6.3. Flammable, inflammable And explosive substances spark forming/capable of forming kept away from operations and hazardous cargo handling, stacking and storage areasspark forming / capable of creating tools and equipment or tool not to be operated on the subjectprocedures.

On board or boat next to you will be done One hot study without doing before, relating toThe ship's agent obtained a hot work permit from the Izmit Regional Port Authority, a sample of which is shown below. You should fill out and obtain the Work Application Form, and send a copy to the operations unit of Evyap Deniz İşletmeciliği Lojistik ve İnşaat A.Ş. copy in relating to boat to the captain should leave, subsequently hot work will accomplish the one which... responsible firm officer This hot work to actualize for to the port necessary authority The person must have submitted the necessary documents and be an authorized individual possessing the skills for the job. This type ofOne authorization, follow-up will be done security measures well order hot study place in your details It should include.

6.4. Fumigation to the processes related procedures.

As required by relevant legal regulations; cargo approaching arrival is fumigated . Transport units (CTUs) Evyap Deniz İşletmeciliği Lojistik ve İnşaat A.Ş. port authorities and other administrative notification to the relevant authorities This should be done. Evyap Deniz İşletmeciliği Lojistik ve İnşaat A.Ş. does not handle or fumigate bulk cargo at its port . This announcement will be made, least the following information It should include:

Fumigated cargo or material, Gas disinfectant, Amount of gas disinfectantAnd concentration

Gas disinfectant application date: For shipments carrying fumigated cargo or other fumigated materials. individuals receive training related to their duties. They should receive this type of training, which includes at least the following elements: It should include:

Gas disinfectants about Information; Fumigated containers, other CTUs And cargo areas characteristics determination; This area Evyap Maritime Operations Logistics and Construction Inc. in the port dock finally lifeIt is an area far from the neighborhoods. In the event that a ship is docked in the relevant area, Evyap Deniz İşletmeciliği Lojistik ve İnşaat A.Ş. port fumigation too It is not being done.

Fumigated On CTUs and outside of load areas containing fumigated loads or materials. Fumigation warning signs must be posted or affixed. One CTU or load area is sufficient. when ventilated, This CTU or in load area entrance for trustworthy that for the purpose of documenting with responsible person by One customs examination document It should be regulated. Opening of CTUs and cargoes under fumigation is the responsibility of national or local regulatory authorities. by organized suitable documentation owner official person by must be done.

 DP WORLD EVYAP	DOKÜMAN TİPİ	REHBER		
	YAYIN TARİHİ	01.01.2016	DOKÜMAN NO	
	REVİZYON NO	09	SAYFA NO	47 / 89
TEHLİKELİ YÜK ELLEÇLEME REHBERİ				

SUBJECT: FUMIGATION TRANSACTIONS INSTRUCTIONS

1.0 AIM:

At our port to be carried out the one which... fumigation process with relating to; By sea Dangerous goods being transported To the loads Relevant Notification and Special Permission Instructions And Herb Quarantine The process is defined and the work is carried out safely within the scope of the Fumigation Regulation . execution is to ensure.

2.0 RESPONSIBLE PARTIES:

Occupational Safety and Health (OSH) Section: Fumigation process for will be requested documents control to be done, approval, records hiding And study permission procedure from its application They are responsible. During field inspections , companies that carry out fumigation without a work permit are identified. detection to be done in the study stop And relating to unit to the manager detection is responsible for reporting.

Customs And Customer Services Section: Customers fumigation work for Evyap Maritime Operations Logistics and Construction Inc.requirements about from being informed, request will be done documents to the customer from the statement And study to be done container day , time like detailed information on occupational safety and health with its unit is responsible for sharing.

CFS Operation Section : Fumigation work will be done container fumigation a l a n n a from its acquisition , ISG section by study iz n i without being given iz n s iz studies that can be done detection in this state Occupational Health and Safety Department with from sharing , Occupational Safety and Health Department by For a fumigation process that has been granted a work permit, it is necessary to ensure that the work is carried out safely . from observation and the items listed in the Evyap Deniz İşletmeciliği Lojistik ve İnşaat A.Ş. fumigation requirements table (checking for label affixation, confirming fumigation was performed) warning signs that it is observation etc.) is responsible.

Security Personnel : Occupational Safety and Health (OSH) section by study iz n i not given a fumigation process observation in this state to the HSE department from informing He/ She is responsible .

3.0 DEFINITIONS AND ABBREVIATIONS:

Fumigation : A process of destroying harmful organisms by using a closed system at a specific temperature. introducing a specific amount of a fumigant , which acts in gaseous form, into the environment and leaving it there for a specific period of time.holding process It is called.

4.0 RAY INSTRUCTIONS:

- 4.1.** Customer Services by fumigation process for work order is created.
- 4.2.** The customer service unit informs the occupational safety unit and prepares the necessary documents for the work. the one which... documents customer services through with firm with It is shared.
- 4.3.** Occupational Safety and Health (OSH) unit by Fumigation process for is t e n e c e k documents from the regional port authority received permission text copy, fumigation permit document, Certificate of competence of the person performing the fumigation , the person performing the fumigation , container number used medicine information , history s a a t information on occupational safety and health unit by control will be ensured And control ed i l e n documents occupational safety and health unit record gold taken It is hidden .

 DP WORLD EVYAP	DOKÜMAN TİPİ	REHBER		
	YAYIN TARİHİ	01.01.2016	DOKÜMAN NO	
	REVİZYON NO	09	SAYFA NO	48 / 89
TEHLİKELİ YÜK ELLEÇLEME REHBERİ				

- 4.4.** Occupational Safety and Health (OSH) unit by e v r a k control after study permission The form is stamped with " fumigation study document is suitable" and a work permit is issued. CFS section study permission form without seeing fumigation to his work permission It will not be given.
- 4.5.** Fumigation the process IMO peak field (Z1 (in the field) to be done It is provided.
- 4.6.** CFS officials stated that labels were affixed during the fumigation process. observation It is done.
- 4.7.** Fumigation permits are issued during field inspections by Security, Occupational Health and Safety, and CFS officials. not receiving companies detection to be done in case work It is stopped.

5.0 RELATING TO DOCUMENTS AND RECORDS:

5.1 DOCUMENTS:

Fumigation The process *Permission* Document
Fumigation Requirements TableStudy *Permission* Form

5.2 RECORDS:

7. DOCUMENTATION, CONTROL AND RECORD

7.1. Hazardous Materials regarding All records belong to Evyap Deniz İşletmeciliği Lojistik ve İnşaat A.Ş. Limanı Terminal İşletim. In the system (Gullseye) being held And request when can show in a way casing is being done. Dangerous load records knowing required employee with It is limited.

7.2. Details regarding dangerous goods handled at our port are provided by the relevant vessel's agent. transmitted evacuation list and in the IMO manifesto information light under Terminal Business To your system (Gullseye) is entered and record under It is held.

- REPUTATION Number,
- PSN name (Suitable Post (Name)
- The class, (Lower dangers with together)
- Container / PACKAGING, number,
- Seal number,
- Additional Information (Ignition degree, viscosity etc. (information)
- Port In his field where where it is stored
- At the port stay duration

 DP WORLD EVYAP	DOKÜMAN TİPİ	REHBER		
	YAYIN TARİHİ	01.01.2016	DOKÜMAN NO	
	REVİZYON NO	09	SAYFA NO	49 / 89
TEHLİKELİ YÜK ELLEÇLEME REHBERİ				

7.3. Planning, operation coordination, and dispatch of dangerous goods to be accepted at the port. Verify the accuracy of the following information on the dangerous goods document issued by [the relevant authority]. they do;

- REPUTATION Number,
- PSN name, (Suitable Post (Name)
- The class, (Lower dangers with together)
- Container / PACKAGING, number,
- Seal number,
- Additional Information (Ignition degree, viscosity etc. (information)

7.4. Port In his field where where it will be stored From the operation incoming information with load different information transport in case Evyap Maritime Operations Logistics and Construction Inc. Customer Services immediately informed Verification of information regarding dangerous goods/vehicle/container to the sender, including any missing or incorrect details. ticket correction of brands instructions It is given.

7.5. Registration of hazardous materials at the terminal is done via Gullseye software. These registration processes are carried out by following the procedures outlined below. Reports and statistical data can be retrieved as computer data from SAP at any time.

7.6. Evyap Maritime Operations Logistics and Construction Inc. In line with our continuous improvement goals, all our activities are carried out in an integrated manner with management systems. Our company holds ISO 45001, ISO 12002, ISO 9001, and ISO 14001 management system certificates obtained from the relevant authorized certification bodies. The documents mentioned in this guide have been numbered, recorded, and made available to relevant personnel within the company. Within the scope of these certificates, we undergo internal and external audits at least once a year, continuing our activities aimed at continuously increasing our commitment to human and environmental health and stakeholder satisfaction.

LIQUID POURING DANGEROUS LOADS SAFE HANDLING OPERATION PROCEDURE

5.0 OBJECTIVE:

Safe handling of liquid bulk hazardous cargo operations from the ship unloading process starting, product to the customer enthusiasm to be done much last operational processes all in their ranks safe One in a way handling to be done And procedures It is the determination of.

6.0 RESPONSIBLE PERSONS

Operation Manager-Liquid: Operations from all of is responsible.

Operation Manager-Liquid: Liquid Operations And boat operations from being managed, from being directed and from planning is responsible.

 DP WORLD EVYAP	DOKÜMAN TİPİ	REHBER		
	YAYIN TARİHİ	01.01.2016	DOKÜMAN NO	
	REVİZYON NO	09	SAYFA NO	50 / 89
TEHLİKELİ YÜK ELLEÇLEME REHBERİ				

Liquid Operation Responsible for: Operation Manager instructions in line with operations flawless And safe in a way from its execution is responsible.

Team Leader-Liquid: Operation Manager/Responsible instructions in line with operations flawless And safe in a way from its execution is responsible.

Liquid Operation Officer: Set leader instructions in line with operations flawless And safe in a way from its execution is responsible.

Liquid Planning Specialist: Boat Their operations And vehicle fillings from planning is responsible.

Security: From security is responsible.

7.0 DEFINITIONS AND ABBREVIATIONS:

ETA: The ship estimated arrival knowledge

ETS : Ship 's your guess take - off information

Stowage Plan: The goods type, amount as a ship tanks situation showing, boat shaped schematic It is a table.

Boat Information Form: Ship with relating to Technical data And information includes One It is a list.

Bill of lading: On board loaded One the goods delivery received showing, sender And recipient It is a legal document bearing the names of the parties involved. This is usually sent to the buyer of the goods in advance. The document shows the buyer's ownership right over the goods. Without this document, the buyer cannot take possession of the goods. delivery He can't get it.

Front Detection The process : Boat Evacuation post- boat line And beach line sweep process pre- beach taken from the tank It is a measure.

Definitive Identification Procedure: Ship the ship and the coastline after the evacuation were cleaned. It is a measure.

8.0 WORK INSTRUCTIONS:

4.1. Information regarding reserved tank requests, including unloading and storage requests from agents, is sent via email to the Liquid Operations planning specialist. Reservation requests are made 15-20 days in advance for goods arriving from distant locations, and 7-8 days in advance for goods arriving from nearby locations. The Operations Manager, Planning Specialist, and Operations Manager - Liquid, consult amongst themselves, review the tank schedule and stock report, and prepare a response. If "Tanks are not available," the request is rejected; if "Tanks are available," the request is approved.

4.2. After receiving a positive response, the agency sent the ship's ETA and ETS information via email. by coming And developments according to updating It is provided. This boat notification Their forms also contain information such as "company, goods, type, tonnage". This information pertains to the ship. approaching One week to the remaining much all to the relevant parties It is transmitted. This information according to boat approach plan It is prepared.

4.3. Depending on the reservation and ETA (Emergency Timeframe) stage, a "Temporary Tank Program" is carried out first. And goods can be obtained alternative tanks is determined tank levels Shipment negotiations are held with companies for unloading and technical malfunctions of the tanks. It is examined.

4.4. After discussions with the agents, the final form of the incoming goods will be determined. later responsible people tank program prepares And tanks preparation for " shipment , technical And administrative "Preparations" are made.

4.5. Tank program within the framework to be done required tanks inter- transfers (OP /SIVI/TA. 012) to the instruction according to And empty tanks cleaning instructions (OP /LIQUID/TA. 006) instruction It is done accordingly.

 DP WORLD EVYAP	DOKÜMAN TİPİ	REHBER		
	YAYIN TARİHİ	01.01.2016	DOKÜMAN NO	
	REVİZYON NO	09	SAYFA NO	51 / 89
TEHLİKELİ YÜK ELLEÇLEME REHBERİ				

- 4.6.** To make room for the goods arriving under the program, a Customs Transfer Application is required.with relating to customs directorate with necessary correspondence It is done.
- 4.7.** The emptied tank undergoes a cleaning process and is handled by the Liquid Operations Manager. It is monitored.
- 4.8.** Empty tank at the bottom accumulated goods fluidity to the degree much It is heated.
- 4.9.** If a different type of material is to be added to the tank, the empty tank should be heated to 70-80 degrees Celsius. sauna treatment If the same type of good is to be purchased, the accumulated goods will be retained. It is heated to a certain temperature and then pushed with squeegees into the bowl located in the middle of the tank, and the material It is sent to the separator . tank to ventilation It is left behind.
- 4.10.** From the sauna later tank pressurized This with washes And tank on their surfaces remainder thin in the layer cleaned It is possible.
- 4.11.** Tank more later all ventilation covers by opening drying It is provided.
- 4.12.** When goods are to be transferred from the ship to the port tank, the relevant company's goods are transferred from the port tank. surveyi by upper-middle-lower shaped samples It is taken. The company wanting In this case, the sample can be sent for analysis. One set of samples remains at the terminal. and samples 1 year duration It is hidden with. Duration wandering samples disposal It is done.
- 4.13.** The owner company approves the goods in the tank without needing to take a sample. if he/she gives it to the emails positive response They give.
- 4.14.** During the ship docking process, planning is carried out and all ropes are attached to emergency release hooks in accordance with the ship's DTW (Dead Sea Wat) regulations, thus performing the ship mooring operation.
- 4.15.** The supervisor checks the emptied and cleaned tank. The last three hours of the tank... He learns about the load from the Planning specialist. He gives the "Surveillance Clearance Certificate" to the Terminal, It is placed in the ship's file. If the Inspection Clearance Certificate is not issued, the Tank planning is... per We'll turn back.
- 4.16.** Surveillance Clean From his certificate later, Tank field by its members Liquid-managerunder the supervision of, tank at the bottom technical Checks are carried out.
- 4.17.** a Supalan (a type of platform) is required , from the Supalan platform to the ship's pump... The hose to be connected will be connected to the scaffolding product line by making a peak in the line. separator to the tank It is cleaned. Cleaning post- line weather with pressurized The valve connection points along the line are checked and the manifold area is prepared.
- 4.17.1.** Dock manifold in the region will not work personnel all KK D equipment during operation (Helmet EN-397, Gloves) E N- 3 7 4 , İş shoe E N - 2 0 3 4 5 , Work dress EN - 34 0 , Google type eyeglasses EN - 166 , life vest EN-393)
- 4.17.2.** According to the information received, the specified manifold has 4 concrete covers which were removed by forklift.and the lid is opened with the help of a lifting device and safety precautions are taken. covers safe on the pier One stacked on the ground
- 4.17.3.** Manifold covers opening post- product line protection cage manifold covers by being placed in position, the manifold area is secured.It is taken.
- 4.17.4.** Same at each two in the manifold study being in case cage non- manifold in the region study while being done employee manifold inside by entering study He can't.
- 4.17.5.** The manifolds are secured with elbows according to the ship's height. composite hose link forklift And hose lifting apparatus with It is done.

 DP WORLD EVYAP	DOKÜMAN TİPİ	REHBER		
	YAYIN TARİHİ	01.01.2016	DOKÜMAN NO	
	REVİZYON NO	09	SAYFA NO	52 / 89
TEHLİKELİ YÜK ELLEÇLEME REHBERİ				

- 4.18.** “Ship Evacuation Report” Liquid Planning at least 1 day before docking. Expert by prepared And to the relevant parties mail way with distribution provides.
- 4.19.** A few days before the ship docked, the "Ship Declaration" containing technical information was issued. The "Form" is sent to the relevant parties by the agency. Based on this data, the responsible persons... The ship's docking position is determined taking the product line into consideration. This plan... dock on it Schematic Sketch is drawn And approach day Berthplanner department by plotting service to the company that provides It will be sent.
- 4.20.** Boat approach jobs after it's been resolved later boat to the pier It is brought closer.
- 4.21.** After the docking procedure is completed, the ship's agent notifies the Customs Directorate. the inspection procedures of the ship by the attached control officer and ship control police It is completed.
- 4.22.** The agent who completed the inspection procedures summarized the cargo that the ship will unload. statement Customs In the Directorate confirms And post- firm customs brokersThe company that receives the approved summary declaration shares it with the customs broker, Tahliye. can be done for customs in the directorate Warehouse Declaration transactions It starts.
- 4.23.** The agent, after the ship docked then all kinds of goods and service meeting the need for necessary organizations does.
- 4.24.** The ship cargo transfer checklist is completed.
- 4.25.** Observers , representation what they did for companies to the ship interests . The ship Evacuation He will perform the ~~the~~ They carry out the measurement process of the tanks, “for the company, the terminal and themselves” 3 They take samples from each tank. The samples are analyzed according to the company's request. They can be taken away. The terminal will be informed of the analysis results. The samples taken will be sent to the terminal. by 1 year duration with It is hidden. Duration wandering samples disposal It is done.
- 4.26.** The liquids are filled by the Liquid Operations Directorate officials and checked by the responsible person. by published "Boat Evacuation The report And prepared Discharging agreement with responsible people boat over interest. Boat with the captain The ship Pump Power And Beach Considering the capacity of the product lines, the relevant parties should be informed about "Discharge Speed". by agreement "Boat Beach Safety Control List” fills And beach boat protocol operations between them It is completed...
- 4.27.** The product lines where the unloading process will take place are the final points where the hose will be connected to the ship. evacuation up to that point, final checks It is done.
- 4.28.** Warehouse Declaration transactions complete customs brokers in their declarations 1 copy to the terminal authority 1 copy to the port authority It ensures the distribution of copies, with each copy going to YGM . This distribution is also done via email . He can.
- 4.29.** Warehouse declarations, Shift, Travel allowance etc. documents area Terminal official After checking that there are no missing documents, the eviction can begin. information It gives.
- 4.30.** As stated in the Ship Evacuation Report, prior cleaning and inspections were carried out. Liquid operations officials held a final meeting regarding the Supalan Product Discharge Lines. They confirm And subsequently evacuation It begins.
- 4.31.** After the unloading began, the supervisor and the loading officer at the ship's bow... A sample is taken from the manifold outlet and the control sample is sealed. sample 1 year is hidden (In stock) from 1 year standing too long products disposal (is done).

 DP WORLD EVYAP	DOKÜMAN TİPİ	REHBER		
	YAYIN TARİHİ	01.01.2016	DOKÜMAN NO	
	REVİZYON NO	09	SAYFA NO	53 / 89
TEHLİKELİ YÜK ELLEÇLEME REHBERİ				

- 4.29. During the discharge process, 1-2 units of each product will be removed from the manifold. at hourly intervals by taking a sample samples The sample is stored for one year. Samples that have expired are discarded. disposal It is done.
- 4.30. are then monitored from coastal tanks. preliminary assessment size It is taken.
- 4.31. Boat evacuation from the end from Ship Surveillance Port those concerned confirmation with on board connected hoses weather with cleaning post- It is dismantled. Even pig The product is transferred from the pipeline to the supply platform within the line for cleaning. It is provided.
- 4.32. Dock on downloaded hoses inside oil because there is none left After being secured , they were carefully separated from each other and from the pier manifold. It is lifted into place with the help of a forklift and hose lifting apparatus. The elbow in the manifold. The manifold valve is removed and blinded, and the product line protection device is installed with the help of a forklift. by removing in its place is taken away. Manifold covers forklift And lid on/off apparatus with It will be closed.
- 4.33. Surveillance companies on the ship of the processes completion post- terminal to the authorities information It gives.
- 4.34. After all procedures are completed, Berthplanner will be contacted by the terminal authority. to the department Evacuation process of the operation it's over knowledge It is given.
- 4.35. Bertplanner department of the ship departure of the processes ship for launch agency with contact establishes.
- 4.36. The agent who completed all departure procedures assigned the ship's pilotage time to Berthplanner. to the department It transmits and the evacuation operation process along with the ship's departure procedure. complete It is possible.
- 4.37. The exact result of the analysis of the sample taken from the ship will be determined based on density and temperature. Inspection Report by Supervisor and Liquid Operations Manager / Liquid Operations Director This is done between them. The sample taken from the ship and the shore tank is kept as a sample for 1 year. in his room is hidden (In stock) 1 year more standing products in stock after later (disposed of). Samples whose storage periods have expired will be disposed of when the time comes. waste disposal to the facility It will be sent.
- 4.38. The exact values are entered into the "Terminal Stock Report and Gullseye Automation System". The entry is made by the responsible person. From this stage onwards, entries from the Solon System are processed. powers within Authorities can see it.
- 4.39. Warehouse Declarations, opened based on the quantities in the Summary Declaration, by company and type of goods, and according to the bill of lading quantity, are revised by Customs Brokers according to the Final Inspection Report. These revised warehouses are processed by the Liquid Operations Officer in the "Terminal Stock Report (Terminal Operations System)". Warehouses, which previously could only be opened within the legal period of 45 days, are now opened with a Summary Declaration and revised according to the report.
- 4.40. Companies can use these Warehouse Numbers to register. "Sales-Transfer-Transit Transfer" of the processes made imports declarations They open.
- 4.41. Liquid relevant parties And Swore Customs Advisor on behalf of worker This process opposite dialogue They monitor the customs system together with the customs broker and the company, and They finalize it.

 DP WORLD EVYAP	DOKÜMAN TİPİ	REHBER		
	YAYIN TARİHİ	01.01.2016	DOKÜMAN NO	
	REVİZYON NO	09	SAYFA NO	54 / 89
TEHLİKELİ YÜK ELLEÇLEME REHBERİ				

4.42. Companies must submit their shipment requests for goods requiring heating (Liquid) one day in advance. They must forward this information to the relevant parties. These emails should include "company, type of goods, carrier name, vehicle information". license plates Antrepo – Imports numbers , ship name It is stated .

4.43.Based on this information, weekly shipments can be estimated and the stock level determined. much will decrease It can be predicted.

4.44.From the company incoming carrier knowledge, liquid by the relevant parties number plate details much It is known This information filling pre- TOS (Terminal Operation (System) is processed.

Filling after this happened plates “weighing-shipping-liquid operation” record- computer And indefinitely in their files aspect It is stored.

4.45. The shipment will be processed once the email containing all the information regarding the shipment reaches the relevant parties.administrative aspect ready stage income, heated in goods This request It is done. cistern TrucksMain through the door security under control entrance They do Weighbridge – To Shipment revenues, Checks and empty weights are carried out – the vehicle is taken to the filling platform with its certificate of conformity. expenses.

4.46. Goods will be given platform free whereas tanker filling for The vehicle is brought alongside the truck. If the vehicle is not technically suitable for refueling (e.g., it lacks a flame arrestor in its exhaust , the valves do not close properly, etc.), it is removed without refueling.

4.47. If applicable, the vehicle engine stop It is done.

4.48. Vehicle driver all KK D (Hardware) EN - 39 7 , Glove E N - 3 7 4 , İş shoe Wearing the following equipment (EN-203-45, work clothes EN-340, Google-type glasses EN-166), he got out of his vehicle . It descends.

4.49. The vehicle driver and fluid operations personnel jointly operate the vehicle's drain valves. closed And blind that , swimming pool valves closed is control It is done.

4.50. Vehicle driver by signed vehicle suitability document filling before starting beforeliquid operation to the officer It is given. Officer vehicle suitability in the document Vehicle number plate number , product will receive tank number, He will receive product ordinary, will receive amount columnscontrol does And mistake no whereas document by signing vehicle to the driver It gives.

4.51. Liquid From the filling Responsible Operator; will fill the goods Material Security Information In its form (MSDS) according to before own personal protector materials wears. (Helmet) EN - 397 , Gloves EN - 374 , Work shoes E N - 2 0 3 45 , Work clothes EN - 340 , Google type eyeglasses EN-166) Then the tanker driver's personal protective equipment was complete and correct. that it is attached/worn control does. Missing PPE there whereas or tanker driver does not wear/put on whereas tanker filling It will not be done. Horizontal life to the line connected safety belt worn control does, immortality in case vehicle filling It won't happen.

4.52. The driver safely descends from the platform onto the vehicle using the ladder. The liquid operations officer opened the blind plug of the tanker filling hose and connected the hose to the vehicle. He hands it to the driver. The driver inserts the filling hose into the tanker's top manhole cover. leaves And hose firmly handcuff with It holds. Liquid operation officer hose smooth connected eyelash with control does connection wrong whereas filling does not start And vehicledriver by warning hose link again He has it done. Vehicle driver filling before starting before filling on the platform safe to the ground It is taken.

4.53. Filling Before starting the refueling process, unauthorized persons are prevented from being around the vehicle being refueled. Those on duty are ensured to use appropriate PPE (Helmet EN-397, Gloves EN-374, Work shoes EN-20345, Work clothes EN-340, Goggle glasses EN-166).

4.54. All safety measures after received then vehicle filling for to the pump start is given

 DP WORLD EVYAP	DOKÜMAN TİPİ	REHBER		
	YAYIN TARİHİ	01.01.2016	DOKÜMAN NO	
	REVİZYON NO	09	SAYFA NO	55 / 89
TEHLİKELİ YÜK ELLEÇLEME REHBERİ				

4.55. As needed in cases customer request in line with from the vehicle sample with its apparatus A sample is taken. It is checked for appearance and color. The sample is kept for one week. destruction inside It is done.

4.56. Filling After completion, before the driver can climb onto the vehicle to close the manhole cover, the liquid filling operator ensures that the driver is wearing PPE (Helmet EN- 397, Gloves EN- 374, Work Shoes EN- 20345, Work Suit EN- 340, Goggles EN- 166) and is connected to the Horizontal Lifeline. After ensuring this, the operator disconnects the filling hose, filters the product inside the hose, and hands the hose to the operator. The operator then hangs the hose in its designated place on the platform and attaches the blind plug. The driver then closes the open manhole covers.smooth closed liquid operation officer eyelash with control does.

4.57. To be weighed And exit to do on vehicle liquid scales is directed.

4.58. Weighing post- vehicle suitable in tonnage whereas exit permission is given missing received whereas It is sent back for refilling to complete the process; if the weighbridge operator has taken too much, the liquid set...After informing its leader, the vehicle is directed to the tank farm to remove the excess. Same from the tank will buy product Another to the vehicle or product received tanka vehicle excess back It is taken.

4.59. All ensuring compliance post- vehicle weighing by being done exit provided It is possible.

4.60. The tonnage of the departing vehicle is automatically determined by the TOS (terminal operating system). It falls.

5.0 RELATING TO DOCUMENTS AND RECORDS:

5.1 DOCUMENTS:

5.1.1 Evacuation Line Cleaning Instructions

5.1.2. Warehouse Declarations

5.1.3. Transit Declaration

5.1.4. QPR Records- D02. Service Management- Liquid

5.1.5. Ship Port Cargo Transfer List

5.2 RECORDS:

5.2.1. Ship Notification Form,

5.2.2 . Customs Transfer Application Form

5.2.3. Sample Delivery The minutes,

5.2.4. Surveillance Clean Certificate,

5.2.5. Tank And Evacuation Line Control The form,

5.2.6. Ship Notification Form,

5.2.7. Ship Evacuation Report.

5.2.8. Summary Declaration Form,

5.2.9. Sample Collection Form

5.2.10. Stowaage Plan

5.2.11. Preparation Letter,

5.2.12. Summary Declaration Control,

5.2.13 . Evacuation Permission

Application,

 DP WORLD EVYAP	DOKÜMAN TİPİ	REHBER		
	YAYIN TARİHİ	01.01.2016	DOKÜMAN NO	
	REVİZYON NO	09	SAYFA NO	56 / 89
TEHLİKELİ YÜK ELLEÇLEME REHBERİ				

5.2.14. Definite Detection The minutes,

5.2.15. Vehicle Suitability The document,

5.2.16. A Type Antrepo Note , Internal service delivery note

5.2.17. QPR Records

8. URGENT SITUATIONS, URGENT TO THE SITUATIONS PREPARED BE and INTERVENTION

8.1. Cana, trowel and/or to the environment risk forming/potentially forming dangerous to the items Anddangerous substances mixed dangerous situations intervention methods

The protective measures that can be taken in a given situation depend on a number of factors. Some In some cases, evacuation may be the best option. In other cases, on-site protection is best . That's an option. Sometimes, these two actions can be used together. In any emergency, the official... Authorities need to quickly issue instructions to the public. The public is aware of the events. in place while being protected and/or evacuation while being done, continually aspect information And instructions hearing in need will be.

Below stated elements suitable in a way evacuation, evacuation or event in place protection activity degree will determine. This factors importance degree, urgent situation This may vary depending on the circumstances. In specific emergencies, other factors may also be considered. This information may need to be defined and considered. This list outlines what kind of information is needed to make the initial decision.need that it can be heard It shows.

Hazardous Materials To health damage degree

Chemical And physically

featuresIncluding done amount

Hold/ free leaving controlSteam rate of

movement

To the threat Exposed Remainder PopulationWhere they are place

Person number

Evacuation to do or where they are on the ground control under to take for in hand found time

The ability to control the evacuation or protection at the location.

Buildings types And existence

Specific organizations and

populations.Weather Terms

 DP WORLD EVYAP	DOKÜMAN TİPİ	REHBER		
	YAYIN TARİHİ	01.01.2016	DOKÜMAN NO	
	REVİZYON NO	09	SAYFA NO	57 / 89
TEHLİKELİ YÜK ELLEÇLEME REHBERİ				

Effect on vapor and cloud

movementChange potential

Evacuation or in place to protect effect towards

PROTECTIVE ACTIONS: Protective Measures, a place where hazardous materials are released the event to the square coming in urgent situation teams And people health And security to protect to be thrown required steps expression does.

Dangerous The region Isolated To be done And Introduction Its prohibition, urgent situation intervention This means that anyone who will not be directly involved in the operations will be kept away from the area. Unprotected urgent situation intervention teams also isolated done the one which... from the region inside to enter It should not be allowed.

Evacuation

Evacuate: Everyone being moved from a threatened area to a safer place. He states that it is necessary. In order for an evacuation to take place, people need to be warned and prepared. And you need to have enough time to leave that area. If you have enough time if any, in that case evacuation, best protection precaution It is possible.

First, those nearby and within sight should be evacuated. AdditionalWhen help arrives, areas to and from the windward and downwind, at least according to this guide. in the booklet in the specified dimensions evacuation Please do it.

Even after people have been evacuated to recommended distances, these individuals remain at risk. completely safe It might not be possible. This people This at distances One inter to their gatherings permit should not be done.

The evacuated people were transported a certain distance along a designated route, and when the wind was blowing. again Another to the ground evacuation to be done necessary will not remain One distance Transfer it.

Event In place To protect

People One of the building inside protection under to be taken And danger until it passes much inside stay that expression does. Event in place protection under taking measure, people attempting to evacuate them poses a greater risk than leaving them where they are. in or evacuation to be done facility not in It is applied. Inside foundpeople were told to close all doors and windows and turn off all ventilation, heating and cooling.systems closing them Please inform us.

Event In Place Protection Measure, This In Situations – Most Good Precautions Imposible:
The vapors are flammable. Being in this situation:

If degassing the area is expected to take a long time, buildings must be tightly sealed. can be closed not in this situation. Windows closed And ventilation systems If enclosed, vehicles can provide a certain degree of protection for a short period. However, still... vehicles, in place protection about, as safe as buildings It is not.

 DP WORLD EVYAP	DOKÜMAN TİPİ	REHBER		
	YAYIN TARİHİ	01.01.2016	DOKÜMAN NO	
	REVİZYON NO	09	SAYFA NO	58 / 89
TEHLİKELİ YÜK ELLEÇLEME REHBERİ				

To provide advice regarding the changing circumstances, we will consult with competent personnel within the building. communication to protect, vital degree It is important. In place protection under received people, through the windows far their stopping as needed about their warnings is necessary, for, One fire and/or explosion in, pine or metal parts hit do not danger It is located.

Every incident involving hazardous materials is different. Each of them requires... There are separate problems and concerns. The form of action aimed at protecting people, with care should be chosen.

Urgent Intervention Guide

The following in the table given directory to their numbers according to intervention forms It is below.

For an appropriate response, it is critical to identify the hazardous materials involved in the fire or leak as quickly as possible.

Cargo identification is done via UN numbers. The UN number for dangerous goods is found in the IMDG Code Dangerous Goods List (DGL).

UN numbers can be found on the labels/plates of dangerous goods, from prior notification by the agent, customer or cargo owner, or, if this is not possible, from the storage/loading plan on board the ship.

Once the UN number is known, the relevant tables can be accessed according to the codes in column 15 of the Dangerous Goods List in Volume 2 of the IMDG Code.

Tank instructions			EmS	Stowage and segregation	Properties and observations	UN No
IMO (12)	UN (13)	Provisions (14)	(15)	(16)	(17)	(18)
-	T50	-	F+D / S+U	Category D, Clear of living quarters	Liquefied, flammable, toxic gas with a foul odour. Heavier than air (1.7). Boiling point: 6°C	1064

The code starting with "F" indicates the fire diagram; F is the first letter of the English word "Fire".

Codes beginning with "S" indicate a leakage diagram; "S" is the first letter of the English word "Spillag".

The codes for intervention methods corresponding to the UN number are found in the EMS Tables within the IMDG Code Annex. Detailed information on the intervention method can be found by referring to the tables in the guide corresponding to these codes.

The EMS Schedules include a total of 10 Fire Schedules (one General Fire Plan (FA) dealing with specific hazardous loads and nine others specific to various hazardous materials (FB to F-J)), as well as a total of 26 Spill/Leak Emergency Schedules.

The emergency charts for Fire and Leakage given in the EMS Guide should be used in conjunction with the IMO Medical First Aid Guide (MFAG) . Each chart includes the necessary specific emergency equipment, above-deck and below-deck emergency procedures, and relevant instructions for special cargoes.

 DP WORLD EVYAP	DOKÜMAN TİPİ	REHBER		
	YAYIN TARİHİ	01.01.2016	DOKÜMAN NO	
	REVİZYON NO	09	SAYFA NO	59 / 89
TEHLİKELİ YÜK ELLEÇLEME REHBERİ				

The headings for the relevant Fire (F) and Leakage (S) charts are as follows:

F – A General Fire Safety Schedule

F – B Explosive Materials and Objects

F – C Non-combustible Gases

F – D Flammable Gases

F – E Flammable Substances That Do Not React with Water

F – F Heat-Controlled Self-Reactive Substances and Organic Peroxides

F – G Substances that React with Water

F – H Explosive Potential Oxidizing Agents

F – I Radioactive Materials

F – J Self-Reactive Substances and Organic Peroxides That Do Not Require Temperature Control

S – A Toxic substances

S – B Corrosive substances

S – C Flammable corrosive substances

S – D Flammable liquid substances

S – E Flammable liquid substances that float on water (having a specific gravity lighter than water).

S – F Water-soluble marine pollutants

S – G Combustible solids and self-reactive substances

S – H Flammable solid substances (in molten state)

S – I Flammable solid materials (that can be repackaged)

S – J Wet explosives and absolutely self-heating substances

S – K Heat-controlled self-reacting substances

S – L Substances that ignite spontaneously upon contact with water.

S – M Substances that pose a risk of spontaneous combustion.

S – N Substances that react violently upon contact with water.

S – O Substances that are dangerous when they come into contact with water (cannot be collected)

 DP WORLD EVYAP	DOKÜMAN TİPİ	REHBER		
	YAYIN TARİHİ	01.01.2016	DOKÜMAN NO	
	REVİZYON NO	09	SAYFA NO	60 / 89
TEHLİKELİ YÜK ELLEÇLEME REHBERİ				

S – P Substances that are hazardous when in contact with water (can be collected)

S – Q Oxidizing agents

S – R Organic peroxides

S – S Radioactive substances

S – T Hazardous materials with biological hazards

S – U Gases (flammable, toxic or corrosive)

S – V Gases (non-flammable and non-toxic)

S – W Oxidizing gases

S – X Explosives

S – Y Explosive chemicals

S – Z Toxic explosives

8.2. Regarding the coastal facility's capabilities and capacity to respond to emergencies. information.

The facility has three emergency equipment containers: a fire response container, a land spill response container, and a marine pollution response container.

APPENDIX-14 also Sea pollution with struggle equipment and is included in emergency plans.

8.3. Regarding the initial response to accidents involving hazardous materials. regulations (procedures for providing first aid, first aid facilities and capabilities, etc.) (considerations).

In the event of an emergency occurring or signs of an emergency being detected at the port, the relevant authorities... According to the plans, Emergency Response Manager (ERM) and Emergency Management System (EMS) It initiates the implementation of appropriate measures. Emergency Management Group (EMG) will be taken measures with relating to decisions, ISGOTT And IMDG Code in the scope of from the eye passes and puts it into practice. Developments are continuously monitored by ADYG, and further adjustments are made if necessary. at the level taking precautions or help taking topics It will be decided.

ADYG conducts its operations at the Emergency Management Center (EMC) or an equivalent center. They will be deployed in the field. Depending on the severity of the emergency, there will be different levels of emergency response. management:

- Facility / Field
- Institutions
- District ADYM
- Province ADYM
- Central government by manageable.

 DP WORLD EVYAP	DOKÜMAN TİPİ	REHBER		
	YAYIN TARİHİ	01.01.2016	DOKÜMAN NO	
	REVİZYON NO	09	SAYFA NO	61 / 89
TEHLİKELİ YÜK ELLEÇLEME REHBERİ				

Facility-level Emergency Management; a well-designed organization, training, and drills. equipped with employee, Including procedures and documentation. With Emergency Plans trustworthy, fast drink And external communication possibilities using will continue. Urgent Situation The process is monitored and controlled by implementing the following measures as the basis for its management: will be done.

TO BE DONE TRANSACTIONS

Relating to Chapters

EXCITATION: Urgent And unexpected the situation to the square your arrival/coming probability rising notification All Employee And Boat

HELP CALL: Relating to to institutions reaching necessary information transfer All Employee

INTERVENTION: Urgent To the situation In the plan determined TRUE equipment And trained employee with -mostshort in time intervention intervention to be made teams

FIRST HELP : Professional support teams to reach much last in time first helpactivities in its place Bringing First Aid Educated All Employee

RECOVERY: Port To the facility belonging Material, vehicle, information, document And other important documentFirst rescue Help Staff

PROTECTION: rescued Material, vehicle, information, document and others important document protection undertobe taken Security Personnel

TO INFORM : To customers And work in the relationship located other person And Per necessaryexplanations Sending to the Press and With the public Relationships

COMPULSORY NOTIFICATIONS: Legislation in accordance with public to their authorities to be done requirednotifications Management sent

Flow diagram

Urgent situation flow diagrams And action plans APPENDIX-7 It is also included in the emergency plan.

8.4. Urgent in situations facility intra- And facility female to be done required notifications

1. Urgent the situation local date And time
2. The accident Location
3. Urgent Situation Type (Example: Fire, Fuel Spillage, Employee (Injury) And The accidentTo the square Arrival (Example: What Okay?)
4. Control Measurement Damages. Urgent situation control under to get What Was it done?
5. Dying / Injured / Loss – In the accident place area company employees number
6. Dying Injured / Loss – In the accident place are contractor number employess number / driver number.

 DP WORLD EVYAP	DOKÜMAN TİPİ	REHBER		
	YAYIN TARİHİ	01.01.2016	DOKÜMAN NO	
	REVİZYON NO	09	SAYFA NO	62 / 89
TEHLİKELİ YÜK ELLEÇLEME REHBERİ				

7. The company owner is terminal or equipment naughty
8. The company owner is product loss / back earned product amount
9. To the contractor belonging terminal or equipment exposed where he stayed damage
10. Contractor exposed where he stayed other damage
11. Company to their operations effect
12. Urgent The situation affected by, themselves transmitted authorities
13. The square formed or formation expected reaction
14. What was done equipment and/or product quality controls
15. The center undertaken examination
16. Urgent The situation the reason related applied corrective activities results

8.5 Accidents reporting procedures

Communication: In case of emergencies that may occur at the port facility, communication will be provided both within the port and outside the facility. to determine communication methods and effectively manage emergencies communication channels;

- Still Mobile Phones And available whereas satellite phone
- Computers
- Radio
- Siren
- reporters aspect It has been determined.

At the port to the square incoming urgent in situations drink communication, firstly radio And internal Communication between the port and the ship is provided via telephones. Communication between the port and the ship is via radio or telephone provided by the port. VHF sea band radio with It is being continued.

In the event of any emergency that may occur at the port, the official authorities, neighboring facilities and relevant parties with possible the most short in time trustworthy communication is provided.

 DP WORLD EVYAP	DOKÜMAN TİPİ	REHBER		
	YAYIN TARİHİ	01.01.2016	DOKÜMAN NO	
	REVİZYON NO	09	SAYFA NO	63 / 89
TEHLİKELİ YÜK ELLEÇLEME REHBERİ				

Reports: In the event of an emergency at the port, report it accurately to the relevant authorities as soon as possible. will inform reporting system should operate. Urgent One in case notification required information including ADYM these reports records healthy One in a way It should create.

Dangerous goods accidents must be reported to the regional Port Authority. The report format is flexible. form will be accident with relating to the following information complete It will include.

- The accident formation shape And time
- Accident place sensitive position,
- To the accident interfering Dangerous Article class(es) , Quantity And The load situation,
- Dangerous load sea polluting being not,
- Dangerous load package on it labels, signs,
- Dangerous The substance affected area,
- Dangerous load manufacturer,
- In the accident dead And wounded number (if any)
- To the accident How intervention was,
- Which from organizations help was requested,
- From the accident can be affected other boat or neighbour facilities,

8.6. Official with the authorities coordination, support And partnership method.

All accidents involving hazardous materials will first be coordinated with the regional Port Authority. Upon notification of the regional Port Authority, the Provincial/District Fire Department, AFAD (Disaster and Emergency Management Presidency), and neighboring facilities will be called upon for assistance. units with support and partnership will be provided.

8.7. Ship and sea their vehicles in emergency situations from the coastal facility removal towards urgent evacuation plan.

Urgent Separation The system Preparation

All urgent situations region Port Presidency to their positions It should be reported.

If an emergency departure of the ship is decided upon, it must be ensured that the ship can be transported under controlled conditions. Regional Port Authority of the places specified by is required.

 DP WORLD EVYAP	DOKÜMAN TİPİ	REHBER		
	YAYIN TARİHİ	01.01.2016	DOKÜMAN NO	
	REVİZYON NO	09	SAYFA NO	64 / 89
TEHLİKELİ YÜK ELLEÇLEME REHBERİ				

Boat captain And Port facility urgent separation requiring in situations opposite agreement by providing urgent separation process they will start And situation -most short Regional Port during the periodThey will report it to the presidency. The emergency situation... violence and when time permits Before the emergency separation procedure is carried out, a representative from the Regional Port Authority or the Port Authority must be present. The separation process involves the Chairman, Terminal Manager/Operations Officer, Ship Captain, and Pilot Captain.time And shape about agreement They will provide.

The ship's machinery, steering gear, and marine system break-in equipment must be immediately shut down.to be used ready should be brought.

All cargo excretion, ballast print transactions must be stopped And separation process for ready should be.

Boat fire to the circuit This printed And strategic sections for This Sisi to be used It should be started.

If to the atmosphere vent process if necessary, machine apartment staff ready should be necessary All non-existent receiver inputs must be closed, and all security measures related to normal operations must be implemented. in its place should be brought And a warning report It should be published.

In all emergency situations, if the necessary intervention terminal facilities are available, the local police orto the fire department It should be reported.

The decision to remove the ship under control was based on the principle of safety of life. together water conditions in It should include.

Tugs competence

The ship own with its power don't get up talent

Urgent in the situation a ship can progress or will be withdrawn sure places existenceWith the fire struggle competence

Proximity of other ships

Fire Ropes

Boat Port At the facility is as long as fire ropes sea on the side ship head And should be kept on the shoulder. The eye of the ropes should be lowered to sea level and the side should be... The upper part should be secured by wrapping it around the bollard at least five times. The rope on the side of the boat... The rope should be taut starting from the father's side. A rope capable of supporting the rope should be placed right next to the eye of the rope. before must be connected And rope eye sea level fly metre above will be in a way It must be positioned. While the ship is in the port facility, the eye of the rope must be kept at this level at all times. should be done.

 DP WORLD EVYAP	DOKÜMAN TİPİ	REHBER		
	YAYIN TARİHİ	01.01.2016	DOKÜMAN NO	
	REVİZYON NO	09	SAYFA NO	65 / 89
TEHLİKELİ YÜK ELLEÇLEME REHBERİ				

Urgent Separation The realization

If all the above preparations are reviewed and deemed appropriate, the ship will be urgently removed. to the process will begin.

Urgent Separation processes the following processes in order in its place bringing by way of will be provided.

Close coordination between Terminal, Ship and Port Authorities at each stage and partnership is necessary.

Urgent Separation Transactions It is below.

- Alarm giving
- VHF, telephone by urgent situation about information giving
- Boat captain, Port The facility official between first situation evaluation To be done
- The operation stop
- Port The facility And ship emergency situation plan measures application insertion
- Flexible hose connections dismantling.
- The current situation is deteriorating and the emergency separation mentioned above.conditions existence.
- Boat captain, Port facility official, port official or Port The President, guidecaptain between situation evaluation
- Urgent to separate decision giving
- Environment facilities And other ships informed to be done
- Tugs are positioned around the ship for emergency departure, and they are making preparations.completion And indicating that he/she is ready
- Boat captain's by ship relating to complete preparations And ready that to indicate.
- Official person by free release hooks opening approval giving

 DP WORLD EVYAP	DOKÜMAN TİPİ	REHBER		
	YAYIN TARİHİ	01.01.2016	DOKÜMAN NO	
	REVİZYON NO	09	SAYFA NO	66 / 89
TEHLİKELİ YÜK ELLEÇLEME REHBERİ				

ATTENTION !

BOAT URGENT SEPARATION PROCESS MOST LAST RESORT ASPECT IMPLEMENTATION IT SHOULD BE CONSIDERED AND ALL PRECAUTIONS SHOULD BE TAKEN, FULFILLING THE ABOVE CONDITIONS. WITHOUT BEING BROUGHT SEPARATION HOOKS FREE HALE IT SHOULD NOT BE BROUGHT.

Urgent Separation Post

Boat separation from the process later ship backup And to be taken position about decisionby being given declare to be done.

The ship tugboats accompanied by or own machine with allocation done to the region transfer / binding

Port Facility Port The facility was inspected. possible One damage or identification of deficiency

Boat And port the facility again load handling ready Halo future time evaluationUrgent Separation during if the resulting negative consequences sharing

8.8. Damaged dangerous loads with dangerous loads infected waste handling Anddisposal towards procedures.

Waste Collection And Transport

Waste is collected separately in waste bins according to its type and transported in an appropriate manner. It is stored. Care activities as a result of to emerge waste generated in This within the scope hand It is taken.

Available waste to their classes additional One waste class if determined to the system integrated to be done It is provided.

Waste Disposal

Waste is categorized according to whether it is non-hazardous or hazardous. sold and legally returned gain/disposal methods suitable agreed organizations with from the facility is removed.

All contractors and carriers involved in waste management must dispose of their waste using appropriate methods. transport and/or dispose of possibilities It is examined.

Waste moving, for sale and/or disposal/recycling gain for contracting service If so, whether they are fulfilling their legal obligations and disposing of waste without harming the environment.back win And disposal processes realization methods in terms of It is evaluated.

Waste to their disposal belonging all records to hide It is mandatory.

 DP WORLD EVYAP	DOKÜMAN TİPİ	REHBER		
	YAYIN TARİHİ	01.01.2016	DOKÜMAN NO	
	REVİZYON NO	09	SAYFA NO	67 / 89
TEHLİKELİ YÜK ELLEÇLEME REHBERİ				

Contaminated Packaging

These wastes are empty barrels. When generated, they are left in the contaminated packaging area at the landfill. And in legislation determined duration inside, Environment Consultancy Company And Environment Management The System Administrator contacts the contracted and licensed company, MOTAT. The necessary information is filled out in the system and submitted. MOTAT form and other documents.environment in the folder It is hidden.

Contaminated Waste

These wastes are used gloves and cotton waste. When they are generated, they go to the production-storage area. on the way out waste his name written is in a barrel by accumulating, waste to the area It is taken. In the legislation within the specified timeframe, Environmental Consulting Firm and Environmental Management System Manager The contracted and licensed company is contacted and the necessary information is obtained in the MOTAT system. The information is filled out and submitted. The MOTAT form and other documents are kept in the environmental folder. It is hidden.

8.9. Urgent situation trainings And these records.

Evyap Maritime Operations Logistics and Construction Inc. conducts a general emergency drill once a year and a marine pollution control drill twice a year at its port operations . is being done being necessary in situations Expert from organizations support is being received. All regarding the exercise transactions record under being received And relating to Urgent Situation In his file casing is being done.

8.10. From the fire protection to their systems related information.

Dangerous loads with relating to fire in case IMDG CODE SUPP fire rulerswill be used.

FIRE TABLES AND THEIR EXPLANATIONS

F – A GENERAL FIRE TABLE

F – B EXPLOSIVE MATERIALS AND OBJECTS

F – C FIREPROOF GASES

F – D FLAMMABLE GASES

F – E FLAMMABLE LIQUIDS THAT DO NOT REACT WITH WATER

F – F HEAT-CONTROLLED ORGANIC PEROXIDES

F – G WITH WATER TO REACTION INCOMING OBJECTS

 DP WORLD EVYAP	DOKÜMAN TİPİ	REHBER		
	YAYIN TARİHİ	01.01.2016	DOKÜMAN NO	
	REVİZYON NO	09	SAYFA NO	68 / 89
TEHLİKELİ YÜK ELLEÇLEME REHBERİ				

F – H EXPLOSIVE POTENTIAL THE ONE WHICH OXIDIZING AGENT

OBJECTS

F – I RADIOACTIVE MATERIEL

F – J NON-CONTROLLED SPONTANEOUSLY REACTIVE ORGANICPEROXIDES
SPILL CHARTS EXPLANATIONS

S – A POISONER OBJECTS

S – B CAUSTIC OBJECTS

S – C FLAMMABLE CORROSIVE

LIQUIDS

S – D FLAMMABLE LIQUIDS

S – TO THIS ON REMANINDER FLAMMABLE LIQUIDS

S – F SUDA DISSOLVING SEA POLLUTANTS

S – G FLAMMABLE SOLIDS AND TO REACTION ENTER OBJECTS

S – H FLAMMABLE SOLIDS (MELSABLE MATERIALS)

S – I FLAMMABLE SOLIDS (AGAIN PACKAGING POSSIBLE

S – J WET AND OWN YOURSELF HEATABLE EXPLOSIVE OBJECTS

SPILL CHARTS EXPLANATIONS

S – K HEAT CONTROLLED SPONTANEOUSLY REAGENT OBJECTS

S – L OBJECTS THAT REACT TO WATER AND CAN FLAMMATE

SUDDENLY.

S – M SUDDENLY FLAME HAZARD

S – N WITH WATER DANGEROUS AS SHOWN TO REACTION ENTER

OBJECTS

S – HE WHEN IT GETS WET DANGEROUS THE ONE WHICH ITEMS

(Uncollectible)

S – P WHEN IT GETS WET DANGEROUS THE ONE WHICH ITEMS

(Collective))

S – Q OXIDIZING AGENT OBJECTS

 DP WORLD EVYAP	DOKÜMAN TİPİ	REHBER		
	YAYIN TARİHİ	01.01.2016	DOKÜMAN NO	
	REVİZYON NO	09	SAYFA NO	69 / 89
TEHLİKELİ YÜK ELLEÇLEME REHBERİ				

SPILL CHARTS EXPLANATIONS

S – R ORGANIC PEROXIDES

S – S RADIOACTIVE MATERIEL

S – T BIOLOGICAL HAZARD AVAILABLE GOODS

S – U GASES (FLAMES) POISONER OR ABRASIVE)

S – V GASES (FLAME-PROOF AND TOXIC NON)

S – W OXIDIZING AGENT GASES

S – X EXPLOSIVE ARTICLE AND ARTICLES

S – Y EXPLOSIVE CHEMICALS

S – Z TOXIC EXPLOSIVES

8.11. From the fire protection systems approval, control, test, maintenance And for use ready in regarding keeping procedures

Fire water pumps are operated for at least 30 minutes per week and this is recorded. The pump and... Ensure the suction tube is completely filled with water. If there is any doubt, water should be removed. open the filler cap and bleed valves, until water overflows from the bleed valves. much, This should be filled And stopper at the level This stopped time stopper thoroughly He should be bored.

Pump motors experience higher than normal discharge current when they are first started. The high current . The high current that will be drawn when all the pumps start working at the same time. Current can cause circuit breakers to trip or major malfunctions to occur in the diesel generator. Therefore, switching from star to delta in the protective switches that drive the pump motors The time relays that regulate it depend on the number of pumps and the number of pumps that will be activated simultaneously. According to this, the pumps are activated sequentially by adjusting them according to different and appropriate time intervals. must be provided.

After completing the above preliminary preparations and checks, the drive switches can be pressed. The pumps are started. During operation, the electric motor voltage and amperage drawn may vary from time to time. control should be done. Normal in the study taken ampere if it is high, reasons researched This should be resolved. There may be a malfunction in the pump or motor, or a mechanical issue. Normally... under High voltages are dangerous for the motor. can create.

Pressure gauges continuous control under should be kept extreme pressure in their rise pumps one or more more It must be stopped.

Pumps print pipes, before valve, from the valve later Czech with valve equipment It must have been done.

The check valve in the discharge pipe of a non-functioning pump can be blocked by paper , trash, stones, moss, mud, etc. If substances become compressed and prevent the check valve from closing completely, the pressure from the other pumps will decrease. Some of the water passes through these non-functioning

 DP WORLD EVYAP	DOKÜMAN TİPİ	REHBER		
	YAYIN TARİHİ	01.01.2016	DOKÜMAN NO	
	REVİZYON NO	09	SAYFA NO	70 / 89
TEHLİKELİ YÜK ELLEÇLEME REHBERİ				

pumps and suction pipes before returning to the pool. It is pressed. This malfunction, which restricts the necessary water flow in case of a fire, must be fixed. Part During the operation of the pumps, a rotation occurs in the couplings of some of the pumps that are not in operation. if seen, This in pumps, above announced fault to its existence sign should be counted.

During operation, the pump and its motor TRUE because it turned in that direction sure should be. This for definitely couplings over return direction should be drawn And control to this according to It should be done.

During pump operation, the pump and motor bearings become so hot that it is unbearable to touch. It may be hot. If the temperature is high, it may be due to an internal mechanical stress or a coupling misalignment. It can come. Like this in situations pump It must be stopped immediately. And fault It must be eliminated.

Diesel engine with provocation done in pumps, engine operation special instructions suitable in a way It should be done.

If any deficiencies or irregularities are detected as a result of the inspection, those responsible will be held accountable. by It is resolved.

Fire Hydrate : Installation. Rainwater must be prevented from entering the fire hydrant hose cabinets. The hoses must be undamaged, intact, and sufficiently tightened. At least one of the hoses must be fireproof. to the valve always connected aspect casing should be done.

Fire valves must be fault-free and leak-proof. Faulty nozzles, valves, and hoses must be replaced immediately. They will be replaced with new ones, and faulty ones will be repaired and put into reserve. Therefore, in every facility sufficient quantity of hoses, nozzles, fire valves, clamps, fittings and related spare parts. It must be in place. In fire extinguishing systems, under no circumstances should a malfunction be allowed to be delayed. It cannot be done.

While the malfunctions identified during the drills were being rectified, the working fire hoses were wet and They should not be placed in cabinets while they contain water. The installations should be prepared for hoses inside. You must provide suitable hose hanger systems to allow the water to drain completely and dry, and They should not put the hose back in place until they are sure it is completely dry. Hoses with seawaterprinted whereas before sweet This with inside should be washed And cool-windy One on the ground drying must be provided.

the fire hydrant and sprinkler system undergo a general inspection every three months. should be repaired, rusted parts should be painted, and rotten parts should be fixed. The parts should be replaced with new ones, the valve And Check valve control malfunctions It must be eliminated.

All fire hydrants, hoses, and nozzles were inspected and no deficiencies were found. malfunction detection was in case relating to responsible parties It is resolved by.

Mobile Fire Fire extinguishers

Fault, control or care for, always facility in their warehouses enough in quantity spare device should be kept in place. The extinguishers, which are removed sequentially for the purposes mentioned above, should be replaced with new ones. backups should be placed.

All fire extinguishers undergo monthly visual inspection and checks. after extinguishers on It is marked. Control during especially dry dusty The fire extinguishers are turned upside down and gently tapped on the base to move the powder inside the tube. This ensures that the dust inside the extinguishers, which remain in the same position for a long time, evaporates. It may settle and solidify at the bottom. No deficiencies or malfunctions were detected during the inspection. was in case relating to It will be resolved by those responsible.

Fire extinguishers TS ISO 11602-2 Fire Protection: Portable and Wheeled Fire Extinguishers Fire extinguishers standard according to, every year out of control These checks reveal that its integrity is questioned. tubes It is subjected to a pressure test. Chemical powder, on the other hand, is subjected to a pressure test (number 4). It needs to be checked at the end of the year

 DP WORLD EVYAP	DOKÜMAN TİPİ	REHBER		
	YAYIN TARİHİ	01.01.2016	DOKÜMAN NO	
	REVİZYON NO	09	SAYFA NO	71 / 89
TEHLİKELİ YÜK ELLEÇLEME REHBERİ				

To freeze Opposite Protection

Generators Protection

Outdoors in winter Water can start to freeze when the temperature drops below +4C. Therefore, the motor... This refrigerated generators radiators with antifreeze trust under should be taken.

Fire This Their pumps Protection

Fire water pumps and suction pipes are always filled with water. Therefore, the surrounding area... temperature +4C under not to fall is necessary.

Fire water Distribution Protection of Pipes

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8.13 Other risk control equipment

There isn't any.

9. OCCUPATIONAL HEALTH and SECURITY

9.1. Work health And security measures

In our port operations, when working with hazardous chemicals, employees are protected from these substances.to prevent their exposure, to minimize it where prevention is not possible, and to ensure that employees are affected by this substances dangers protection for necessary Measures are being taken. In our port operations, we aim to identify the negative impacts on the health and safety of our employees. Accordingly, the Occupational Health and Safety Regulations published in the Official Gazette dated 29/12/2012 and numbered 28512.Risk Evaluation Regulations provisions suitable in a way risk evaluation It has been done.

Chemical with substances in studies will be done risk in the evaluation below stated matters has been taken into consideration;

 DP WORLD EVYAP	DOKÜMAN TİPİ	REHBER		
	YAYIN TARİHİ	01.01.2016	DOKÜMAN NO	
	REVİZYON NO	09	SAYFA NO	72 / 89
TEHLİKELİ YÜK ELLEÇLEME REHBERİ				

Chemical of the health And security in terms of danger and its harms,

Material safety data sheets (SDS) in Turkish, to be obtained from manufacturers, importers or sellers. Being affected type, level And duration,

Chemical of the amount, use conditions And use frequency,

This Regulations in the appendices given vocational exposure limit values And biological border values, Dangerous chemical with substances in studies to be taken necessary precautions

Received or also taken required preventive measures effect.

The amounts of substances to which workers will be exposed and the duration of their exposure should be minimized as much as possible. little at the level being It is provided.

Port At the facility usage required chemical article amount -most little at the level It is held. Employees personal cleaning for suitable And sufficient conditions It is provided. Dangerous chemical materials, waste and remnants of the port At the facility -most proper processing and use, moving And storage for necessary regulations It is done. Substitution method by applying, instead of hazardous chemical substance employee health and safe in terms of safety or more little dangerous chemical article It is used.

Including maintenance and repair work that may pose risks to the health and safety of employees. suitable for work involving hazardous chemicals, taking into account technological advancements. process And engineering control systems selected And suitable machine, material And equipment It is used.

To prevent risks at their source; proper work organization and adequate ventilation systems. establishment like collective protection measures It is applied.

To protect workers collectively from the adverse effects of hazardous chemicals. When the measures taken are insufficient, personal protective methods should be used in conjunction with these measures. It is applied.

Dangerous concentrations of flammable and explosive materials may reach hazardous levels at the port facility. chemical aspect indecisive substances dangerous in quantities to be found It is prevented.

Presence of ignition sources at the port facility that could cause a fire or explosion. It is prevented. Chemical aspect indecisive article And mixtures damaging effect to show reason possible The conditions are eliminated.

Inflammable and/or explosive from the substances resulting from fire or explosion in or chemically unstable substances and mixtures harmful physical effects on workers Measures are taken to prevent or minimize damage to the facility, machinery, and equipment continually control under eclipse It is provided.

In workplaces, liquid oxygen, liquid argon And liquid nitrogen found storage tanks in placement minimum security distances It is complied with.

 DP WORLD EVYAP	DOKÜMAN TİPİ	REHBER		
	YAYIN TARİHİ	01.01.2016	DOKÜMAN NO	
	REVİZYON NO	09	SAYFA NO	73 / 89
TEHLİKELİ YÜK ELLEÇLEME REHBERİ				

Port The facility Its business , 18/6/2013 dated and 28681 numbered Official Published in the newspaper Subject to the provisions specified in the Regulation on Emergency Situations in Workplaces Especially in emergency situations arising from hazardous chemical substances at the port facility. the following considerations is obtained:

Preventive measures to mitigate the negative effects of emergencies are taken immediately and employees from the situation informed It is done. Urgent the situation -most short in time normal turning for necessary Studies are conducted and only maintenance, repair and essential work is allowed in the affected area. employees assigned to emergency situations and teams arriving at the scene from outside the workplaceto enter It is permitted.

Entering the affected area Appropriate personal protective equipment and special They are provided with safety equipment and instructed to use it for the duration of the emergency. Appropriate People without personal protective equipment and special safety equipment should not enter the affected area. to enter It is not allowed.

Dangerous with chemicals relating to information And urgent situation intervention And evacuation procedures It is kept ready for use. Emergency personnel assigned to the port facility are responsible for handling emergencies. And business outside first help, urgent medical intervention, recovery And with fire struggle likeorganizations operating in these areas should have easy access to this information and procedures. It is provided. This information;

1.Port At the facility urgent in situations assigned employees And business outside first operating in areas such as aid, emergency medical response, rescue and firefighting. organizations previously ready being able and suitable in order to be able to intervene, done at work dangers, precautions to be taken And tasks to be done

2.Information about specific hazards and actions to be taken in an emergency. provides.

In our port operation, we comply with the Occupational Health and Safety of Employees Law No. 28648 dated 15/05/2013. Their education Method And Fundamentals About In the regulation stated matters hidden to stay This ensures the training and information of employees and representatives. This training and information especially the following matters Includes:

Risk evaluation as a result obtained information,

Port Located at the facility or possible dangerous chemical with substances related to this Identification of substances, health and safety risks, occupational diseases, occupational exposure limits values And other legal about regulations information,

Employees must take the necessary precautions to avoid endangering themselves and other employees. to be done the necessary

Dangerous chemical substances for from the supplier provided Turkish material security information forms about information,

In workplaces, liquid oxygen, liquid argon And liquid nitrogen found storage tanks in placement minimum security distances It is complied with.

 DP WORLD EVYAP	DOKÜMAN TİPİ	REHBER		
	YAYIN TARİHİ	01.01.2016	DOKÜMAN NO	
	REVİZYON NO	09	SAYFA NO	74 / 89
TEHLİKELİ YÜK ELLEÇLEME REHBERİ				

In work involving hazardous chemicals to employees or will be given to their representatives education and information, as a result of the risk assessment emerging degree and nature of risk Depending on the situation, the training takes the form of verbal instructions supported by written information. This information changing conditions according to It is updated.

9.2. Personal protector clothes about information with these to be used towards procedures.

Personal Protective Equipment for Intervention

Teams Level A

Use area: High at the level skin, respiratory, eyelash etc. protection required events – Gasproof.
Positive pressure breathing apparatus – SCBA Chemical protective clothing. Glove, inside chemical resistant

Glove, female chemical resistant

Boat or boot, chemical resistant, steel heeled Drink clothing, cotton, long-sleeved and trousers

Hard Head LONG -sleeved

Two directional radio communication (Spark (Not removed)

Level B

Event in its place entrance And exit for required minimum level, more more liquids scattering, spill for

Positive pressure breathing apparatus – SCBA chemicals opposite protective clothing

Gloves with chemical-resistant inner linings. Glove, female chemical resistant

Boots or ankle boots, chemical-resistant, with steel heels. Hard Title

Two-way radio communication (Non-sparking) Face His mask

Level C

In the environment chemical when known, concentration when determined, skin And your eyes damage you won't see decision when given It is used. However continually measurement It should be done.

→ Complete mask, air purifier filter

Chemicals opposite protector clothes

→ Gloves, inside chemical resistant

→ Gloves, female chemical resistant

 DP WORLD EVYAP	DOKÜMAN TİPİ	REHBER		
	YAYIN TARİHİ	01.01.2016	DOKÜMAN NO	
	REVİZYON NO	09	SAYFA NO	75 / 89
TEHLİKELİ YÜK ELLEÇLEME REHBERİ				

→Bot or boot, chemical resistant,

→Hard Title

Two directional radio communication (Spark (Not removed)

→Face His mask

Level D

Work attire (emergency response teams). Requires long sleeves and safety shoes/boots. Other Personal protective equipment varies depending on the situation. If leather contact problem if it is to happen, This type dresses with event in its place Entry is prohibited.

9.3 Entry Permit Measures and Procedures for Confined Spaces.

Unless the area is cleared of hazardous vapors and sufficient oxygen is available, it is ensured that no one enters enclosed or covered areas such as cargo areas, cargo tanks, the space around these tanks, and cargo handling areas that contain or may contain loads containing or consuming hazardous vapors, and that entry to these areas is authorized by a responsible person trained in the use of the relevant equipment and capable of correctly interpreting the results obtained. The responsible person records the measures taken.

When it is necessary to enter an area for operational purposes where hazardous vapors cannot be cleared within a reasonable time and entry is not approved, or if the area cannot be cleared of hazardous vapors, entry to that area shall only be permitted by persons possessing a self-contained breathing apparatus or other necessary protective equipment and clothing. The entire operation shall be carried out under the direct supervision of the responsible person who possesses a self-contained breathing apparatus, protective equipment, and rescue equipment. The breathing apparatus, protective equipment, and rescue equipment must be of a type that will not introduce an ignition source into the area.

Access to the relevant area will be ensured by following the procedures specified in international laws and guidelines.

1.0 AIM:

Preventing workers from being exposed to potential hazards in confined spaces aims to ensure the safety of workers' lives and property, especially their health, before, during, and after work.

2.0 RESPONSIBLE PARTIES:

Employees: All employees are responsible for complying with these instructions.

Occupational Health and Safety Unit: Responsible for determining and monitoring the measures to be taken, and for implementing the work permit system and work permit form.

 DP WORLD EVYAP	DOKÜMAN TİPİ	REHBER		
	YAYIN TARİHİ	01.01.2016	DOKÜMAN NO	
	REVİZYON NO	09	SAYFA NO	76 / 89
TEHLİKELİ YÜK ELLEÇLEME REHBERİ				

Department Heads / Team Leaders: Responsible for compliance with this instruction, ensuring the implementation of the specified measures, and applying the work permit system and form.

3.0 DEFINITIONS AND ABBREVIATIONS:

Confined Space: Refers to an area with limited entry and exit, not designed for continuous human presence, and where there is a potential risk of hazardous atmosphere or a hazardous atmosphere.

Personal Protective Equipment (PPE): All tools, equipment, and devices worn, attached, or held by an employee that are designed for this purpose and protect the employee against one or more risks affecting health and safety arising from the work being performed.

Equipment consisting of devices, tools or materials assembled by the manufacturer to protect a person against one or more risks.

Protective devices, tools, or materials, whether detachable or inseparable, used in conjunction with equipment carried or worn for the purpose of protection during a specific activity.

It refers to replaceable parts that are necessary for the comfortable and functional operation of personal protective equipment and that are used only with such equipment.

Work Permit Form: This is a written approval mechanism that aims to ensure the safe conduct of work by evaluating potential hazards and measures taken, or identifying additional measures to be taken, before the work begins.

4.0 HOW THE JOB IS DONE:

- Before any work is to be carried out in an enclosed area, the occupational health and safety unit is informed so that the work permit form can be completed. If there is no occupational health and safety unit personnel, the "Department Manager" or "Team Leader" of the department to which the personnel performing the work are affiliated is informed.
- The Department Manager, Team Leader, or Occupational Safety personnel will observe compliance with all control criteria listed under "Confined Space" and "General" in the work permit form. Depending on the type of work, other control criteria specified in the work permit form will also be checked, and necessary measurements will be taken.

 DP WORLD EVYAP	DOKÜMAN TİPİ	REHBER		
	YAYIN TARİHİ	01.01.2016	DOKÜMAN NO	
	REVİZYON NO	09	SAYFA NO	77 / 89
TEHLİKELİ YÜK ELLEÇLEME REHBERİ				

- If the area is deemed suitable for the study based on the evaluation and measurement studies, a "study permit form" is completed, and measurements are repeated at specified intervals.
- If the area is unsuitable for work, the following measures will be evaluated and implemented in order of priority.
 - 1) Complete elimination of the danger,
 - 2) Substitution (replacing a hazardous substance with a less hazardous one, ensuring that the potential for harm does not create a risk for the employee),
 - 3) Engineering controls (level of harm that limits the hazard and does not create risk for the worker),
 - 4) Administrative controls (the level of harm that limits the danger and does not create risk for the employee through instructions, methods and processes to be established),
 - 5) Personal Protective Equipment (PPE) is a method used to protect an individual worker from hazards.

Entry to the enclosed area and commencement of work are prohibited under the following conditions:

- If there is no work permit form implementer,
- If a hazard is identified and cannot be eliminated, or adequately limited or controlled,
- If there is no second person to accompany the study as an observer,
- If there is no, or cannot be, an appropriate and sufficient method of communication between the personnel conducting the study and the observer,
- If the necessary personal protective equipment is not available or if the protective effectiveness of the personal protective equipment cannot be guaranteed,
- If you have claustrophobia or an immediate health problem that could pose a danger in an enclosed space (such as high blood pressure, etc.),
- If the workplace physician deems it unsuitable for work in an enclosed space due to health reasons,
- If the enclosed space is not adequately ventilated beforehand,
- Entry into confined spaces is prohibited if the type and hazards of materials previously present in the enclosed area are unknown, if necessary environmental measurements have not been taken, and if approval has not been granted via a work permit form.

The following points are carefully considered and taken into account during assessments before entering restricted areas:

 DP WORLD EVYAP	DOKÜMAN TİPİ	REHBER		
	YAYIN TARİHİ	01.01.2016	DOKÜMAN NO	
	REVİZYON NO	09	SAYFA NO	78 / 89
TEHLİKELİ YÜK ELLEÇLEME REHBERİ				

- The work permit form must have been submitted by the authorized person specified in the instructions.
- Ensuring that the work permit form requirements or safety requirements specific to the job are met,
- Unnecessary power sources must be disconnected in the work area, and lighting must not be provided with energy above 24 V.
- The lighting level must be adequate, meaning the lighting in the work area provides the necessary amount of light for the task at hand.
- Gas measurements should be taken, if possible, using physical means (such as lowering a rope into the confined space) before entering the enclosed area; the gas measurement should be taken at all points in the confined space (all corners, ground level, and all measurable heights); and the measurement results should be suitable for personnel entry into the confined space and for the work to be carried out.
- If the planned work involves altering the air quality in the environment, the air in the environment is continuously monitored, and gas measurements are kept active.
- If needed, the necessity of a system that can continuously supply fresh air to the enclosed space should be evaluated.
- Developing emergency action plans regarding potential hazards in confined spaces due to the work (e.g., evacuation methods in case of a fall, etc.).
- If there is a potential for explosive atmosphere formation, it is necessary to use communication devices compliant with ATEX directives and explosion-proof work equipment.
- The following points are considered during gas measurement:
Oxygen level should be (19.5% - 21%).
CO: (Should be below 10 ppm.)
H2S (should be below 5 ppm.)
CO2: (0.3 - 0.4 % /) - Max 5,000 PPM

5.0 RELATED DOCUMENTS AND RECORDS:

SEG.İSG.FR.004 Work Permit Form

SEG.İSG.TA.021 Gas Measurement Device User Manual

5.1 RECORDS:

OTHER MATTERS

10.1. Evyap Maritime Operations Logistics and Construction Inc. Dangerous Article Suitability Document; 28/01/2027 to its history much It is valid.

10.2. The defined duties for a Dangerous Goods Safety Advisor are listed in **the RESPONSIBILITIES** section.

10.3. Black way with coast to the facility future/shore from the facility will leave dangerous articles Issues concerning carriers (road vehicles carrying hazardous materials to ports or coastal areas) facility

 DP WORLD EVYAP	DOKÜMAN TİPİ	REHBER		
	YAYIN TARİHİ	01.01.2016	DOKÜMAN NO	
	REVİZYON NO	09	SAYFA NO	79 / 89
TEHLİKELİ YÜK ELLEÇLEME REHBERİ				

to/from the field at entrance/exit to have required documents, This vehicles equipment and gear they are required to have; speed limits in the port area, etc. (considerations) It includes.

For vehicles arriving at or departing from the coastal facility by road: Lists relating to packaged dangerous goods and dangerous bulk cargoes (liquid or solid). carrier controlled by should be done.

By the carrier; for packaged dangerous goods, Suitable Shipment of dangerous goods name, UN number, label, sub-risk (if any), number and type of parcels, packing group, quantity And necessary additional information provided control should be done.

The carrier shall provide the product name and the relevant IMO Code, as well as other required information, for dangerous bulk cargoes. information control should.

To the coastal facility before arriving before by the carrier necessary personal protective equipment (PPE), chemical suitable glove, hard hat, Google type glasses, chemical suitable overalls It should have.

10.4. Sea way with coast to the facility future/shore from the facility will leave dangerous articles matters relating to carriers (ships and marine vessels carrying dangerous goods, port or Day/night signals to be displayed at shore facilities, cold and hot signals on ships working methods etc. (matters) about measures have been taken control does.

On ships arriving at and departing from coastal facilities by sea; Packaged hazardous materials. cargoes And Dangerous collective for loads (liquid) or in (for solids);

Provided by the agent; the name of the ship, the ship's IMO number, and the estimated time of arrival (ETA). The information is reported to the shore facility. All parties shall notify the Appropriate Shipping Name of the hazardous materials, UN number, sub-risk (if any), number and type of packages, packing group, quantity and any additional information required. information control should.

Dangerous cargoes to be unloaded/loaded those suitable in a way stacking boat officials with port operation by control should be done.

From the ship to be downloaded dangerous cargoes on the list to their numbers reference will be found in a way as stated boat officials with port business by control should be done.

No inappropriate danger arises. the status of the subject cargoes, if such a possibility exists The owner/ agent is notified immediately, and after they obtain the necessary permission from customs... dangerous status of shipments findings all by the parties must be done.

10.5. Coast facility by to be added additional matters.

The port authority is responsible for the transportation, handling, or inspection of dangerous goods. including dead the one which... all deck And coast personnel suitable in a way in their organizations responsibilities in percentage educated to be It must provide.

Training: General awareness/recognition training for everyone regarding the safe transport of hazardous cargo. They should receive training on handling the hazards in proportion to their duties. The training should cover the relevant hazards. It should be designed to provide awareness of the general hazards and legal requirements of cargo transportation. training includes the identification of types and classes of dangerous goods, labeling, and marking. packaging, separation And requirements suitability; aim definition And transport documents content And available urgent situation intervention to the documents definitions related to It should include: **Job-specific training** : Everyone should receive training appropriate to their role in the safe handling of hazardous cargo.

 DP WORLD EVYAP	DOKÜMAN TİPİ	REHBER		
	YAYIN TARİHİ	01.01.2016	DOKÜMAN NO	
	REVİZYON NO	09	SAYFA NO	80 / 89
TEHLİKELİ YÜK ELLEÇLEME REHBERİ				

APPENDICES:

APPENDIX-1 GENERAL SITUATION PLAN

APPENDIX-2 FACILITY GENERAL APPEARANCE PHOTOGRAPHS

APPENDIX-3 URGENT CONTACT POINTS AND COMMUNICATION INFORMATION

APPENDIX-4 GENERAL LAYOUT PLAN OF AREAS WHERE DANGEROUS

GOODS ARE HANDLED.APPENDIX-5 DANGEROUS WHERE LOADS ARE

HANDLED AREAS FIRE PLAN

APPENDIX-6 GENERAL FIRE PLAN

OF THE FACILITYAPPENDIX-7

EMERGENCY SITUATION PLAN

APPENDIX-8 EMERGENCY ASSEMBLY

POINTSAppendix 8 URGENT SITUATION

MANAGEMENT DIAGRAM

APPENDIX-10 DANGEROUS LOADS HAND THE BOOK

APPENDIX-11 CTU PACKAGES FOR LEAKAGE AREAS AND EQUIPMENT
ENTRY/EXITDRAWINGS

APPENDIX-12 PORT SERVICE THEIR SHIPS INVENTORY

APPENDIX-13 PORT PRESIDENCY ADMINISTRATIVE BORDERS, ANCHORAGE
LOCATIONS AND GUIDECAPTAIN BOARDING/DISEMPTION POINTS
COORDINATES

APPENDIX-14 MARINE POLLUTION EMERGENCY

RESPONSE EQUIPMENTAPPENDIX-15 PPE USE MAP

APPENDIX-16 DANGEROUS ARTICLE EVENTS NOTIFICATION FORM

APPENDIX-17 CONTROL RESULTS FOR HAZARDOUS CARGO TRANSPORT UNITS
NOTIFICATION FORM

Appendix 18 OTHER APPENDICES