TÜRKİYE DENİZCİLİK İŞLETMELERİ A.Ş.

TÜRKİYE DENİZCİLİK İŞLETMELERİ A.Ş.
KABATEPE LİMAN İŞLETME MÜDÜRLÜĞÜ
KABATEPE PORT

DANGEROUS LOADS HANDLING GUIDE

PREPARATION DATE: 01.06.2022 (DD/MM/YYYY)
(Please see Revision Page for Revisions)

MR. ARİF ALTU
Port Manager
SIGNATURE
SEAL

CONTENTS

Page Number

REVISION PAGE

Serial Number	Revision Number	Contents of the Revision	Revision Date	Revision Conducted by	
				Name and Surname	Signature
1	1	An update was made in line with the principles of the Directive on the Issuance of the Coastal Facility Dangerous Cargo Conformity Certificate published with the approval of the Minister dated 31.05.2022 and numbered 330837.	07.06.2022	Ahmet CAYIK	
2	2	Revision of the missing points in the first audit	28.02.2023	Ahmet CAYIK	
3	3	Revision of the missing points in the first audit	10.10.2024	Ahmet CAYIK	
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1.1 General information about the facility contains the details specified in the Facility Data Sheet.

1	Name/title of facility operator	TÜRKİYE DENİZCİLİK İŞLETMELERİ A.Ş.
2	Contact Information of facility operator (address, phone, fax,e-mail and web page)	Kabatepe Limanı - ECEABAT -ÇANAKKALE
3	Name of facility	Kabatepe Limanı
4	Province of the facility	ÇANAKKALE
5	Contact Information of facility (address, phone, fax,e-mail and web page)	Kabatepe Limanı Eceabat –ÇANAKKALE tdi@tdi.gov.tr TEL: 0286 814 12 63 FAX: 0286 814 12 68
6	Geographical area of facility	KUZEY EGE
7	Port Authority of facility and contact details	Çanakkale Bölge Liman Başkanlığı **Adress :** Kayserili Ahmet Paşa Caddesi No:13 Çanakkale **Telefon :** 0 286 212 98 78 **Faks :** 0 286 212 98 79 **E-mail:** canakkale.liman@uab.gov.tr **Websitesi :** www.canakkaleliman.uab.gov.tr
8	The municipality where the facility is connected and contact details	Eceabat Belediyesi Tel : 0 (286) 814 12 42 Fax : 0 (286) 814 10 36 İsmetpaşa Mah.Cumhuriyet Meydanı NO:2 Eceabat/ÇANAKKALE eceabat [@] eceabat.bel.tr http://www.eceabat.bel.tr
9	Name of the Free Zone or Organized Industrial Zone where the plant is located	-40°12´02´´ N - 026°16´ 20´´ E
10	Validity date of shore facility Operating Permit/Provisional Operating Permit	First Application
11	Facility operating status (X)	Own load and additional third party (X) / Own load ( ) / Third part ( )
12	Name and surname of the facility manager, contact details (phone, fax, e-mail)	-
13	Name and surname of responsible person for dangerous goods operation of facility, contact information information (phone, fax,e-mail)	ARİF ALTU GSM : 0532 647 63 24 Tel :0286 814 12 63 Faks :0286 814 12 68 Email: arifaltu@hotmail.com
14	Name and surname of Dangerous Goods Safety Advisor of Facility, contact information information(phone, fax,e-mail)	Ahmet CAYIK Phone: 0532 4720770 Email: ahmet.cayik@ atlastmgd.com.tr

15	Marine coordinates of facility	Not released	
16	Type of dangerous goods handled in facility (goods under MARPOL Annex-I, IMDG Code, IBC Code, IGC Code, IMSBC Code, Grain Code, TDC Code and asphalt/bitumen and waste goods)	No handling is conducted in outdoor and indoor areas in the port.	
17	Dangerous cargoes handled in the facility (cargoes other than IMDG Code from the cargo types in Article 16 will be written separately. Additional load request will be forwarded to the port authority with Annex-1 Form.	No handling on the facility	
18	Classes for cargoes handled, subject to IMDG Code	Classes 1,2,3,4,5,6,8 and 9 according to IMDG Code are transpassed	
19	Groups in the table of characteristics for cargoes handled, subject to IMSBS Code	No handlind due to IMSBC Code	
20	Types of Ship berthing to facility	Car ferry (passenger-vehicle)-Ferry- Ro/Ro-Sea Bus-High Speed Passenger Ship-Passenger Ship	
21	Facility's distance to main road (kilometer)	30 mt	
22	Facility's distance to railway (km) or railway connection (Yes/No)	30 mt	
23	Facility's distance to closest airport (km) and its name	None	
24	Goods handling capacity of facility (Ton/Year; TEU/Year; Vehicle/Year)	Çanakkale Airport: 14,00 km	
25	Scrap handling made/not made in facility	150.000-160.000 Vhicle/Year.	
26	Is there border crossing (Yes/No)	No	
27	Is there a bonded areas?(Yes/No)	No	
28	Goods Handling equipment and capacity	No	
29	Storage tank capacity (m^3)	None	
30	Open storage area (m^2)	None	
31	Semi-closed storage area (m^2)	None	
32	Closed storage area (m^2)	None	
33	Determined fumigation and/or decontamination from fumigation area (m^2)	None	
34	Name/title of pilotage and towage service provider, contact information	None	
35	Have Security Plan was created? (Yes No)	No	
36	Capacity of Waste Acceptance Facility (This part will be issued separately according to the waste accepted by facility)	Waste Materials	Capasity (m^3)
			8

37	PORT / SCAFFOLDING ETC. PROPERTIES OF THEIR AREAS				
Berth/Jetty No	Height (meter)	Width (meter)	Maximum water depth (meter)	Min,mum water depth (meter)	Tonnage and height of The largest ship berthed (DWT or GRT - meter)
Piers No. 1	80	35	6	7	3000 GRT
Piers No.2	140	30	6	7	4000 GRT
Piers No.3	100	12	2	3	300 GRT
Piers No.4	66	12	2	2,5	10 MT
Piers No.5	66	12	2	2,5	10 MT
Piers No.6	55	12	2	2,5	10 MT
Pipeline name (if available)			*Number (Piece)*	*Length (Meter)*	*Diameter of (Inch)*
-			-	-	-

LIST OF FIGURES AND TABLES

ATTACHMENTS:

ATTACHMENT-9: Emergency Management Schedule

ATTACHMENT-10: Dangerous Substances Booklet

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ATTACHMENT-13: Utilization Map for Personal Protective Equipment (PPE)

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ATTACHMENT-15: DANGEROUS Agent Chenk out and Control Form

ATTACHMENT-16: DANGEROUS Agent Transport Form

ABBREVIATIONS

IMO, International Maritime Organization
UN, a unique number assigned by the United Nations to be used for each chemical which may be considered as dangerous. IMDG code is the four-digit number mentioned in the 1st column of the list of dangerous goods.
CTU CODE Safe Loading of Cargo Transport Units
IMDG CODE, International Code of Dangerous Goods Transported by Sea
DGSA, Dangerous Goods Safety Advisor
IBC Intermediate Bulk Container
AFAD, Presidency of Disaster and Emergency Management
SDS, Safety Data Sheet
MOTAT, Mobile Hazardous Waste Tracking System
CSC 1972 Convention for Safe Containers, as amended
S O L A S 74 1974 International Convention for the Safety of Life at Sea, as amended
IMO/ILO/UNECE Guidelines on loading cargo transport units (CTU's)
TYUB Dangerous Load Conformity Certificate

DEFINITIONS

Packaging (packing) Group: Means a group to which specific materials are assigned based on their degree of hazard for packaging purposes. There are 3 packing groups.
Interface means the dock, jetty, breakwater, pier, quay, marine terminal or a similar structure (afloat or not) to which a ship can be moored. This includes any facility or property other than the ship which is used directly or indirectly for loading or unloading of dangerous goods.

Ministry: Ministry of Transport and Infrastructure,

Bulk means the cargo which are intended to be transported in a tank secured to the deck or inside the ship or in the cargo area, which is a structural part of the ship, without a partition.

Handling: Loading and discharge, stowing, segregation, displacement, loading and unloading in and out of a cargo transport unit of a dangerous good, loading onto ships and unloading from ships without changing the main characteristics of the goods, and degassing and aeration in the cargo transport unit, replacing and repairing, cleaning, and similar procedures of the cargo transport unit and packaging for transport**,**
Handler: Real persons or entities carrying out the handling procedure**,**
Flexible pipe means the flexible hose and end connectors involving the tools with sealed ends used for the purpose of transferring dangerous goods.

Ship: Any and all boats which sail on sea by any means other than rows regardless of its name, tonnage, and intended use**,**
Ship interest party: Shipowners, operators, charterers, shipmasters, or agents and real persons or entities authorized to represent the ship,
Consignor: Real persons or entities shipping the dangerous goods in its name or on behalf of third parties or named as consignors in the transport agreement,
Surveillance company: The company offering surveillance services for the dangerous goods of the maritime commerce and goods endangering the loading safety and the operations which serve as basis for the transport, and authorized by the Administration under this Directive,

Safety Data Sheet (SDS): The document containing detailed information on the properties of hazardous substances, safety measures to be taken at the facilities according to the hazard specifications of hazardous substances, and protection of human health and environment from the negative impacts of the hazardous substances**,**
IMDG Code: An international accepted guideline for safe shipment and transport of dangerous goods by sea**.**
IMO: International Maritime Organization,
Administration: Directorate General for Dangerous Goods and Combined Transport Regulation,
Stowing means the positioning of packages, intermedia bulk containers (IBC's), freight containers, tank containers, portable tanks, bulk containers, tools, barges carried by the ship, other cargo transport units and bulk goods on the deck, hatches, huts or other areas of the ship.
Master means the person commanding the ship. Pilot not included.
PPE: Means the personal protective equipment.
Accident: Means the circumstances which lead to harmful outcomes such as death, injury, material damage, and environmental pollution throughout the supervision of dangerous goods and goods endangering the loading safety.
Container: Cargo transport unit certified to applicable standards under International Convention for Safe Containers (CSC Convention),
Shore facility: Means the ports, cruiser ports, yacht ports, marinas, passenger terminals, quays, docks, harbors, berths, fuel oil/liquefied petroleum gas pipelines, dolphins constructed onshore according to subparagraph four of the article 6 of the Coastal Law dated 4.4.1990 and numbered 3621, as well as dock, quay, buoy facility, dolphin, platform and similar facilities in which the ships can safely load and unloading goods or harbor, and other superstructure and infrastructure facilities for marine transportation.
Shore facility interest: Real persons or entities operating the shore facilities by obtaining an authorization from the Administration, as well as the managers and responsible officers of the shore facilities**,**

Shore Facility Hazardous Cargo Compliance Certificate (TYUB): The certificate issued by the Administration and which the shore facilities engaging in handling of hazardous substances are required to obtain under the Regulation**,**

End consignor: The consignor who physically receives the cargo discharged from the ship at the shore facility or the relevant client in case the party who physically receives the cargo at the time of delivery is acting as agent for another real person/entity or the consignor who is named in the transport contract in case the transport procedure is executed under a transport contract,

Packing & Packaging: Means one or multiple chamber(s), materials or other components required for safekeeping and other safety functions of the chamber **Packing** means packing, loading, and filling of dangerous goods for consignors and for bulk transport, on intermedia containers (IBC's), freight containers, tank containers, portable tanks, railway cars, bulk containers, vehicles, barges carried on ships or other cargo transport units.

Classification: The distinction made by the International Maritime Organization by considering the chemical properties of hazardous substances**.**

Responsible party means the party equipped with current knowledge, experience, and qualification in order to fulfill a specific duty.

Hazard Label: Defines the label on which letters, numbers and symbols stating the characteristics of the classes, hazard degree and contents of the goods in packaging used in transport of dangerous goods**.**

Hazard Sign: The sign which is required to be affixed on the container for information purposes based on the characteristics of the hazardous substance inside the container.

Hazardous Substance: Substances and preparations-compounds having at least one of the properties that is explosive, oxidizing, extremely easily flammable, flammable, very toxic, tox, harmful, abrasive, irritating, sensitizing, carcinogenic, mutagenic, toxic for reproduction system and harmful to the environment.

Dangerous Goods (Hazardous Substance): Petroleum and petroleum products defined in the scope of "International Convention for the Prevention of Pollution from Ships (MARPOL 73/78) ANNEX-I", packaged substances listed in International Code of Dangerous Goods Transported by Sea (IMDG Code), bulk substances with a UN Number assigned under "International Maritime Solid Bulk Dangerous Goods Code (IMSBC Code) ANNEX-1", substances listed under Section 17 of "International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code)", and substances listed under Section 19 of "International Code for the Construction and Equipment of Ships Carrying Liquefied Petroleum Gas in Bulk (IGC Code)", and substances which are not yet listed in such codes but have the potential to cause harm to life, property and environment or other substances during transport due to physical and chemical properties or mode of transport, packaging and cargo transport units in which such substances are transported and not cleaned properly,

DGSA: Dangerous Goods Safety Advisor.

Cargo interest: Consignor, consignee, agent, carrier and transportation organizer of dangerous goods,

Cargo transport unit: Means the road trailer, semi-trailer and tanker, portable tank (including tank container), multi-element gas container, railway car and tank car and freight container designed for transporting dangerous goods and manufactured for transporting packaged or bulk cargo

1.2 Loading/Discharge, Handling and Storage Procedures for Dangerous Goods Handled Temporarily Stored at the Port Facility (It has been created separately for cargoes within the scope of MARPOL Annex-1, IMDG Code, IBC Code, IGC Code, IMSBS Code, GRAIN Code, TDC Code and asphalt/bitumen, scrap, waste, cargo waste and project cargoes.)

Dangerous goods are not handled in our port. Vehicles and tankers (ADR Vehicle Conformity Certificate) that are handled and loaded in accordance with the road transport legislation (ADR) and comply with ADR Part 9 conditions are transited by car ferries in Çanakkale and Southern Marmara Region.

In our port, only the packaged dangerous goods within the scope of the IMDG Code, among the IMO regulations, are transited within the scope of packaged, bulk and tank transportation. Liquid bulk cargoes (IBC Code) and solid bulk cargoes (IMSBC Code) are not handled. Loads within the scope of the IMDG Code include all classes except Class 7.

SAFE HANDLING OPERATION PROCEDURE OF VEHICLES AND TANKERS CARRYING DANGEROUS LOADS:

1.0 Purpose

The purpose of this procedure is to describe the process of loading and unloading the vehicles and tankers carrying dangerous goods coming from the road from the pier area to the ferry and to prevent Occupational and Environmental accidents where Dangerous Goods may be involved.

2.0 Scope

It covers the transit operation of vehicles and tankers carrying dangerous goods in all pier and terminal activities.

3.0 Responsibilities

Piers Operations Manager, Pier Operations Supervisor, Ship's Captain and Scaffolding Operations Manager, Pier Operations Supervisor and Ship's Captain It includes Pier Chief Personnel, Pier Personnel and third parties who will take part in handling, whose Second Captain has received relevant training.

4.0 Application

4.1 Acceptance of Vehicles and Tankers Carrying Dangerous Goods to the Pier Area and Loading them on the Ferry

4.1.1 Vehicles and tankers carrying Dangerous Goods arrive at the Pier Area at the earliest one hour before the scheduled special voyage time.

4.1.2 The Transport Units are checked by the trained Pier Personnel outside the pier within the framework of the control form according to the requirements of the IMDG Code. Density of the area outside the pier etc. In case it is not suitable for reasons, controls are completed in the area reserved for control at the pier site. Since our voyages can be described as the continuation of road transport, the transit of transport units in accordance with ADR rules is also allowed. The following are the points to be checked;

4.1.2.1 Freight shipping documents

4.1.2.2 Checking the conformity of the declared cargo

4.1.2.3 Whether the packages of dangerous goods are suitable

4.1.2.4 Whether packages are properly marked for packaged cargoes

4.1.2.5 Whether orange plates and Hazard Warning Signs are appropriate in tank transportation
4.1.2.6 Control of the number and quality of Fire Fighting Devices required in the transport unit
4.1.2.7 Control of General and Personal Protective Equipment that should be in the transport unit
4.1.3 In case of any deficiencies detected, the situation is reported to the Pier Operations Chief by the Pier Chief Personnel, and action is taken according to the instruction to be received.
4.1.4 At the piers with a sufficient width of the pier area, the transport units whose control has been completed pass and wait in the "Vehicle Carrying Dangerous Goods and Tanker Waiting Area" reserved for them.
4.1.5 The order of entry to the ferry is made according to the stowage plan to be prepared by the Captain. The basis for the stowage plan is IMDG Code Ref: 7.2.4 “Separation Table” and Ref: 7.5.3.2 “Table for separation of cargo transport units on the deck of Ro-ro ships” and DGL columns 16A and 16B when necessary.
4.2 Discharge of Dangerous Goods Vehicles and Tankers from Ferryboat
4.2.1 Following the berthing of the loaded ferry in accordance with the pier, the evacuation activity is initiated in accordance with the Captain's Staging Plan, with the transport units carrying the same class of goods.
4.2.2 All transport units leaving the ferry leave the pier area without waiting.
4.3 Information for Operation and Emergency Purposes
4.3.1 Operations officers take the necessary safety measures at the Pier area before the SPECIAL EXHIBITION to be made. These; measures to be taken against fire, measures to be taken against leakage and spillage, and measures to be taken for environmental protection.
4.3.2 Operations officers know which class the transport units to be loaded on the ferry belong to according to the IMDG Code.
4.3.3 They have information about the dangers of the loads carried in the Transport Units. For this purpose, the Safety Data Sheet (SDS) (SDS) of the transport to be made is requested from the driver making the transport.
4.3.4 In case of spillage or leakage of the dangerous substance to be transported, the intervention methods and the equipment required for safe transportation are kept ready at the pier site.
4.3.5 Contact information of Fire Brigade, Police or AFAD units that will be asked for help in case of possible accident or emergency are kept in visible places of the pier area.
4.3.6 During the operation carried out regarding the vehicles and tankers carrying dangerous goods, unauthorized persons will not be allowed to enter the pier area and take passengers to the ferry, and the responsibility rests with the Pier Chief Personnel.
4.3.7 If there is a problem in the containment of dangerous goods, it is ensured that the necessary steps are taken to minimize the existing risks for people and their negative effects on the environment.
4.3.8 The packages and packages to be used in the transport of cargo transport units will be produced and certified in accordance with the nature of the dangerous substance, within the scope of IMDG Code Chapter 6 provisions.
4.3.9 Fumigated and/or cargo transport units containing toxic gas are stacked in such a way that their covers cannot be opened uncontrollably. It is obligatory to mark in accordance with the IMDG Code 5.5.2.3.2 rule. Transport units that do not comply with this requirement will not be allowed into the pier area.
4.3.10 Cargo transport units, where temperature-controlled dangerous goods are transported, are temporarily kept at the pier area by taking necessary precautions. The temperature values of the aforementioned cargo transport units are constantly observed and monitored by the camera system. If

the load carrying units carrying the polymerizing agents are offered for transport with a self-accelerating polymerization temperature (SAPT) of 45 °C or below, their temperature is constantly kept under control.

4.3.11 There is no enclosed area for packages containing dangerous substances of Class 4.3 which, in contact with water, emit flammable gas, and for cargo transport units containing such packages. If the containers containing Class 4.3 cargo are not affected by plain rain, sea water and similar factors, they can be stacked at the pier site by considering the segregation rules. It is not allowed to be handled under other conditions and to enter the port facility.

5.0 Related Documents and Records

5.1 Ships must have Seaworthiness reports. Ships carrying dangerous goods must also have on board a list, manifest or detailed stowage plan detailing the dangerous cargo and its location on board. An example is found in IMO FAL form 7. In the stowage plan, it is stated in which class the substances to be transported are included in the scope of the IMDG Code and whether they are marine pollutants. (This information can be obtained from the transport document). The information and documents required to be included in the detailed stowage plan are as follows:

5.1.1 Transport Document of the transport unit of the dangerous substance, Multi-Mode Dangerous Goods Transport Form (IMDG Code 5.4.5) or Container/vehicle Packaging Certificate (IMDG Code 5.4.2)

5.1.2 Written Instruction for carriage within the scope of ADR (ADR 5.4.3)

5.1.3 Driver Training certificate under ADR (SRC5)

5.1.4 Hazardous materials and hazardous waste compulsory liability insurance

5.1.5 ADR Vehicle Conformity certificate for road tankers

5.1.6 Transport permit letter issued by the Ministry of Interior and the Ministry of Energy and Natural Resources, respectively, for transport units carrying explosive or radioactive materials

5.1.7 Transport units with missing or incorrect documents, which should be included in the stowage plan, are not stacked on the pier and on the ship without the approval of the administration.

5.1.8 The control of the documents subject to the stowage plan is under the responsibility of the chief of operations at the pier site, and the responsibility on the ship is the master.

5.1.9 At the same time, the Regulation on the Ports, dated October 31, 2012, numbered 28453, Tuesday, March 3, 2015, the Regulation on the Transport of Dangerous Goods by Sea, numbered 29284, Friday, January 22, 2016, within the scope of the International Code Regarding Dangerous Goods Transported by Sea, No. 29601, Training and It is based on the Authorization Regulation.

2. RESPONSIBILITIES

2.1.1 General responsibilities

The general responsibilities of all parties involved in the transport of dangerous goods are as follows:

a) They are obliged to take all necessary measures to make the transportation safe, secure and harmless to the environment, to prevent accidents and to reduce the damage as much as possible when an accident occurs.

b) In emergency situations such as fire, leakage, spillage that occur during the transportation of dangerous loads, they benefit from the EmS Guide, which includes Emergency Response Methods and Emergency Schedules for Ships Carrying Dangerous Goods.

c) They benefit from the Medical First Aid Guide (MFAG) in the IMDG Code annex in order to provide the necessary medical first aid for the people affected by the damages of the dangerous goods and the health problems caused by the accidents involving these cargoes.
d)) No passengers are carried on the ships allocated for special voyages carrying dangerous goods.

2.1.2 Shipper's Responsibilities

a) He or she prepares and has the mandatory documents, information and documents related to dangerous goods prepared and ensures that these documents are present with the cargo during the transportation activity.
b) Provides classification, packaging, marking, labeling and placarding of dangerous goods in accordance with their type.
c) He or she ensures that dangerous goods are loaded, stacked and securely fastened to approved packaging and cargo transport units in accordance with the rules and safely.
ç) Vehicles and tankers will arrive at the port at the safest places determined by the governorship, at the latest fifteen minutes before the ship's departure time, and move to be stacked on the ship for transit.

2.1.3 Responsibilities of the carrier

The responsibilities of the carrier are as follows:
a) Requests the mandatory documents, information and documents related to dangerous goods from the cargo person and ensures that they are present with the cargo during the transportation activity.
b) Controls the compliance of dangerous goods classified, packaged, marked, labeled and placarded by the cargo person with the legislation.
c) Controls that the dangerous goods are packed in accordance with the rules by using approved packaging and cargo transport units, they are safely loaded and securely fastened to the cargo transport unit.

2.3 The responsibilities of shore port operator are as given below.

a) Do not berth the ships carrying dangerous goods without the permission of the port authority.
b) Provides written information within the scope of facility rules, cargo handling rules and relevant legislation to the ship that will dock at its facility.
c) It does not handle dangerous goods for which it has not received a handling permit from the Administration, and it does not make the ships that will berth suffer by planning in this context.
ç) Requests the mandatory documents, information and documents related to dangerous goods from the cargo person and ensures that they are found with the cargo. If the relevant documents, information and documents cannot be provided by the cargo person, it is not obliged to accept or handle the dangerous cargo at its facility.
d) It carries out the loading or unloading operation according to the agreement to be reached by sharing all the data that may be required according to the characteristics of the cargo with the ship's person. The ship does not make any changes in the operation without the knowledge of the person concerned.
e) It determines the working limits by taking into account the safe working capacity of the facility and the weather forecasts, takes the necessary measures for the ship to be safely moored at the pier and for handling.
f) Controls the transport documents containing information that the dangerous goods coming to the facility are classified, packaged, marked, labeled, plated and loaded safely to the cargo transport unit.

g) It ensures that the personnel involved in the handling of dangerous goods and the planning of this handling are certified by receiving the necessary training, and does not assign the personnel who do not have the documents in these operations.
ğ) It ensures that the dangerous goods handling equipment in its facility is in working condition and that the relevant personnel are trained and documented regarding the use of these equipment.
h) By taking occupational safety measures at the coastal facility, it ensures that the personnel use personal protective equipment suitable for the physical and chemical characteristics of the dangerous cargo.
ı) Performs activities related to dangerous cargoes at piers, piers and warehouses established in accordance with these works.
i) Equips the piers and piers reserved for ships that will load or unload dangerous liquid bulk cargoes with appropriate installations and equipment for this work.
j) Keeps an up-to-date list of all dangerous cargoes on the ships berthed and in the closed and open areas of the facility and gives this information to the relevant parties upon request.
k) It notifies the port authority of the instant risk posed by the dangerous goods it handles or temporarily stores in its facility and the measures it takes for it.
l) Notifies the port authority of the accidents related to dangerous goods, including the accidents at the entrance to the closed areas.
m) Provides the necessary support and cooperation in the controls and inspections carried out by the Administration and the port authority.
n) It ensures that Class 1 (Class 1 Compatibility Group 1.4 S), Class 6.2 and Class 7 dangerous goods that are not allowed to be temporarily stored are transported out of the coastal facility as soon as possible, without waiting, and applies to the Administration for permission in cases where it is necessary to wait.
o) Temporarily stores the cargo transport units in which dangerous goods are transported in accordance with the separation and stacking rules, and takes fire, environment and other safety measures in accordance with the class of the dangerous cargo in the storage area. It keeps fire extinguishing systems and first aid units ready for use at any time in the areas where dangerous goods are handled and makes the necessary controls periodically.
ö) Gets permission from the port authority before the hot working works and operations to be carried out in the areas where dangerous goods are handled and temporarily stored.
p) Prepares an emergency evacuation plan for the evacuation of ships from coastal facilities in case of emergency and submits it to the port authority and informs the relevant people about the plan approved by the port authority.

2.1.3 The responsibilities of Ship Master are as given below:

a) It ensures that the cargo to be carried by the ship is documented as suitable for transportation and that the cargo holds, cargo tanks and cargo handling equipment are suitable for cargo transportation.
b) Requests all mandatory documents, information and documents related to dangerous goods from the cargo person and ensures that they are present with the cargo during the transportation activity.
c) It ensures that the documents, information and documents required to be found on the ship regarding dangerous goods within the scope of legislation and international conventions are appropriate and up-to-date.
ç) Controls the transport documents containing information that the cargo transport units loaded on the ship are appropriately marked, plated and loaded safely.
d) Informs the relevant ship personnel on the risks of dangerous cargoes, safety procedures, safety and emergency measures, intervention methods and similar issues.

e) Keeps the current lists of all dangerous goods on board and declares them to the relevant parties upon request.
f) Ensures that the loading program, if any, is approved and documented and kept in working condition.
g) Notifies the port authority and the coastal facility about the instantaneous risk posed by the dangerous cargoes on the ship berthing to the coastal facility and the measures taken for it.
ğ) In case of leakage in the dangerous cargo or if there is such a possibility, it will not accept the dangerous cargo to be transported.
h) Notifies the port authority of the dangerous cargo accidents that occur on his ship while navigating or at the coastal facility.
ı) Provides the necessary support and cooperation in the controls and inspections carried out by the Administration and the port authority.
i) It does not accept to carry dangerous goods that are not included in the ship certificates issued by the relevant institutions and organizations.
j) It ensures that the people of the ship involved in the handling of dangerous goods use personal protective equipment suitable for the physical and chemical characteristics of the cargo during handling.
k) It provides the requirements regarding the loading safety of the loads loaded on its ships.

3. RULES TO BE FOLLOWED/APPLIED AND MEASURES TO BE TAKEN BY PORT FACILITY

3.1 HANDLING SAFETY

3.1.1 The provisions of the BLU Code and BLU Manual, the Code of Safe Practice for Cargo Stowage and Security (CSS Code), the Code of Practice for the Packing of Cargo Transport Units (CTU Code) and the Code of Safe Practice for Ships Carrying Timber Cargo on Deck (TDC Code) are complied with in order to ensure the safe loading of cargoes on board.

3.1.2 Stowage of cargoes is carried out in accordance with the relevant legislation and international conventions to which we are a party.

3.1.3 The ship cannot be loaded more than the loading limit, taking into account the loading limit mark. If such a situation is detected by the Port Authority, the ship is not allowed to sail and administrative action is taken against the shipowner within the scope of Article 22.

3.1.4 In adverse meteorological and oceanographic conditions which may affect the cargo handling operation, the handling operation should be stopped by the master until conditions improve.

3.1.5 All cargoes, cargo units and cargo transport units, except solid and liquid bulk cargoes, are loaded, stowed and secured in accordance with the Cargo Securing Manual approved by the Administration or authorized classification societies on behalf of the Administration in accordance with SOLAS Chapter VI Section A Rule 5.6 in order to ensure that the safety measures related to the loading, stowage, segregation, handling, transportation and discharge of cargoes are fully implemented and maintained.

3.2 **Cargoes covered by the IMDG Code**

3.2.1 Substances and objects prohibited for transportation in IMDG Code cannot be transported by sea.
3.2.2 Parties involved in the transport of dangerous cargoes transported in packages should take appropriate measures in accordance with this Regulation and the provisions of the IMDG Code, taking into account the nature and extent of foreseeable risks in order to prevent damage and injury and minimize their impact.
3.2.3 In the carriage of dangerous cargoes by sea, it is compulsory to use the packages defined in Chapter 6 of the IMDG Code and tested and UN certified by organizations authorized by the Ministry or the competent authority of a country party to SOLAS.
3.2.4 The Container/Vehicle Packaging Certificate in IMDG Code Rule 5.4.2 is filled and signed by the persons loading the dangerous cargoes into the cargo transport unit (except tank container). These persons receive the relevant training in IMDG Code Rule 1.3. The Container/Vehicle Packing Certificate is submitted to the port before the cargo arrives at the port or upon entry with the cargo. A copy of this certificate is placed on the inside wall of the container right door.
3.2.5 Documents specified in IMDG Code Rules 5.4.3, 5.4.4 and 5.4.5 should be kept on every ship carrying dangerous cargoes in packaged form.
3.2.6 In accordance with SOLAS Chapter II-2 Section G Rule 19.4, a Certificate of Compliance issued by the competent authority should be kept on board to prove that the ships are of suitable structure and equipment to carry dangerous cargoes. Except for dangerous solid bulk cargoes, no certificate is required for IMDG Code Class 6.2, Class 7 and dangerous cargoes that can be transported in limited quantities.

3.3 Control of DANGEROUS Loads coming to Port Site:

The Support Services Department shall conduct the controls given below for DANGEROUS loads coming to the port site via land route.
The matters to be checked are:
a- Load shipment certificates;
The documents and certificates for safe transportation of DANGEROUS loads must be checked.
b- The compliance of load coming to the port and load shipment certificates and compliance of declarated and real load amounts;
c- The safe and suitable packaging;
- The physical status, durability or package integrity of vehicles carrying DANGEROUS loads must be checked against visible damages by external examination.
d- Compliance of packages and all labels/signs and marks of external load containers or vehicles to rules;
- The packages, unit loads and cargo transport units shall be examined to checka dn validate that the same are packed, marked, labeled or placarded according to valid national and international standards for transportation method and IMDG Code; the unnecessary labels, placards and signs are removed and the cargo transport units were loaded and stabilized according to IMO/ILO UN ECE Guideline regarding Packing of Cargo Transport Units.
In case that there is an inconsistency between the DANGEROUS cargo information and the cargo arriving at the port, the cargo shall be reported to the related parties.

The Port Authority shall be informed regarding inconsistency between the declared cargo and the cargo arriving at the port.

4. CLASSIFICATION, TRANSPORTATION, SHIPMENT, STOWAGE, HANDLING; SEGREGATİON, STOCKPILING AND STORAGING OF DANGEROUS GOODS

4.1 CLASSES OF DANGEROUS GOODS:

IMDG Code separates the dangerous goods into nine severe risk classes from 1 to 9.
The dangerous goods are separated into 9 categories depending on their damages. These are named as 'class'.

Five of these classes (Class 1, 2, 4, 5 and 6) were subjected to sub-sections or sub-classes. The dangerous goods of Class 3, 7, 8 and 9 were not separated into sub-classes. The classification under nine headings were conducted by criteria determined by United Nations (hereinafter shall be referred to as "UN"). The same classification system is used by all transportation modes such as land, air and sea.

Class 1: Explosives
Class 2: Gases
Class 3: Flammable Liquids
Class 4.1: Flammable Solids, Self-reacting substances and desensibized solid explosives, polymerized goods
Class 4.2: Spontaneously combustible goods
Class 4.3: Goods which emit flammable gases when in contact with water
Class 5.1: Oxidizing materials
Class 5.2: Organic peroxides
Class 6.1: Toxic goods
Class 6.2 Infecious goods
Class 7: Radioactive goods
Class 8: Corrosive goods
Class 9: Miscellaneous dangerous goods and objects

4.2 PACKAGING GROUPS OF dangerous LOADS:

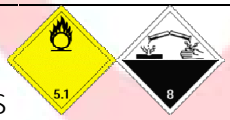
The dangerous goods were separated into three "packaging groups" depending on the degree of hazard of all classes other than goods of Class 1, 2, 5.2, 6.2, 7 and self-reacting goods given in Class 4.1.

The Packaging Groups for Class 3, 4, 5, 6.1, 8 and 9:

- Group I Package: High Hazard Level
- Group II Package: Medium Hazard Level
- Group III Package: Low Hazard Level

4.3 DANGEROUS GOODS CLASSES

Sınıf 1 – Patlayıcı	Class 1 – Explosive Substances and Objects
ASIL TEHLİKE	PRIMARY HAZARD
*: Patlayıcı maddeler …  	* Explosive Substances: Solid or liquids (or agent mixtures) which may create gases as a result of chemical reactions at a speed and temperature which may damage the environment. * Pyrotechnical Substances: Substances or agent mixtures designed to cause heat, light, noise, gas or smoke or a mixture of this as a result of exothermic chemical reactions as non-explosive and not self-sufficient. * Explosive Objects: Objectives including more or more explove or pyrotechnical agent. * Objects and substances not given above and produced to create a practical or pyrotechnical effect by explosion.
İLAVE TEHLİKE	ADDITIONAL HAZARDS 
Sınıflandırma	Classification
Alt Gruplar:	Sub-Groups: 1.1, 1.2, 1.3, 1.4, 1.5, 1.6
Uyumluluk Grupları:	Compliance Groups: A,B,C,D,E,F,G,H,J,K,L,N,S
Taşıma işlemleri için…	The permit of Ministry of Internal Affairs are required for transportation processes.

Sınıf 2 – Gazlar	Class 2 – Gases
ASIL TEHLİKE	PRIMARY HAZARD
* Etiket Model No… 	* Label Model No. 2.1: Flammable Gases * Label Model No. 2.2: Non-Flammable/Non-Toxic Gases * Label Model No. 2.3: Toxic Gases
İLAVE TEHLİKE	ADDITIONAL HAZARDS 
Sınıflandırma	Classification
Alt Gruplar:	Sub-Groups:
	1. Compressed gas 2. Liquidified gas 3. Refgigirated liquidified gas 4. Dissolved gas 5. Small, gas including (gas cartridge), aerosol dispensers

	6. Objects with pressurized gas 7. Non-pressurized gases subject to special obligations (gas samples) 8. Cemicals under pressure 9. Adsorbed gases

Sınıf 3 – Alevlenir Sıvılar	Class 3 – Flammable Liquids
ASIL TEHLİKE	PRIMARY HAZARD
* Parlama noktası… 	* The liquids with flash point lower than 60°C. * The liquids carried in environments at temperatures same or higher than the flash point of 60°C with flash points higher than 60°C. * Liquid explosives with lowered sensitivity
İLAVE TEHLİKE	ADDITIONAL HAZARDS 
Sınıflandırma	Classification
Alevlenir, sıvılar	Flammable liquids Flammable toxic liquids Flammable corrosive liquids Flammable, toxic and corrosive liquids Liquid explosives with lowered sensitivity
* Parlama noktası riski	* If the hazard level increases as flash point decreases.

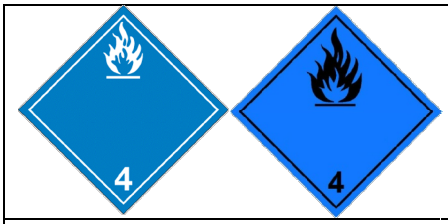
Packing group	Flash point (closed cup)	Initial boiling point
I	--	≤ 35°C
II [a]	< 23°C	> 35°C
III [a]	≥ 23°C ≤ 60°C	> 35°C

Sınıf 4.1 – …	Class 4.1. – Flammable Solids, Self-Reactive sustances and Desentisized explosives, Polymerizing substances
ASIL TEHLİKE	PRIMARY HAZARD
* Çabuk tutuşabilir… 	* Flammable solid substances and objects * Self-reactive solids or liquids * Solid explosives with lowered sensitivity * Substances related with self-reacting substances

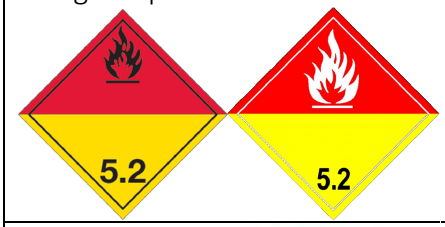
İLAVE TEHLİKE	ADDITIONAL HAZARDS 
Sınıflandırma	Classification
Alevlenir katılar	Flammable solids Flammable toxic solids Solid explosives with lowered sensitivity Toxic solid explosives with lowered sensitivity Self-reacting substances Oxidizing flammable solids Corrosive flammable solids
* Kendiliğinden…	* The self-reacting substances must be carried with temperature control.
Acil Durum Sıcaklığı	Emergency Temperature
Kontrol Sıcaklığı	Control Temperature

Sınıf 4.2 – …	Class 4.2. – Self-Combustible substances
ASIL TEHLİKE	PRIMARY HAZARD
* Piroforik… 	* Pyrophoric substances, mixtures and solutions; substances which combust in five minutes when in contact with air even in small amounts * Self-heating substances and objects; substances which heat with no energy source when in contact with air
İLAVE TEHLİKE	ADDITIONAL HAZARDS 
Sınıflandırma	Classification
Kendilinden yanmaya yatkın…	Self-combustible substances; combusting with contact with water and emitting gasses Self-combustible substances; oxidizing Self-combustible substances; toxic Self-combustible substances; corrosive

Sınıf 4.3 – …	Class 4.3 – Sustances which Emitting Gases in Contact with Water
ASIL TEHLİKE	PRIMARY HAZARD
* Su ile reaksiyona girerek…	* Substances emitting flammable gases or similar

	substances to create explosive mixtures with air after reacting with water.
İLAVE TEHLİKE	ADDITIONAL HAZARDS 
Sınıflandırma	Classification
Su ile temas…	Substances emitting flammable gases when in contact with water, liquid, flammable Substances emitting flammable gases when in contact with water, solid, self-heating Substances emitting flammable gases when in contact with water, oxidizing, solid Substances emitting flammable gases when in contact with water, toxic Substances emitting flammable gases when in contact with water, corrosive Substances emitting flammable gases when in contact with water, flammable, corrosive

Sınıf 5.1 – …	Class 5.1 – Oxidizing substances
ASIL TEHLİKE	PRIMARY HAZARD
* Kendilerinin alevlenir… 	* Substances causing or contributing to combustion of other materials by emitting oxygen when self-combustion is not required.
İLAVE TEHLİKE	ADDITIONAL HAZARDS 
Sınıflandırma	Classification
Yükseltgen maddeler…	Oxidizing substances, solid, flammable Oxidizing substances, solid, self-heating Oxidizing substances, solids emitting flammable gases when in contact with water Oxidizing substances, toxic Oxidizing substances, corrosive Oxidizing substances, toxic, corrosive

Sınıf 5.2 – …	Class 5.2 – Organic Peroxides
ASIL TEHLİKE	PRIMARY HAZARD
* Organik peroksitler… 	* Organic peroxides and organic peroxide formulations.
İLAVE TEHLİKE	ADDITIONAL HAZARDS 
Sınıflandırma	Classification
Organik peroksitler…	Organic peroxides, requiring no heat control Organic peroxides, requiring heat control
* Organik peroksitlerin…	* Organic peroxides must be carried with temperature control.
Acil Durum Sıcaklığı	Emergency Temperature
Kontrol Sıcaklığı	Control Temperature

Sınıf 6.1 – …	Class 6.1 – Toxic Substances
ASIL TEHLİKE	PRIMARY HAZARD
* Oldukça küçük… 	Substances: * Harmful or deadly for human health with a single or short-term impact in very small amounts * With respiration * With skin absorption * Effective by digestion
İLAVE TEHLİKE	ADDITIONAL HAZARDS  
Sınıflandırma	Classification
Zehirli maddeler…	Toxic substances, self-heating solids Toxic substances, emitting flammable gases when

	in contact with water Toxic substances, oxidizing Toxic substances, corrosive Toxic substances, flammable, corrosive Toxic substances, flammable, emitting gases when in contact with water

Sınıf 6.2 – …	Class 6.2 – İnfectious Substances
ASIL TEHLİKE	PRIMARY HAZARD
* ADR… 	* Pursuant to ADR purposes, the infectious substances are substances known or expected to include pathogens. The pathogens are defined as microorganisms and other substances defined as prions which may cause diseases in people and animals.
İLAVE TEHLİKE	ADDITIONAL HAZARDS 
Sınıflandırma	Classification
İnsanları etkileyen…	İnfectious substances affecting humans, İnfectious substances affecting animals, Clinic waste materials, Biological substances.

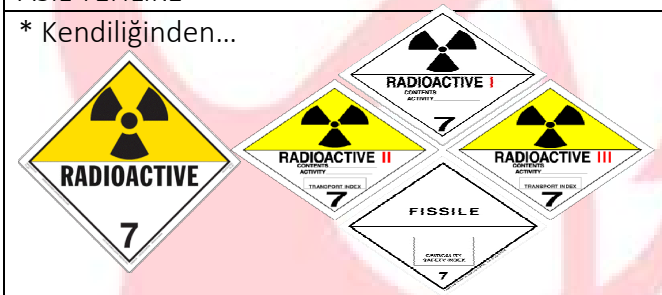
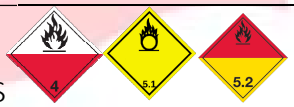
Sınıf 7 – …	Class 7 – Radioactive Substances
ASIL TEHLİKE	PRIMARY HAZARD
* Kendiliğinden… 	* Radioactive substances which self-radiate. The radation is hazardous for human life and may cause death.
İLAVE TEHLİKE	ADDITIONAL HAZARDS 

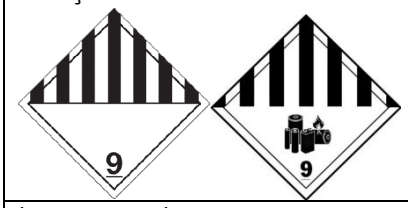
Table 5.1.5.3.4: Categories of packages, overpacks and containers

Conditions		
Transport index	**Maximum radiation level at any point on external surface**	**Category**
0[a]	Not more than 0.005 mSv/h	I-WHITE
More than 0 but not more than 1[a]	More than 0.005 mSv/h but not more than 0.5 mSv/h	II-YELLOW
More than 1 but not more than 10	More than 0.5 mSv/h but not more than 2 mSv/h	III-YELLOW
More than 10	More than 2 mSv/h but not more than 10 mSv/h	III-YELLOW [b]

[a] *If the measured TI is not greater than 0.05, the value quoted may be zero in accordance with 5.1.5.3.1 (c).*

[b] *Shall also be carried under exclusive use except for containers (see Table D in 7.5.11 CV33 (3.3)).*

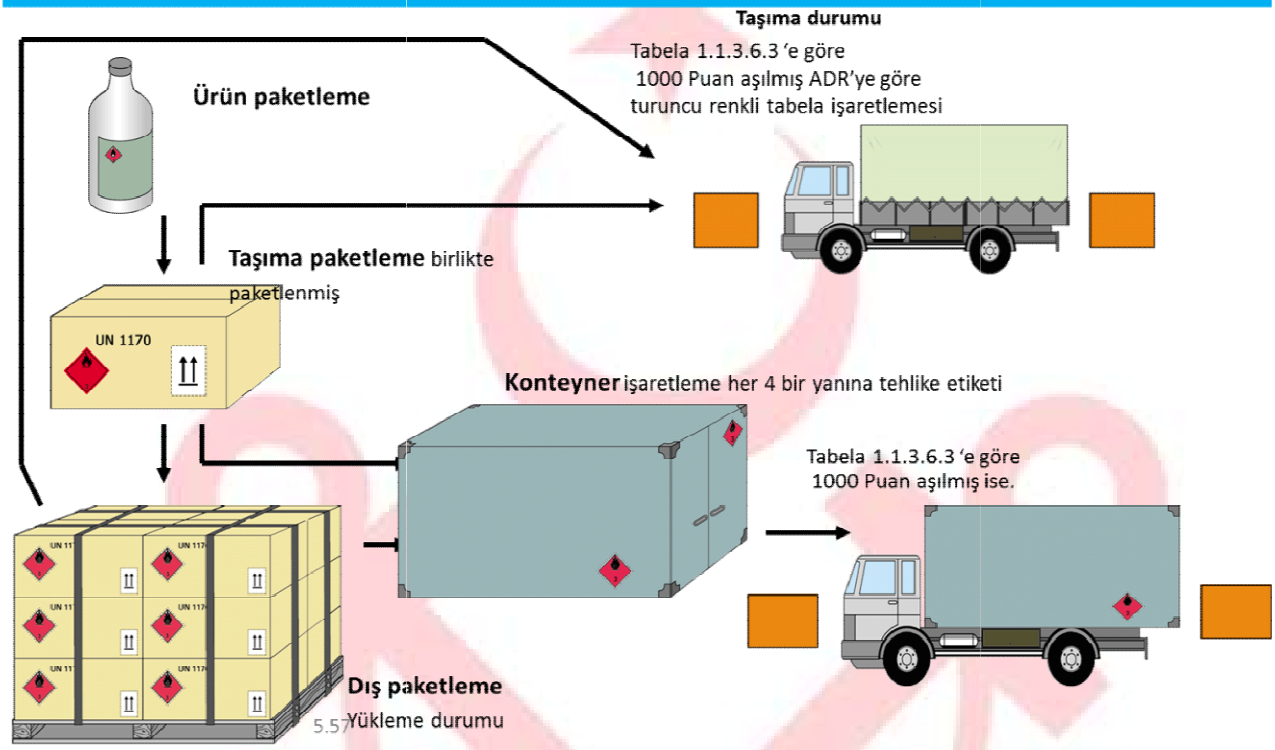
Sınıf 8 – …	Class 8 – Corrosive Substances
ASIL TEHLİKE	PRIMARY HAZARD
* Temas halinde… 	* Harming the epithelium tissues of mucous membranes and skin by contact or damaging other substances or transportation vehicles in case of leakage.
İLAVE TEHLİKE	ADDITIONAL HAZARDS  
Sınıflandırma	Classification
Aşındırıcı…	Corrosive, flammable Corrosive, self-combustible Corrosive, emitting flammable gases when in contact with water Corrosive, oxidizing Corrosive, toxic Corrosive, flammable liquid, toxic Corrosive, oxidizing, toxic

Sınıf 9 – …	Class 9 – Miscellaneous Dangerous Substances and articles
ASIL TEHLİKE	PRIMARY HAZARD
* Taşıma sırasında… 	* Dangerous substances and objects not included in other classes during transportation.
İLAVE TEHLİKE	ADDITIONAL HAZARDS 
Sınıflandırma	Classification
İnce toz…	Substances which may cause harm when inhaled as fine dust, Substances and tools which may cause dioxins in case of fire, Flammable, steam emitting substances Lithium batteries, Lifeguard tools and equipment, Environmentally dangerous goods, Genetically modified microorganisms and organisms, Increased temperature substances, Dangerous substances during transportation with no other given class

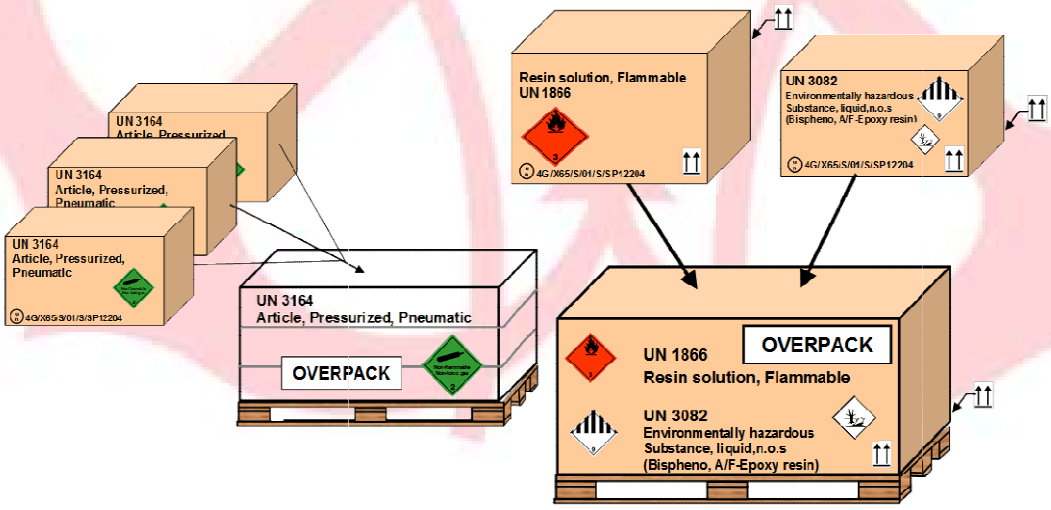
4.2 LABELS/PLATES OF DANGEROUS LOADS ON TRANSPORTATION:

BİR TAŞIMACILIKDA MÜMKÜN OLAN İŞARETLEME (BAKIŞ)

Bir araç yada Konteynerde birlikte paketleme yöntemi



Overpack – Dış Ambalaj



4.3 Placards, plates, brands and labels for Dangerous Goods:

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

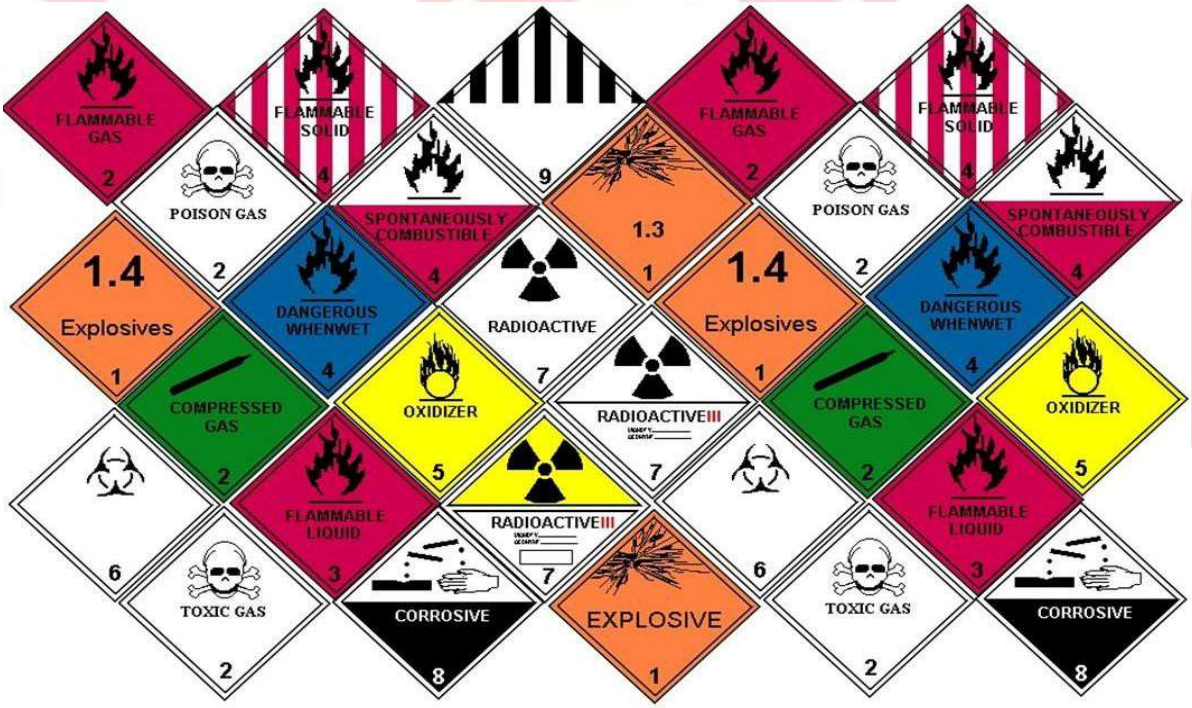
Hazard Warning Plate/Label:

1-CTU (container, etc.) and when used in vehicles as 25 cm x 25 cm.
2-When used in packages as 10 cm x 10 cm

Orange Plate

1- The dimensions will be 40 cm x 30 cm when put on transportation vehicle for example, a tanker,
2- The dimensions will be 25 cm x 25 cm on containers and Load Transportation Units.

Labels of the dangerous classes



4.4 Signs of Dangerous Goods and Packing Groups:

Dangerous goods belonging to all classes except the self-reactive ones in class 1, 2, 5.2,6.2 and 7 and class 4.1 are divided into three "packaging groups" according to the degree of danger they represent.

Packing Groups for Class 3, Class 4, Class 5, Class 6.1, Class 8, Class 9:

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

4.5 Segregation Tables at the ship and shore facility according to the Classes of Dangerous Goods:

The segregation table to be considered in the handling of dangerous goods in the port area is given below. The following charts will be applied to apply the segregation rules for the warehouses and open areas of dangerous goods. (No storage, temporary storage, stacking, segregation, temporary stacking, etc. operations can be performed on the pier site. However, the segregation table is attached for information purposes.)

SEGREGATION TABLE FOR PORT SITES

		2.1	2.2	2.3	3	4.1	4.2	4.3	5.1	5.2	6.1	8	9
Flammable Gases	2.1	0	0	0	S	A	S	0	S	S	0	A	0
Flammable and Non-toxic Gases	2.2	0	0	0	A	0	A	0	0	A	0	0	0
Toxic Gases	2.3	0	0	0	S	0	S	0	0	S	0	0	0
Flammable Liquids	3	S	A	S	0	0	S	A	S	S	0	0	0

Flammable Solids	4.1	A	0	0	0	0	A	0	A	S	0	A	0
Self Flammable Solids	4.2	S	A	S	S	A	A	A	S	S	A	A	0
Solids Producing Flammable Gases in Contact with Water	4.3	0	0	0	A	0	A	0	S	S	0	A	0
Oxidizing Substances	5.1	S	0	0	S	A	S	S	0	S	A	S	0
Organic Peroxides	5.2	S	A	S	S	S	S	S	S	0	A	S	0
Toxic Substances	6.1	0	0	0	0	0	A	0	A	A	0	0	0
Corrosive Substances	8	A	0	0	0	A	A	A	S	S	0	0	0
Miscallenous DANGEROUS Substances and Objects	9	0	0	0	0	0	0	0	0	0	0	0	0

0	No Separation Required
A	Keep it away from … (> 3 meter or no separation)
S	Keep it away from … (outdoors > 6 meters; in warehouse > 12 meters or outdoors > 3 meters; in warehouse > 6 meters)

General Principles for Separation of DANGEROUS Substances at the Port Site

a) Since the handling facilities at each terminal or pier is different for DANGEROUS loads of Class 1 (excluding Section 1.4S), 6.2 and 7, this must be subject to special rules for each port.
b) All DANGEROUS loads delivered to the port site shall be marked, certified, packaged, labeled or placarted according to IMDG Code.
c) The separation of DANGEROUS loads must be as given below according to Section 7.2 of IMDG Code:

Explanations of Separation Table for Port Sites:

1.1- The meanings of O, S and A in separation table for port site for packages/IBCs/trailers/level shelves or platform containers:

- 0 = No separation is required unless foreseen by special plans
- A = Keep it away from …– At least 3 meters separation required
- S = Keep it away from …– At least 6 meters separation in open areas unless separated by approved security wall and at least 12 meters separation in warehouses

1.2- The meanings of O, S and A in separation table for port site for enclosed containers/transportable tanks/enclosed land vehicles:

- 0 = No separation is required
- A = Keep it away from …– No separation is required
- S = Keep it away from …– At least 3 meters separation in open areas unless separated by approved security wall lengthwise and sidewards and at least 6 meters separation in warehouses lengthwise and sidewards

1.3- The meanings of O, S and A in separation table for port site for Open Land Vehicles/Railroad Cargo Wagons/Topless Containers:

- 0 = No separation is required
- A = Keep it away from …– At least 3 meters separation required
- S = Keep it away from …– At least 6 meters separation in open areas unless separated by approved security wall and at least 12 meters separation in warehouses

d) The port authority's approval must be given for entry to port site of loads of Class 1 (excluding section 1.4S), 6.2 and 7 as direct shipment and delivery purposes. In case that such loads are obliged to be kept temporarily in the port site in unexpected conditions, such loads must be kept in determined areas.

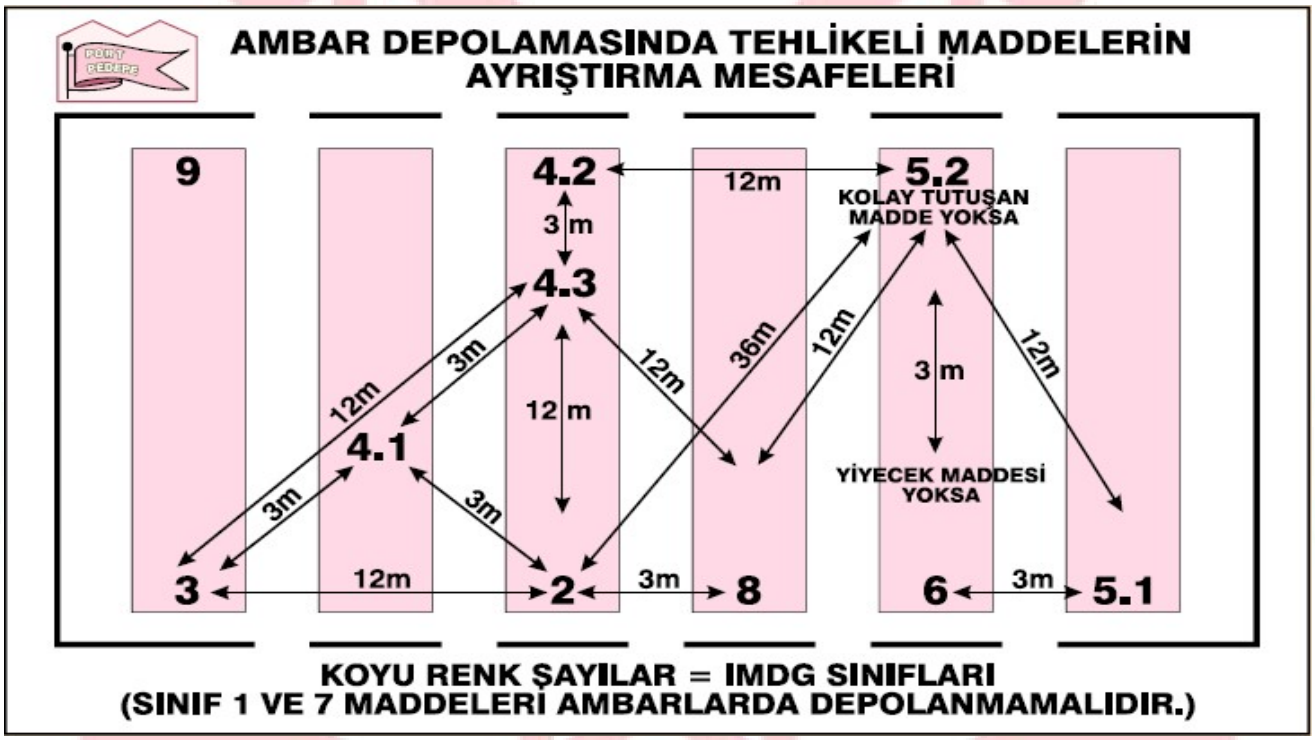
e) The separation requirement for secondary hazard for DANGEROUS loads with secondary hazards must be applied when such secondary hazard is severer than the primary one. The severest separation requirement must be applied for load transportation units with DANGEROUS loads of more than one class.

ı) The DANGEROUS loads carrying toxic labels or placards must be separated from foods and feeds.

i) The separation requirements are valid only for DANGEROUS loads located in storage areas of the port and vehicles.

j) All DANGEROUS loads excluding the special packages must be separated by at least 1 meter to permit access when applicable.

(2) Separation Distances of DANGEROUS Substances in Warehouse Storage



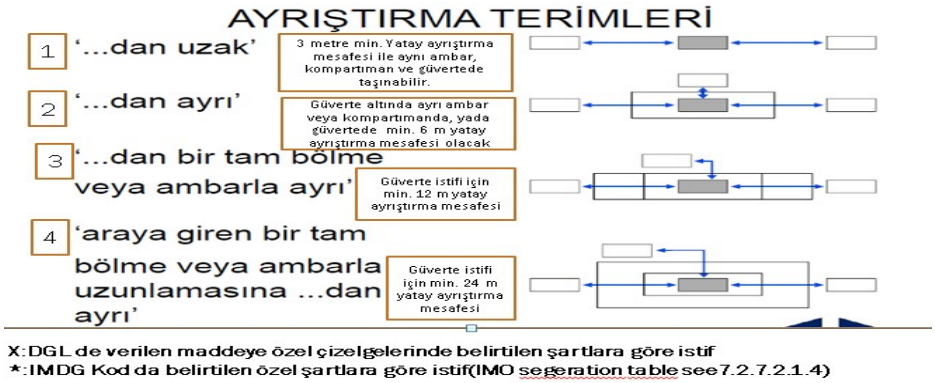
Ambar Depolamasında Tehlikeli Maddelerin Ayrıştırma Mesafeleri	Separation Distances of DANGEROUS Substances in Warehouse Storages
Koyu Renk Sayılar = IMDG SInıfları	Bold Numbers = IMDG Classes

(Sınıf 1 ve 7 Maddeleri Ambarlarda Depolanmamalıdır.)	(The substances of Class 1 and 7 may not be stored in Warehouses.)

(3) General Segregation Table for DANGEROUS Load Classes

This separation table is applied to DANGEROUS loads carried in pallets, barrels, boxes, chests and similar packages.

LABELS	1.1 1.2 1.3	1.3 1.6	1.4	2.1	2.2	2.3	3	4.1	4.2	4.3	5.1	5.2	6.1	6.2	7	8	9
Explosives 1.1, 1.2, 1.5	*	*	*	4	2	2	4	4	4	4	4	4	2	4	2	4	X
Explosives 1.3, 1.6	*	*	*	4	2	2	4	3	3	4	4	4	2	4	2	2	X
Explosives 1.4	*	*	*	2	1	1	2	2	2	2	2	2	X	4	2	2	X
Flammable Gases 2.1	4	4	2	X	X	X	2	1	2	X	2	2	X	4	2	1	X
2.2 Flammable and Non-toxic Gases	2	2	1	X	X	X	1	X	1	X	X	1	X	2	1	X	X
Toxic Gases 2.3	2	2	1	X	X	X	2	X	2	X	X	2	X	2	1	X	X
Flammable Liquids 3	4	4	2	2	1	2	X	X	2	1	2	2	X	3	2	X	X
Flammable Solids 4.1	4	3	2	1	X	X	X	X	1	X	1	2	X	3	2	1	X
4.2 Self Flammable Solids	4	3	2	2	1	2	2	1	X	1	2	2	1	3	2	1	X
Solids Producing Flammable 4.3 Gases in Contact with Water	4	4	2	X	X	X	1	X	1	X	2	2	X	2	2	1	X
Oxidizing Materials 5.1	4	4	2	2	X	X	2	1	2	2	X	2	1	3	1	2	X
Organic Peroxides 5.2	4	4	2	2	1	2	2	2	2	2	2	X	1	3	2	2	X
Toxic Materials 6.1	2	2	X	X	X	X	X	X	1	X	1	1	X	1	X	X	X
Contagious Materials 6.2	4	4	4	4	2	2	3	3	3	2	3	3	1	X	3	3	X
Radioactive Materials 7	2	2	2	2	1	1	2	2	2	2	1	2	X	3	X	2	X
Corrosive Materials 8	4	2	2	1	X	X	X	1	1	1	2	2	X	3	2	X	X
Different DANGEROUS Materials and Objects 9 Harmful Materials to Environment	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X



AYRIŞTIRMA TERİMLERİ	SEPARATION TERMS
1 '...'dan uzak'	1 'Keep it away from ...' – This may be located in the same warehouse, section and deck with 3 meters minimum horizontal separation distance.
2 '...'dan uzak'	2 'Keep it separated from ...' – This may be located in the same warehouse, section and deck with 6 meters minimum horizontal separation distance.
3 '...'dan bir tam bölme veya ambarla ayrı'	3 'Full separation from ... or separated by warehouses' – Minimum 12 meters horizontal separation distance for stockpiling in the deck.
4 'araya giren bir tam bölme veya ambarla uzunlamasına ...'dan ayrı'	4 'a full separation in between or separated from ... lengthwise in warehouse' – Minimum 24 meters horizontal separation distance for stockpiling in the deck.

5. BOOKLET REGARDING DANGEROUS LOADS HANDLED AT THE SHORE FACILITY

5.1 In order to contribute to the safe performance of the said activities, the coastal facilities that carry out dangerous cargo loading/unloading, handling and temporary storage activities; dangerous goods classes, packages, packages, labels, signs and packaging groups of dangerous goods, separation tables on the ship and shore facility according to the classes of dangerous goods, separation distances of dangerous goods in warehouse storage, separation terms, dangerous cargo documents, dangerous goods emergency response action flow diagram, A Dangerous Goods Handbook has been prepared in pocket sizes, containing emergency contact information, emergency equipment locations, instructions for use, and coastal facility rules, and presented to the use of those concerned as in Annex-10.

6. OPERATIONAL CONSIDERATIONS

6.1 Precautions for Berthing, Connecting, Loading/Evacuating, Keeping and Anchoring the Vessels carrying DANGEROUS Substances during day and night

Radio or radar transmitters shall not be used on board, in cranes or other nearby locations, except for VHF transmitters with a power output not exceeding 25 W during the loading or unloading of Class 1

(except Section 1.4) loads and no part of their aerial systems shall not pass through the safety distance of at least 2 meters.
The defective or leaking packages, or packages affected by moisture shall not be accepted for shipment.
Using tools causing flames or sparkles or smoking at shore facilities where the vehicles carrying DANGEROUS loads and load-vehicle deck and points of ferries where such vehicles are located is prohibited.
The masters of vessels carrying DANGEROUS loads shall realize the matters given below before the vessel enters the port area:

- Learn about the legal requirements regarding vessels carrying DANGEROUS loads to the port area and make sure the crew learn too;
- Check the status of vessel, its machines, equipment and tools as required and check for damages and leakage on DANGEROUS loads and their packages as much as possible;
- Inform the port authority in case that there is a deficiency or defect that may cause danger to life, property or environmental safety on the vessel, machine, equipment or tools, or if there is damaged and leaking DANGEROUS loads.

In case that the DANGEROUS loads are on the deck of the vessel or being loaded to or unloaded from the vessel, the persons responsible for loading and unloading shall realize the matters given below (For decks where only the DANGEROUS substances are carried, each person acting during getting on and off the vessel and getting on the vessel via drivers for the vehicles carrying DANGEROUS substances):

a. Act according to warnings and suggestions given by the master or officers of the vessel;
b. Avoid smoking in any place on the vessel other than the place deemed suitable by the master;
c. Avoid and not allow actions causing sparkles or flames on the vessel other than the place deemed suitable by the master;
d. Not conduct any welding process other than the place deemed suitable by the master.

6.2 Procedures regarding Additional Precautions for Loading, Unloading and Limbo Processes of DANGEROUS Substances by Seasons

Radio or radar transmitters shall not be used on board, in cranes or other nearby locations, except for VHF transmitters with a power output not exceeding 25 W during the loading or unloading of Class 1 (except Section 1.4) loads and no part of their aerial systems shall not pass through the safety distance of at least 2 meters in addition to seasonal conditions.
The defective or leaking packages, or packages affected by moisture shall not be accepted for shipment.
Using tools causing flames or sparkles or smoking at shore facilities where the vehicles carrying DANGEROUS loads and load-vehicle deck and points of ferries where such vehicles are located is prohibited.
The masters of vessels carrying DANGEROUS loads shall realize the matters given below before the vessel enters the port area:

- Learn about the legal requirements regarding vessels carrying DANGEROUS loads to the port area and make sure the crew learn too;
- Check the status of vessel, its machines, equipment and tools as required and check for damages and leakage on DANGEROUS loads and their packages as much as possible;
- Inform the port authority in case that there is a deficiency or defect that may cause danger to life, property or environmental safety on the vessel, machine, equipment or tools, or if there is damaged and leaking DANGEROUS loads.

In case that the DANGEROUS loads are on the deck of the vessel or being loaded to or unloaded from the vessel, the persons responsible for loading and unloading shall realize the matters given below (For decks where only the DANGEROUS substances are carried, each person acting during getting on and off the vessel and getting on the vessel via drivers for the vehicles carrying DANGEROUS substances):

a. Act according to warnings and suggestions given by the master or officers of the vessel;
b. Avoid smoking in any place on the vessel other than the place deemed suitable by the master;
c. Avoid and not allow actions causing sparkles or flames on the vessel other than the place deemed suitable by the master;
d. Not conduct any welding process other than the place deemed suitable by the master.

6.3 Procedure for Not Operating Vehicles, Tools or Devices which may cause sparks at Stockpiling and Storage areas and DANGEROUS Load Handling and Keeping the Flammable, Combustible and Explosive Substances away from Substances which cause or may cause sparkles

6.3.1 Hot work is not done during the handling of dangerous goods in our facility, and it is not allowed to be done.

7. DOCUMENTATION, CONTROL AND RECORDS

7.1.1 The following documents related to Hazardous Substances must be kept up-to-date.

IMDG Code International Code of Dangerous Goods Transported by Sea

7.1.2 Documents related to the hazardous substances handled at our port must comply with the IMDG Code and the provisions of other relevant legislations. The safety data sheets of the handled dangerous goods are kept for at least one year.
The aforementioned documents and other relevant documents related to the dangerous goods are kept in our port facility as hard or soft copies. IMDG Code manuals and documents are effectively used in dangerous goods procedures.

to the dangerous goods are kept in our port facility as hard or soft copies. IMDG Code manuals and documents are effectively used in dangerous goods procedures.

7.1.3 Control of Dangerous Goods Shipment Documents and Documents:

For the purpose of confirming whether the dangerous goods entering the facilities and the vehicles carrying dangerous goods are properly identified, classified, certified, packaged, labeled, declared correctly, and safely loaded into the approved and legal packaging, container and cargo transport unit by the Piers Operations Directorate. Dangerous cargo documents are checked.

Dangerous cargo operations are suspended until the nonconformities are resolved.

The documents that should be accompanied by the vehicle / tanker are as follows;
a. Transport Document (as per IMDG Code or ADR)
b. Dangerous Goods Transport Form

c. Invoice
D. packing slip
to. Written order
f. Safety Data Sheet (SDS) of the transported cargo

7.2 Procedures for keeping up-to-date list and other relevant information of all dangerous cargoes in the coastal facility area regularly and completely.

The port facility, sender and carriers are obliged to keep and keep a copy of the dangerous goods transport document and the additional information mentioned in the IMDG Code for at least 3 months

If this information is stored electronically or on a computer, the port facility, sender and carrier should be able to print out the information when necessary.

7.3 Procedures for controlling that the dangerous goods arriving at the facility are properly identified, correct shipping names are used, certified, packaged/packaged, labeled and declared, loaded and transported safely in approved and legal packaging, container or cargo transport unit, and reporting the control results .

Following the arrival of the information about the dangerous cargo, by the Piers Operations Directorate;

a) Information will be obtained about the class of the load,

b) A suitable ship will be planned for vehicles carrying dangerous goods,

c) Dangerous goods transportation time will be determined,

d) He will take part in the loading and unloading operations of the vehicles with his own means and drivers.

Preparations will be made for the equipping of port personnel with personal protective equipment (PPE),

e) Necessary safety measures against fire and leakage will be reviewed and deficiencies will be corrected, if any,

f) Emergency Plan and procedures will be checked,

As a general principle in dangerous cargo operations;

1-The class of the dangerous cargo, its main and additional hazards should be known.

2-Determining whether there are cases that are damaged, opened, leaking or spilled, or that the package of the dangerous cargo inside is contaminated with the outside of the cargo transport unit, and checking the certificates of the package

3- In general, the danger group of the load should be known.

(Very Hazardous–Moderate Hazardous-Low Hazardous)

4-Dangerous cargo hazard warning signs should be checked

5-Dangerous cargo documents and other official documents should be checked and compared

6-Safety requirements specified in the IMDG code must be complied with.

8-Emergency procedures (fire, spill, etc.) should be read, learned and applied.

7.3.1 Control of Dangerous Goods Arriving at the Port Area:

The following controls of dangerous goods coming to the port area by road will be carried out by the Piers Operations Directorate.

Matters to be checked;

a-Load shipping documents,

It should check the documents and certificates related to the safe transportation of dangerous goods.

b- The compatibility of the declaration and the cargo quantities, the compatibility of the cargo shipment documents and the cargo arriving at the port,

c- Whether it is packaged safely and appropriately,

- By external inspection, the physical condition, durability or packaging of the vehicles carrying dangerous goods.

Check for visible damage affecting its integrity.

d-Packaging and all external freight containers or vehicles' placard/plating, marking must comply with the rules harmony,

- Packages containing dangerous goods, unit loads and cargo transport units are packaged, marked, labeled or plated in accordance with the provisions of the IMDG Code and the applicable national or international standards for the mode of transport; The packages, unit loads and cargo transport units in question should be inspected to check and verify that unnecessary labels, plaques and signs have been removed and that the cargo transport units have been loaded, packed and secured in accordance with the IMO/ILO UN ECE Guide on Packaging of Cargo Transport Units (CTU).

If there is a mismatch between the dangerous cargo information and the cargo arriving at the port, the situation should be reported to the cargo authorities.

Incompatibility of cargo arriving at the port with the declaration is reported to the Regional Port Authority.

7.3.2 Supervision Duty and Responsibility, Administrative Sanctions:

The supervision of the provisions of this guide is carried out by the Çanakkale Regional Port Authority and when any non-compliance is detected, the administrative sanctions specified in Articles 21 and 22 of the Regulation on the Safety of Carriage of Dangerous Goods by Sea and Loading are applied.

7.4 Procedures for obtaining and keeping the dangerous goods safety data sheet (SDS/GBF):

7.4.1 As of January 1, 2014, it is obligatory to have a Dangerous Goods Safety Data Sheet (SDS/GBF) containing the following information, together with the dangerous goods to be transported in all modes of transport (Land, Railroad, Airway and Seaway) by the laws of our country.
UN Number,
PSN name (Proper Transport Name,)
Class, (with subgroups)
Packing Group (Class 3, 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9)
Whether it is a Marine Pollutant,
Tunnel Restriction Code (Required for road transport)

7.4.2 For all Dangerous goods to be accepted into the port, it will be checked that the SDS Material Safety Data Sheet is included with the Dangerous Goods. Safety data sheets are kept at Gelibolu Pier for at least one year.

7.5 Procedures to Keep Records and Statistics for DANGEROUS Loads

Up-to-date records of all dangerous goods entering or leaving the port area will be kept by the Port Operations Directorate. In particular, precautions have been taken to keep the UN number, transport documents and Safety Data Sheets of the dangerous goods in transit for at least one year. These records and information will be given to the Regional Port Authority and to the fighters in case of emergency, upon request.

7.6 Information on the quality management system

Preparations for the Quality Management System in Kabatepe Port Management are continuing.

8. EMERGENCIES, EMERGENCY PREPAREDNESS AND RESPONSE:

8.1. Procedures for intervention in dangerous situations involving dangerous goods and dangerous goods that pose/may pose a risk to life, property and/or the environment.

8.1.1 Fire:

In the IMDG Code Emergency Guide (EmS Guide) to prevent fire and pollution caused by hazardous material operations; Emergency Measures for Fire (Ems For Fire) are intervened according to the specified procedures against FIRE, which may be caused by dangerous loads listed in the IMDG code. The incident is reported to the Harbor Master.

There are fire hydrants, fire hydrant and auxiliary water storage tank, fire cabinets (nozzle, fire hose) in the entire port area.
Firefighter equipment is available for those who will fight fire in the hazardous material handling area, and firefighter equipment, fire extinguishers, first aid units and equipment are kept ready for use at any time.

8.1.2 Leakage:

In the IMDG Code Emergency Guide (EmS Guide) to prevent marine and environmental pollution in case of leakage / spillage caused by dangerous goods transit operations; Against the leakage that may be caused by the dangerous goods listed in the IMDG code, the Emergency Measures for Leakage (Ems For Spillage) is intervened according to the specified procedures. The incident is reported to the Harbor Master.

8.1.3 Emergency Response to Marine Pollution:

Within the scope of the implementation of the Law on the Principles of Emergency Intervention and Compensation of Damages in the Pollution of the Marine Environment with Petroleum and Other Harmful Substances published in the Official Gazette dated 21/10/2006 and numbered 26326, with a company authorized by the Ministry that can intervene in the oil and other harmful substance pollution of the marine environment. An agreement has been made and the necessary equipment and materials for emergency response to marine pollution are available at the port facility. The list of emergency response materials and equipment against marine pollution is attached.
In case of leakage or spillage caused by dangerous goods, if there is a serious threat to the sea and the environment, the issue is evaluated within the scope of the 1st level event and the necessary intervention is made by putting it into practice in the "Emergency Response Plan Against Sea Pollution of the Coastal Facility".

8.1.4 Protective Actions:

8.1.4.1 Protective Measures, the following measures will be taken to protect the health and safety of the emergency teams and the public in the event of an event where there is a release of dangerous substances.

8.1.4.2 Isolation of Danger Area and Prohibition of Entry means that anyone not directly involved in emergency response operations is kept out of the area. Unprotected emergency response teams should not be allowed to enter the isolated area.
8.1.4.3 The purpose of this “isolation” is primarily to provide control over the area where the operations will be carried out. This is the first step for any protective action that can be taken later.

8.1.5 Evacuation:

8.1.5.1 Evacuation activity: It will be ensured that everyone is transferred from a threatened area to a safer place. In order for an evacuation to take place, there must be sufficient time for people to be alerted, prepared, and to leave the area. If there is enough time, then evacuation is the best measure of protection.

8.1.5.2 Even after people have been evacuated to recommended distances, they may not be completely safe from danger. These people will not be allowed to gather together at these distances.
8.1.5.3 The evacuated persons will be transported to a certain distance, on a special route and at a distance where they do not need to be evacuated again when the wind blows.

8.1.6 On-Scene Protection

8.1.6.1 : In cases where people need to be protected inside a building and stay inside until the danger passes; The on-scene containment measure will be applied when attempting to evacuate people poses a greater risk than staying where they are, or if evacuation is not possible. Persons inside shall be assured to close all doors and windows and to shut off all ventilation, heating and cooling systems.
8.1.6.2 On-scene containment is not the best measure when:
8.1.6.2.1 if the vapors are flammable;
8.1.6.2.2 Where it will take a long time to degas the area.
8.1.6.2.3 Where buildings cannot be tightly closed.
8.1.6.2.4 Vehicles can provide some protection for a short time if the windows are closed and the ventilation systems are closed. However, vehicles are not as safe as buildings in terms of on-site protection.
8.1.6.3 It is vitally important to maintain communication with the competent people present inside the building in order to be able to advise on changing conditions. Persons under guard in situ should be warned to stay away from windows, as in the event of a fire and/or explosion there is a risk of hitting glass or metal pieces.
8.1.6.4 Every incident related to dangerous goods differs from each other. There are separate problems and concerns related to each of these. The form of action to protect people must be chosen carefully.

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

8.2.1 In case of emergency, the Emergency Response plan and the approved fire plan of the Facility will be acted upon. Fire fighting teams have been formed for each shift. In planned and unplanned times, training, drills and exercises are carried out within the scope of various scenarios, reports and records are created. The fire fighting equipment stipulated in the approved plan is kept in full, and maintenance controls and tests are carried out.

8.2.2 The facility has an approved Environmental and Marine Pollution Plan. Pollution fighting teams have been formed for each shift. Training and exercises are carried out within the scope of a planned scenario twice a year, and reports and records are created. Equipment related to Environmental and Marine Pollution is stored in the facility and counted and checked. The facility also has a protocol for material stored in the area to receive support in case of unsatisfactory conditions.

8.2.3 Response teams will be assigned against the spillage of dangerous materials in accordance with this guideline and in accordance with the relevant CODE.

8.3 Arrangements for first response to accidents involving dangerous goods

8.3.1 Emergency Response to Fire and Marine Pollution:

- In all port areas and docks, there is a fire circuit, a spare water storage tank associated with the fire circuit, fire hydrants, fire cabinets (nozzle, fire hose), oil spill kit, emergency button and announcement system.
- There is one electric and one diesel type fire pump that will feed the fire circuit in the port with sea water if necessary.

8.3.2 Responsible Personnel:

By the Piers Operations Directorate;
a. It will appoint at least one responsible personnel who is well aware of the National and International legal requirements regarding the transportation of dangerous goods, including the separation of incompatible loads.
b. It should ensure that the port area manager, where dangerous goods pass through, has the necessary information about the measures to be taken to overcome the incidents related to dangerous goods and is present at the scene in case of emergency.
c. It should inform the captains of the ships carrying dangerous goods of the emergency procedures in force and the emergency services available at the pier. 8.3.3 Emergency Response Procedure:

Procedure to be followed in the event of an accident involving dangerous goods;

• The person who notices the accident immediately notifies the Wharf Responsible Officer.
• The Pier Responsible Officer stops all operations in the vicinity.
• The Pier Responsible Officer immediately goes to the scene of the incident to check the notification/notice, evaluate the situation and report (or confirm) the necessary information.
• Whether anyone is injured, injured or contaminated with substances, on the ship, on the dock, etc. exact scene of crime, container number of the vehicle or other information identifying the cargo lot, IMDG class and other details on the packaging or container (eg UN Number), Identification if there is a leak or spill; quantity, colour, structure, odour, smoke, etc. Such cases are determined immediately by the person concerned.
• The Pier Responsible Officer checks the notifications about the dangerous goods and finds out which dangerous cargoes are present and what kind of danger the cargo contains.
• A ready-to-use computer printout (or photocopy) in case local emergency services are called.
• The Wharf Responsible Officer reports the incident to the Piers Operations Directorate.
• If the Pier Responsible Officer reports that the incident is serious, he takes everyone out of the area and secures the area with the instruction from the Piers Operations Directorate.
• Security measures are taken in the field within the scope of emergency plans.
• By implementing the Port Operation Emergency Plan; Emergency fire, ambulance, first aid, security and other systems are now activated.
• If the port's own emergency teams need to respond to the accident, they are provided with protective clothing and emergency vehicles from the nearest area to do so without putting themselves at risk.
• The accident may be intervened by the port management team(s) at the accident site, or due to the danger, the teams may need to transport the cargo and/or injured persons from the accident site to a safe area as quickly as possible.

• If the accident is serious, the Pier Responsible Officer calls the local emergency services teams using the system agreed with the Piers Operations Directorate and giving clear details.

o Emergency,
o Reporting point where a guide will meet the teams,
o Dangerous IMDG class(es) found,
o The found dangerous substance(s) are detected in no time.

• When the emergency services teams arrive at the agreed point, they are given a printout or a photocopy of the IMDG data, and they are accompanied to the accident site.
• Then the emergency services deal with the accident and make the area safe.
• In the meantime, Piers Operations Department consults with the dispatcher or other responsible persons, notifying them of the accident, and handling and removing the damaged cargo through the persons it has assigned.
• An expert occupational safety specialist is also used as a consultant to give independent advice at the pier, the relevant occupational safety specialist should also be contacted and asked to go to the accident site.
• In case of lack of or insufficient first aid at the accident site, the injured person or persons should be referred to the nearest medical center or hospital in the region.
• When it is safe to do so, the damaged vehicle and packaging and/or container are immediately moved to a safe area for removal.
• (Out of the pier area) In the event of a leak, the scene is cleaned and opened as appropriate, using absorbent materials, chemical foams or water.
• In case of fire, the fire is extinguished thoroughly and the crime scene is cleared.
• After the crime scene has been thoroughly investigated and declared to be safe, Piers Operations Department may give instructions to resume operations.

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

At least twenty-four (24) hours before the ship and sea vehicle carrying dangerous cargo enters the Port Authority Port Administrative area; Ships and marine vessels with a cruising time of less than twenty-four (24) hours until they enter the port area submit the notification document containing detailed information about their cargo to the Port Authority and the Port Operator Organization in writing, immediately after their departure from the coastal facility.

The cargo person has to notify the Port Operator at least three hours before entering the coastal facility regarding the dangerous goods coming by road.

In case the notification obligation is not complied with or the notifications do not contain correct information, administrative action is taken by the Port Authority and the berthing, departure and transit order, if any, is lost.

The preliminary notification also includes the dangerous goods to be handled or transited at the port and stored.

8.4.1 Information, Documents/Forms to be Submitted in Preliminary Notifications:

The main purpose of the information and documents to be declared within the scope of the IMDG Code; To ensure that the dangers and threats of Dangerous Goods, information about the damage they cause and what to do in case of emergency are communicated to all parties involved in the transport. The list of persons and institutions to be called in an emergency is in Annex-3.

According to the Regulation on the Transport of Dangerous Goods by Sea, the port operator organization "requests all mandatory documents, information and documents related to dangerous goods from the cargo person and ensures that they are present together with the cargo."
Bu kaynak metin hakkında daha fazla bilgiEk çeviri bilgileri için kaynak metin gerekli
Geri bildirim gönder
Yan paneller

8.5 Procedures for reporting accidents.

1. Notices and Parties Responsible for Disclosure

1.1 The addressee of the notifications in this procedure is the Port Authority, and the notifications to be made are explained below. Fumigated Cargo Cargo Transport Unit does not handle dangerous goods within the scope of IGC Code and IMSBC Code at our shore facility. All the activities carried out are the transit of vehicles coming from the highway and between the piers in the Çanakkale Strait and the Marmara Sea region, the transport units and cargo transport units that will pass in this context, safely and without harming the environment, in accordance with the IMDG Code requirements.

1.2 Since the Port Management Information System is not used for dangerous goods at our piers, with the letter dated 31.05.2019, number 79462207-360.01.03.02-E.42623 and the subject of Notifications and Special Permit (Gestaş) received from the Ministry of Transport and Infrastructure, regarding the dangerous goods to be sent or to be sent by sea. no notification is required.

1.3 Before the cargo arrives at the coastal facility, a notification is made to the coastal facility about the dangerous goods in packages or in tanks arriving at the coastal facility by road. The notifications made to the coastal facility include the following information and documents:
a) Title and contact information of the cargo person,
b) Proper shipping name,
c) UN Number,
ç) Hazard class and secondary risk, if any,
d) Packing group, if any,
e) Type and number of packages,
f) Net and gross weight or volume (kg/lt),
g) Container number,
ğ) Confirmed gross weight information of the full containers to be exported,
h) Container/vehicle packing certificate,
i) License plate or wagon number,
i) Safety data sheet of the load.

1.4 Responsibilities of Kabatepe Port Management

Necessary notifications will be requested from the cargo owners of the vehicles carrying dangerous goods coming to the coastal facilities by road and they will be recorded in their own system.

2. Preparation before handling dangerous cargo

2.1 The cargo person will have sent the notification and safety information form regarding the dangerous goods to be transported one hour before arriving at the pier site. The coastal facility examines the transport documents of dangerous goods, CMR or CIM documents and the safety data sheet and makes the preparations according to the IMDG Code separation rules. It takes into account the information in the safety data sheet for first aid and emergency preparedness measures and for stowing applications on board. The safety data sheet is prepared by the manufacturer of the cargo, by the preparer of the safety data sheet, safety data sheets that do not meet these conditions are not accepted by the shore facility.

3. Special Permissions

Applications for special permits related to dangerous goods: Kabatepe Port Management exceptionally requests special permission from the Administration, pursuant to Article 5 of the Regulation on Notification and Special Permit for Dangerous Goods Transported by Sea, in order to handle dangerous goods that are not included in the TYUB it owns. For this, the application including the safety information form of the dangerous cargo, the cargo manifest and the additional measures to be taken at the coastal facility regarding these cargoes are delivered to the Port Authority at least 96 (ninety-six) hours before the vessel arrives at the port administrative area.

4. Reporting of accidents and incidents

4.1 Kabatepe Port Authority, dangerous cargo related accidents and incidents, as soon as possible to the Ministry Main Search and Rescue Coordination Center and the relevant port authority, first by telephone, then by fax or e-mail, and also to the Administration at deniz.tmkt@uab.gov.tr reports over.

4.2 Kabatepe Port Management prepares a report containing the following information regarding accidents and incidents related to dangerous goods, and the report signed by the person authorized to represent is delivered to the relevant port authority within 12 (twelve) hours at the latest.

a) When the accident occurred,

b) If the accident is known, how it occurred and the reason,

c) The place where the accident occurred (coastal facility and/or ship), its position and area of influence,

ç) Information, if any, of the ship involved in the accident (name, flag, IMO number, owner, operator, cargo and quantity, captain's name and similar information),

d) Meteorological conditions,

e) UN number of the dangerous substance, packing group if any, proper shipping name and quantity,

f) The characteristics and number of the package, cargo transport unit and container in which the dangerous substance is transported, if any,

g) Manufacturer, sender, carrier and receiver of dangerous goods,

ğ) The extent of the damage/pollution,

h) Number of injured, dead and missing, if any,

ı) Emergency response applications made by the coastal facility for the accident.

5. Storage of notifications

5.1 Kabatepe Port Management keeps the notifications made to it within the scope of this procedure physically or electronically for 3 years and makes them available for inspections to be carried out by the Administration or the relevant port authority. These notifications form the basis for the annual activity reports prepared by the maritime dangerous goods safety consultant.

8.6 Method of coordination, support and cooperation with official authorities.

8.6.1 All accidents related to Dangerous Goods will first be coordinated with the Regional Port Authority. By informing the Port Authority, support and cooperation will be provided with the Police, Municipality, Customs Directorate and Provincial / District Fire Brigade, AFAD, and aid units of neighboring facilities.

8.6.2 In case of a possible explosion, fire or emergency in the adjacent facility;
First of all, measures will be taken at the facility, and teams will be prepared to assist the neighboring facility.

8.6.3 Considering the urgency of the situation and the extent of the danger, when it is evaluated that there is no opportunity or time to seek help, aid and support teams will be assigned to respond to the incident.

8.6.4 The dangerous cargo area and the class, quantity and danger risk of the cargoes in the field will be evaluated and preparations will be made for measures such as discharging and dilution of the cargo, and lifting the vessel to the anchorage if there is a vessel at the interface.

8.7 Emergency evacuation plan for the removal of ships and vessels from the Port facility in case of emergency.

Emergency evacuation plan for the removal of ships and marine vehicles from the Port facility in case of emergency.
"Kabatepe Port Dangerous Goods Emergency Plan" will be put into use if it is deemed necessary to evacuate ships from the port in emergencies arising from dangerous goods. In this context, port personnel, ship personnel and emergency response team take part.
8.7.1 Emergency Disconnect System Preparation
8.7.1.1 All emergencies should be reported to Bandırma Regional Port Authority authorities.
8.7.1.2 If it is decided to leave the ship urgently, the safe places where the ship can be transported under controlled conditions should be specified by the Regional Port Authority.
8.7.1.3 The master of the ship and the port facility will initiate the emergency departure process by mutual agreement in cases where urgent separation is required and will notify the Regional Port Authority as soon as possible. In cases where the severity of the emergency and time permits, a representative from the Regional Port Authority or the Regional Harbor Master, Pier Operations Chief, Ship Captain, and Pilot Captain will agree on the time and manner of the separation before the emergency separation process is carried out.
8.7.1.4 The ship's machinery, steering gear and Marine System breakout equipment should be ready for immediate use.
8.7.1.5 All cargo unloading, ballast operations should be stopped and prepared for separation.
8.7.1.6 The ship fire circuit should be flooded and water mist should be used for strategic sections.
8.7.1.7 If venting to the atmosphere is required, engine room personnel should be available, all non-essential receiving inputs should be closed, all safety precautions related to normal operation should be taken and a warning notice should be issued.
8.7.1.8 In all emergencies, if the required response exceeds the terminal facilities, the local police or fire department should be reported immediately.
8.7.1.9 The decision that the ship will be lifted under control is based on the principle of life safety and should also cover the following conditions.
Qualification of tugs
The ability of the ship to take off under its own power

Availability of safe places to proceed or tow a Ship in an emergency
fire fighting competence
Proximity of other ships
Fire Ropes
8.7.1.10 As long as the ship is in the port facility, fire ropes should be kept on the head and shoulder of the ship on the sea side. The eye of the ropes should be lowered to sea level and the part above the side should be tightened by wrapping at least five turns on the bollard. The part of the rope above the side must be taut from the father. A rope that can support the rope should be tied just before the eye of the rope and positioned so that the eye of the rope is three meters above sea level. While the ship is in the port facility, the eye of the rope should be kept at this level all the time.

8.7.2 Realization of Emergency Separation

8.7.2.1 If all the above preparations are examined and deemed appropriate, the ship will be immediately lifted into operation.
8.7.2.2 Emergency Separation will be provided by performing the following procedures in order.
8.7.2.3 A close coordination and cooperation is required between Terminal, Ship and Port Authorities at each stage.
8.7.2.4 Emergency Separation Procedures are below.

Alarming

Vhf, giving information about the emergency via telephone
Making the first situation assessment between the ship's captain and the port facility officer
Stopping the operation
Implementation of port facility and ship emergency plan measures
Deterioration of the current situation and the aforementioned emergency separation
availability of conditions.
Evaluation of the situation between the ship's master, the port facility officer, the port authority or the Harbor Master, the pilot
Deciding on an emergency separation
Informing surrounding facilities and other ships
The tugboats are deployed for emergency separation around the ship, complete their preparations and indicate readiness
The captain of the ship completes the preparations for the ship and states that it is ready.
Approval to open the release hooks by the authorized person

ATTENTION !

APPLICATION OF THE SHIP EMERGENCY SEPARATION PROCESS AS A LAST REMEDY SHOULD BE CONSIDERED AND THE SEPARATION HOOKS MUST NOT BE RELEASED UNTIL ALL PRECAUTIONS ARE TAKEN AND THE ABOVE CONDITIONS ARE FOLLOWED.

8.7.3 After Emergency Separation

8.7.3.1 -After the ship separation process, the decision and declaration of the ship's backing up and the location to which it will be taken.
8.7.3.2 Transfer / mooring of the ship to the allocated area, accompanied by tugboats or with its own machinery
8.7.3.3 Port Facility Detection of a possible damage or deficiency by examining the Port Facility
8.7.3.4 Evaluation of when the ship and port facility will be ready for cargo handling again

8.7.3.5 Sharing the negativities, if any, that occur during the Emergency Departure

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

8.8.1Waste Collection and Transport

8.8.1.1 It is collected separately in waste bins according to the types of wastes generated and transported and stored appropriately temporarily. Wastes generated as a result of maintenance activities are also considered within this scope.

8.8.1.2 If an additional waste class is determined to the existing waste classes, it will be integrated into the system.

8.8.2 Disposal of Waste

8.8.2.1 Hazardous waste is taken to the temporary storage area depending on whether the collected wastes are non-hazardous or hazardous waste. It is removed from the facility by contracted organizations in accordance with legal recovery/disposal methods.

8.8.2.2 The possibilities of all contractors and carriers within the scope of waste management to transport and/or dispose of wastes with appropriate methods are examined.

8.8.2.3 If contracting services are received for the transportation, sale and/or disposal/recovery of wastes, they are evaluated in terms of whether they fulfill their legal obligations and the methods of performing waste recovery and disposal processes without harming the environment.

8.8.2.4 It is obligatory to keep all records of waste disposal.

8.8.3 Contaminated Packages;

8.8.3.1 These wastes are Empty drums. When it occurs, it is left in the contaminated packaging area at the waste site and within the time specified in the legislation, the Environmental Consultancy Firm and the Environmental Management System Officer contact the licensed and contracted company, and the online form is filled out according to the MOTAT system and sent. The MOTAT related form and other documents are stored in the environmental folder.

8.8.3.2 Contaminated Wastes; These wastes are used gloves, oakum etc. When it is formed, it is collected in the barrel with the name of the waste at the exit of the production-warehouse and taken to the waste area. Within the time specified in the legislation, the Environmental Consultancy Firm and the Environmental Management System Officer contact the contracted and licensed firm, and an online form is filled and sent according to the MoTAT system. MoTAT related form and other documents are stored in the environment folder.

8.9 Emergency drills and their records.

8.9.1 Training Practices;

In order to be prepared for emergencies within the facility, the personnel in the emergency organization should be prepared for their duties with various trainings. Exercises should be carried out with the coordination of experts and consultants when necessary. In this context, the relevant personnel at the port received IMDG CODE training on Dangerous Goods and was certified. In order to test the adequacy of the emergency plans and to be prepared for real situations, the drills should be carried out and implemented according to the worst scenarios that may occur in the facility. Drills are held at least once a year.

8.9.2 Training Scenarios;

In the exercise planning, the worst scenario is foreseen as a single event or a combination of events that the port may encounter. In line with the prepared scenarios, exercises are implemented in the fastest and most effective way.

8.9.3 Emergency Drills to be held within the Kabatepe Port facility;

8.9.3.1 The port should be specified in the annual training plans.

8.9.3.2 It can be planned as a Local or General intervention,

8.9.3.3 Safety, Spill etc. can be combined into exercise scenarios,

8.9.3.4 Drills can be made with or without notice.

8.9.3.5 The drills are based on various emergency scenarios.

8.9.3.6 Drills can be done in practice, as well as in desk, seminar style,

8.9.3.7 Different time, day, season and event scenarios are prepared for each drill.

8.10 Information on fire protection systems.

In the IMDG Code Emergency Guide (EmS Guide) to prevent fire caused by hazardous material operations; Responding to FIRE, which may be caused by dangerous substances listed in the IMDG code, is intervened according to the procedures specified in the Emergency Plan for Fire (Ems For Fire). The incident is reported to the Harbor Master.

In case of leakage or spillage caused by dangerous goods, if there is a serious threat to the sea and the environment, the issue is evaluated within the scope of the 1st level event and the necessary intervention is made by putting it into practice in the "Emergency Response Plan Against Marine Pollution".

8.11 Procedures for the approval, inspection, testing, maintenance and availability of fire protection systems.

Periodic control of fire prevention and fire protection systems and equipment in the port facility is carried out.

8.12 Precautions to be taken in cases where fire protection systems do not work.

8.12.1 Facility fire fighting equipments are systems that back up each other and are installed as alternatives to the other.

8.12.2 In cases where the facility's own fire fighting equipment does not work or is insufficient, the support of neighboring facilities, Fire Brigades and AFAD Units will be requested.

8.12.3 It is ensured that other dangerous and flammable materials/vehicles that are likely to be affected by fire are removed from the area, if possible.

8.12.4 It may be necessary to make a protocol that specifies the conditions and scope of assistance and support.

8.12.5 The possibilities and capabilities of tugboats or marine vehicles with fire extinguishing features in the region should also be taken into account.

8.13 Other risk control equipment.

8.13.1 Gas detectors, submersible oxygen masks, and similar risk control equipment, when found, are periodically maintained and checked, calibrated, and documents are kept in accordance with the maintenance attitude instructions.

9 OCCUPATIONAL HEALTH AND SAFETY:

9.1 Occupational health and safety measures:

It is aimed to deal with the port management, worker health and safety activities on a regular basis and to solve them within the framework of the goal of continuous improvement. In occupational health and safety practices, the target of the port operator is "0" accident. In line with this goal, OHS studies are carried out, employees are provided with continuous training and awareness is raised by providing safe working instructions in the port area.

port operator;

It is responsible for keeping all personal protective equipment to be used for vehicles carrying dangerous goods ready for use at any time in the port facility, in sufficient number and quality, within its area of responsibility.

In the scope of the above-mentioned Gelibolu Port Management;

a. In accordance with the Occupational Health and Safety Law No. 6331 and the relevant Regulations, Occupational Health and Safety Rules are applied in terms of ensuring the safety of life, property and environment in our port within the framework of Occupational Health and Safety.

b. During the transport of dangerous goods in our coastal facility, except for the passengers, the personnel involved in the operation must wear Personal Protective Equipment (helmet, phosphorescent vest, steel-toed occupational health and safety shoes) in accordance with TSE standards.

c. Coastal facility personnel in charge of dangerous goods and other authorized persons regarding the cargo have protective clothing (included in the oil spill kit) suitable for the physical and chemical properties of the cargo during loading and unloading. information is given to port field personnel.

D. The following basic emergency equipment is available at appropriate places in the port area in order to be protected from the risks posed by dangerous cargoes at the port.

- Protective clothing (boots, overalls, gloves, goggles and hood-oil spill kit included)
- 50 kg wheeled fire extinguishers with foam-KKT,
-Absorbent materials (oil spill kit) to clean up hazardous material spills
-Clean water (for cleaning the dangerous substance from the skin)
- Fire cabinet (hose, nozzle, key) in designated areas on the pier site
- First aid kit (usually inside the box office or administrative building)

Every personnel involved in the dangerous cargo handling chain knows the location of the above-mentioned materials and how they will be used.

9.2 Information on personal protective clothing and procedures for using them.

It shows the distribution of Personal Protective Equipment (PPE) in the port facility.

9.3 Confined space entry clearance measures and procedures.

Ventilation of the environment before and after entry into enclosed spaces: Ventilation should be carried out with as many openings as possible, preferably with at least one opening at both ends of the relevant space.

Ventilation should ideally be done at least 24 hours before entry; however, this may not always be the case. It will not be possible to ventilate before the entrance, especially if there is an unplanned entrance to the closed spaces. In such cases, efforts should be made to ventilate the area for the maximum amount of time possible to ensure the area is safe for entry. As long as the work continues in the closed space, ventilation should continue continuously.

If the ventilation system fails, all persons in the confined space must evacuate immediately. If there is a mechanical ventilation or fan facility on the ship, it is preferable to use these mechanical ventilation or fans as opposed to natural ventilation. Natural ventilation is most effective for allowing airflow in the area concerned with at least two accesses open (preferably at both ends). It is important to note that whether mechanical or natural ventilation is used, the air intake should only be placed in an area that will draw fresh air. All ventilated gases should be discharged away from the area to avoid polluting the environment.

Ensuring area security: Access to a confined space must be secured against accidental entry. This is especially important when a door or other access is left open to allow natural ventilation. An open door or access may suggest that the area is safe to enter, mechanical barriers and/or warning signs should be placed at the entrance to prevent this. If possible, an attendant should be left at the entrance.

Testing the indoor atmosphere: The atmosphere of the space should be tested using appropriately calibrated instruments before, after entry, and at regular intervals until all work has been completed. They should only be used by persons specially trained in the use of the equipment. Forced ventilation should be stopped during the test (preferably 10 minutes before the test). Where appropriate, space testing should be performed at as many different levels as possible to obtain a representative sample of the atmosphere in the space. In some cases, it may be difficult to test the atmosphere indoors (for example, on the bottom landing of a staircase) without entering the cavity. The use of flexible hoses or fixed sampling lines that reach remote areas within the confined space can ensure safe testing without having to enter the area. If the atmosphere in the confined space is classified as unsafe or

suspicious after a risk assessment, the area should only be entered when there are no practical alternatives. This should only be for further testing, basic operation, life safety or the safety of the ship. Respirators should always be worn during such entry and the number of people entering the space should be kept to the minimum necessary to perform the job.

Availability of adequate first aid supplies and life-saving equipment at the entrance of the enclosed space: If the personnel in the enclosed space encounter a difficult situation and need to be rescued, the intervention should be done as soon as possible, since the survival time is very limited in such situations. It is imperative that safety equipment be available at the site entrance to speed up a rescue.

Required equipment may be, but not limited to, the following:

- SCBA (Independent Breathing Device) with a fully charged spare cylinder,
- Lifeline and rescue harness. The lifeline must be of sufficient length and strength and be detachable in case of entanglement,
- Torches,
- Fire Extinguisher,
- Means (eg stretcher) to lift a disabled person, and,
- Portable atmosphere testing equipment.

Having experienced personnel at the entrance of the closed space. It is very important to ensure that a staff member stays at the entrance of the closed area. Staff at the entrance of the site; A person who is appropriately trained within the security management system, watches over those entering the confined space, maintains communication with those inside the area, and initiates emergency procedures in the event of an incident. This personnel should not leave the place until all persons in the closed space have exited and the environment has been made safe. If he has to leave due to an essential situation, he should leave by assigning someone else instead.

Control of personal equipment: The required protective equipment will differ from case to case. This is because it depends on the risk assessment, which will be different for each confined space entry.

Basic equipment (all to be of approved type) may include:

- Helmet, chin strap,
- Gloves,
- Protective glasses,
- Ear protectors,
- Intrinsically safe torch,
- Protective shoes,
- Overalls (protective clothing) and,
- An ELSA (Emergency Life Support Apparatus), EEBD (Emergency Escape Breathing Apparatus) or other emergency escape breathing apparatus.

Entry permit control: For each confined space entry, an “Entry Permit” record must be filled. This record is for both control purposes and serves as proof that all necessary precautions have been properly implemented and are sufficient for the intended entry. A copy of the permit must be placed outside the point of entry. Permission should be as painstaking and accurate as possible. Upon expiration of the permit, all persons must leave the area and not re-enter until another permit has been granted. The consent must be completed and signed by all parties involved. A copy of the permit should be hung at the entrance of the section so that any restrictions are placed on the activities allowed inside the section and the personnel are informed of the measures taken while entering the section.

The following items detail the broader elements that a "Permit of Entry" should cover. If necessary, additional special items can be added to the entered field:

- Location, job type, detailed information of the participating crew, responsible person, officer and validity period of the permit (this period should never exceed 8 hours),
- The nature and results of the pre-tests and measures taken to minimize the risks and make the work safe,
- Details of ventilation and confirmation that continuous ventilation will be maintained, □ Results of atmosphere test,
- Details of first aid and life-saving equipment installed, and
- Confirmation that all personnel are wearing the correct types of approved personal safety equipment and that relevant personnel are competent in their use (eg respirator), including confirmation of equipment testing.

10. MISCELLANEOUS CONSIDERATIONS:

10.1 Validity of Dangerous Goods Conformity Certificate:

The Dangerous Goods Conformity Certificate is updated in 3-year periods with the applications made to the General Directorate of Maritime Affairs.

10.2 Duties Defined for Dangerous Goods Safety Advisor:

In accordance with the Regulation on the Transport of Dangerous Goods by Sea, after 01.01.2018, a "Dangerous Goods Safety Advisor" will be employed at the port facility or consultancy service will be purchased for all activities to be carried out within the scope of dangerous goods transport.

10. 2.1 Main duties of the consultant

10.2.1.1 To monitor compliance with the requirements for the carriage of dangerous goods.

10.2.1.2 To offer suggestions to the coastal facility regarding the transportation of dangerous goods.

10.2.1.3 To prepare an annual report to the coastal facility on the activities of the coastal facility operator in the transport of dangerous goods. (Annual reports are kept for 5 years and submitted to the administration upon request.)

10.2.2 To follow the practices and methods mentioned below;

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

10.2.2.2 Loading/unloading procedure for dangerous goods handled and temporarily stored,

10.2.2.3 Whether the coastal facility takes into account the special requirements regarding the dangerous goods transported while purchasing the transport vehicles for the handled dangerous goods,

10.2.2.4 Control methods of equipment used in transport, loading and unloading of dangerous goods,

10.2.2.5 Whether the shore facility employees have received appropriate training, including the changes made in the legislation, and whether these training records have been kept,

10.2.2.6 The suitability of emergency methods to be applied in case of an accident or an event that will affect safety during the transportation, loading or unloading of dangerous goods,

10.2.2.7 Compliance of reports prepared on serious accidents, incidents, or serious violations that occur during the transportation, loading or unloading of dangerous goods,

10.2.2.8 Determination of the necessary measures against the recurrence of accidents, incidents, or serious violations and evaluation of the implementation,

10.2.2.9 To what extent the rules regarding the selection of subcontractors or 3rd parties and the transportation of dangerous goods are taken into account,

10.2.2.10 Determining whether the employees in the transport, handling, storage and loading/unloading of dangerous goods have detailed information about the operational procedures and instructions.

10.2.2.11 Appropriateness of the measures taken to be prepared for risks during the transportation, handling, storage and loading/unloading of dangerous goods

10.2.2.12 All mandatory documents, information and procedures related to dangerous goods.

10.2.2.13 Procedures for the safe berthing, mooring, loading/discharging, sheltering or anchoring of ships carrying dangerous goods to the shore facility day and night.

10.2.2.14 Procedures for additional measures to be taken according to seasonal conditions for the loading, unloading and limbo operations of dangerous goods.

10.2.2.15 Procedures for fumigation, gas measurement and degassing operations. Procedures for keeping records and statistics of dangerous goods,

10.2.2.16 The accuracy of the issues regarding the possibility, capability and capacity of the coastal facility to respond to emergencies,

10.2.2.17 The suitability of the regulations for the first interventions to be made for the accidents involving dangerous goods,

10.2.2.18 Procedures for handling and disposal of damaged dangerous cargoes and waste contaminated by dangerous cargoes,

10.2.2.19 Checking information on personal protective clothing and procedures for using them.

10.3 Issues for those carrying dangerous goods that will arrive/leave the port facility by land (documents required by road vehicles carrying dangerous goods at the entrance/exit of the port or

coastal facility area, the equipment and equipment these vehicles must have; speed limits in the port area, etc.) . matters).

Road vehicles that bring dangerous goods to the port or carry dangerous goods from the port, at the port entrance-exit, the responsible officer or officer at the coastal facility of the Kabatepe Pier coastal facility operator, if he deems necessary, makes the general controls of the following and his own necessary registration and control.

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

a. Dangerous Goods Transport Driver Training Certificate (SRC5)/ADR Driver Training Certificate
b. Valid dangerous cargo transport document of the tanker (Vehicle Conformity Certificate/ADR Conformity Certificate)
c. Photocopy of the transport permit obtained from the relevant/authorized authorities for the transport of Class 1, Class 6 and Class 7 dangerous goods defined in ADR, (converted to annual permit)
D. Dangerous Goods and Hazardous Waste Compulsory Liability Insurance Policy
to. Unwritten orange plate on the front and back of the dangerous goods vehicle
f. Dangerous goods transport document
g. Written Instruction given to the driver by the transporter regarding how the vehicle personnel will act in case of danger or accident in accordance with the ADR legislation
h. Personal and protective equipment to be used in an emergency specific to the load carried in the vehicle
I. Multi-Mode Dangerous Goods Transport Form in ADR Section 5.4.5 for dangerous goods transported by more than one mode

Speed Limit in the Port Area:

The maximum speed limit for road vehicles entering the port area to exchange cargo is 10 Km/h. Administrative sanctions will be applied to vehicles that are found to exceed the speed limits.

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

Lights and Signs to be Displayed by Ships Carrying Dangerous Goods at the Port:

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

Update and Distribution of the Guide:

One copy of this guide will be available at the Çanakkale Regional Port Authority and the other copy at the Kabatepe Port Authority. The distribution and announcement of the guide to all relevant port workers, facility users, cargo authorities and public authorities will be provided by the Pier Operations Directorate.

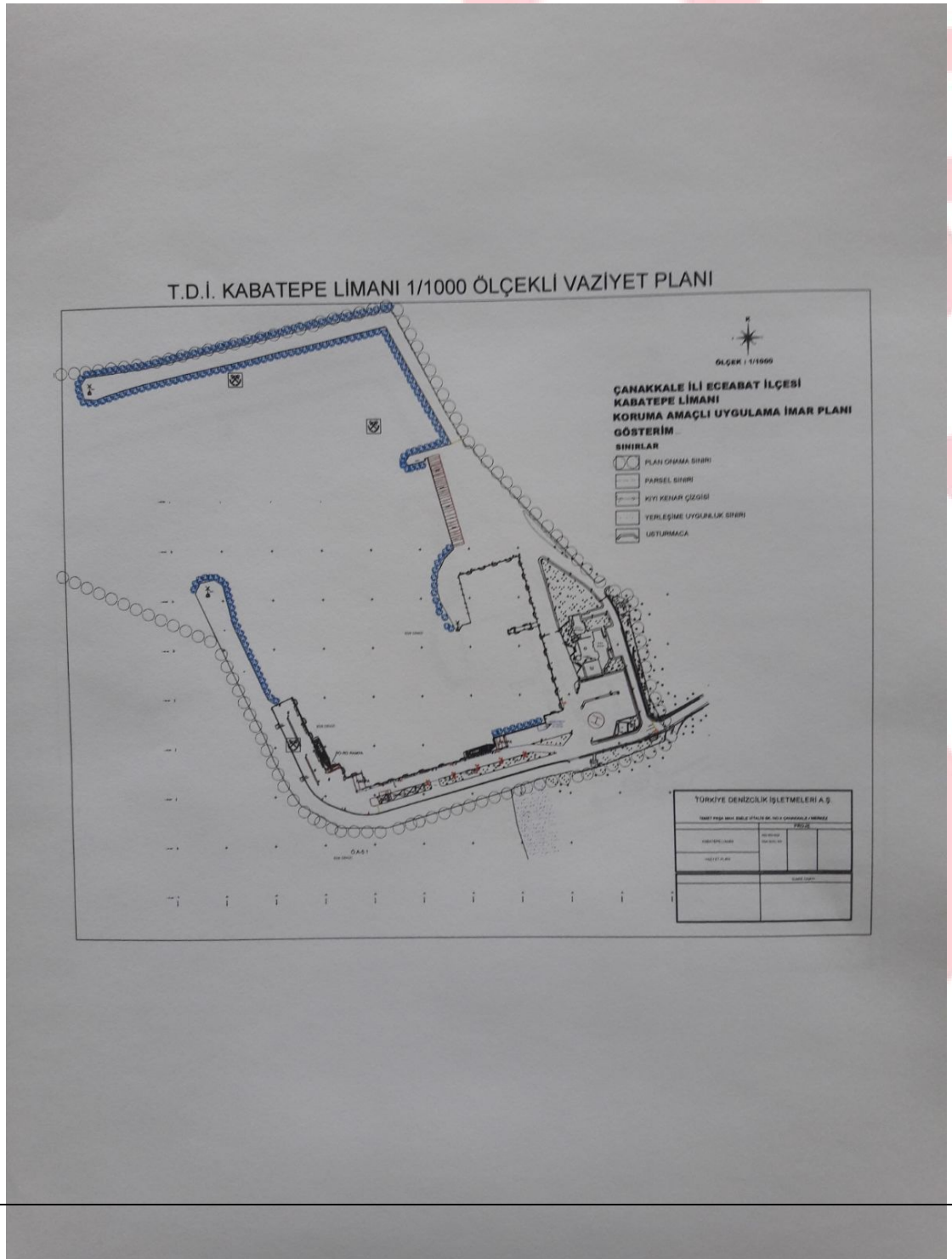
According to the changing legislation and conditions, changes in this guide will be made by the Port Authority.

All relevant facility personnel, cargo authorities and public authorities and facility users will be able to access this guide on the Kabatepe Pier website.

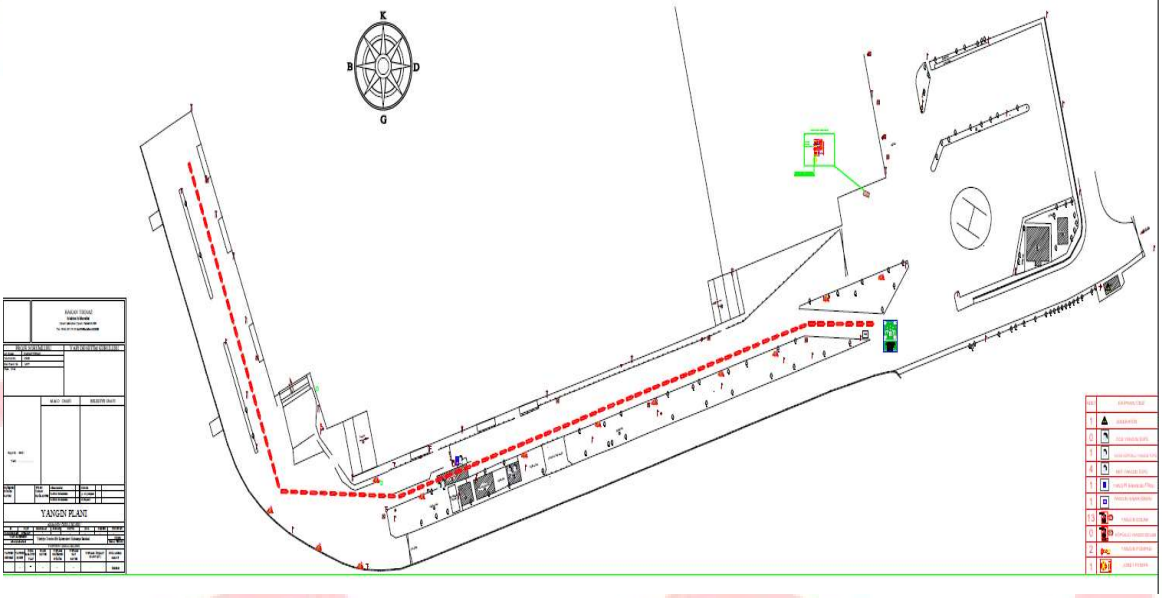
Approval and Execution:

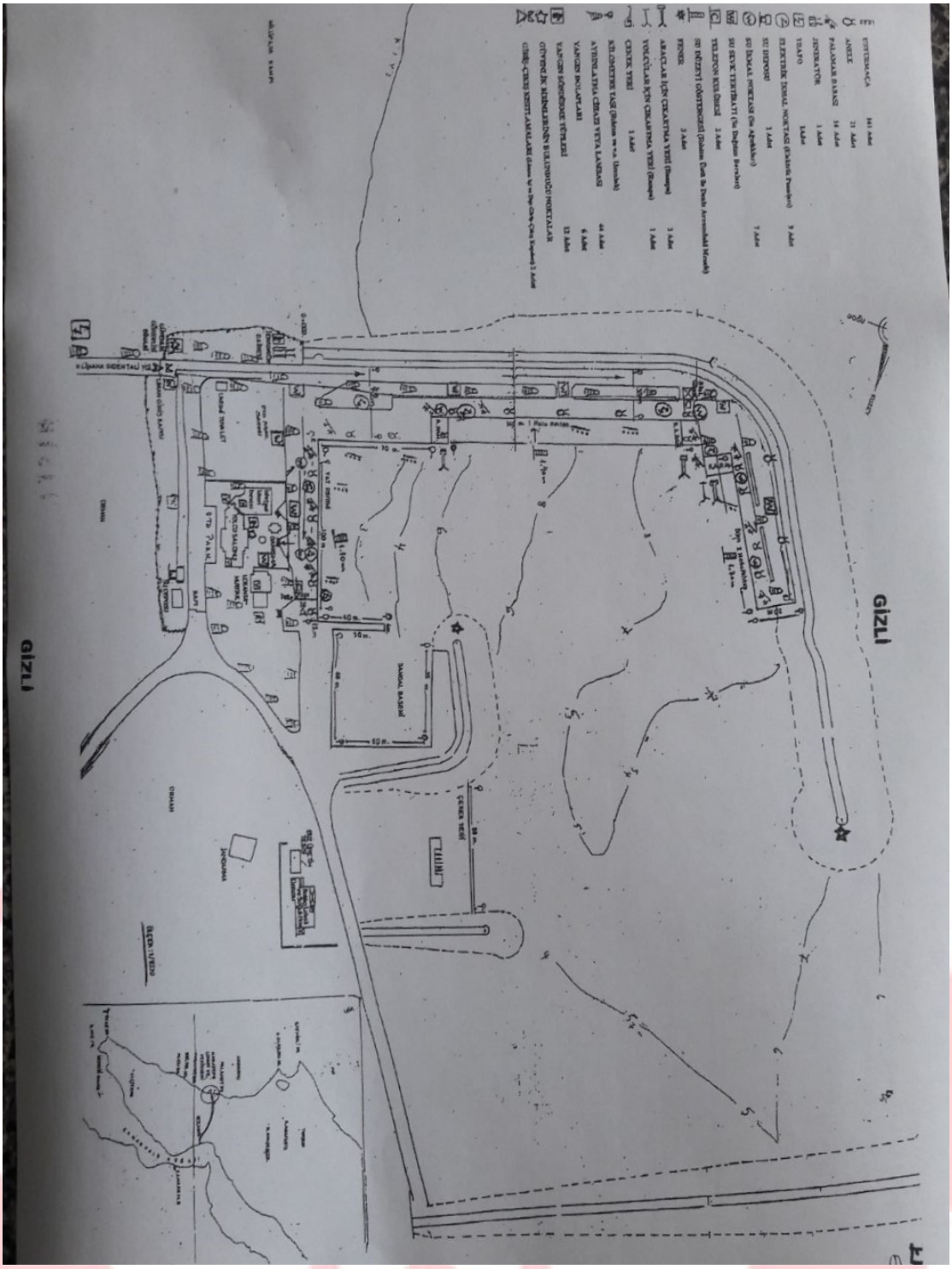
TDI Kabatepe Port Manager is in charge and responsible for the execution of this guide.

ANNEXES

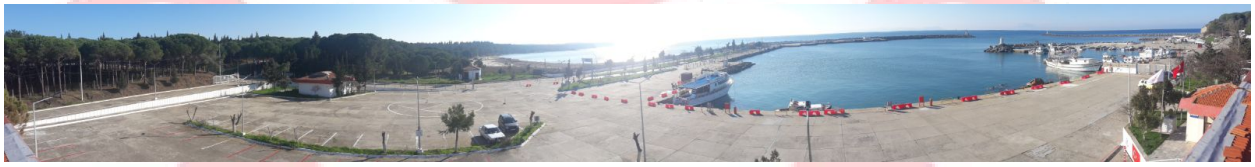


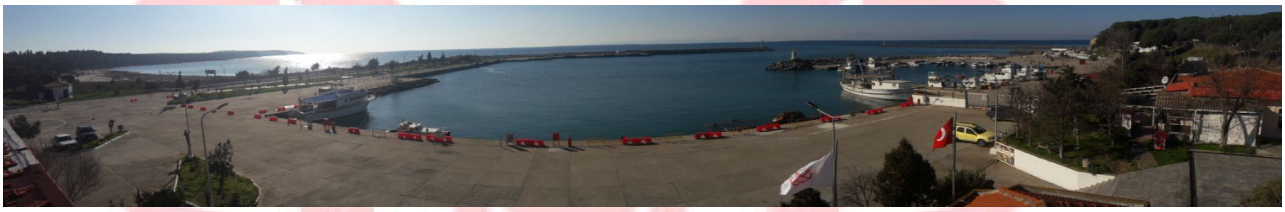
TÜRKİYE DENİZCİLİK İŞLETMELERİ
KABATEPE LİMANI YANGIN PLANI





ANNEX-2 PHOTO OF GENERAL APPEARANCE OF SHORE FACILITY





ANNEX-3

EMERGENCY CONTACT POINTS AND CONTACT INFORMATION
INSTALLATION

Emergency Phone (Call Center) (0-553) -378-65-57

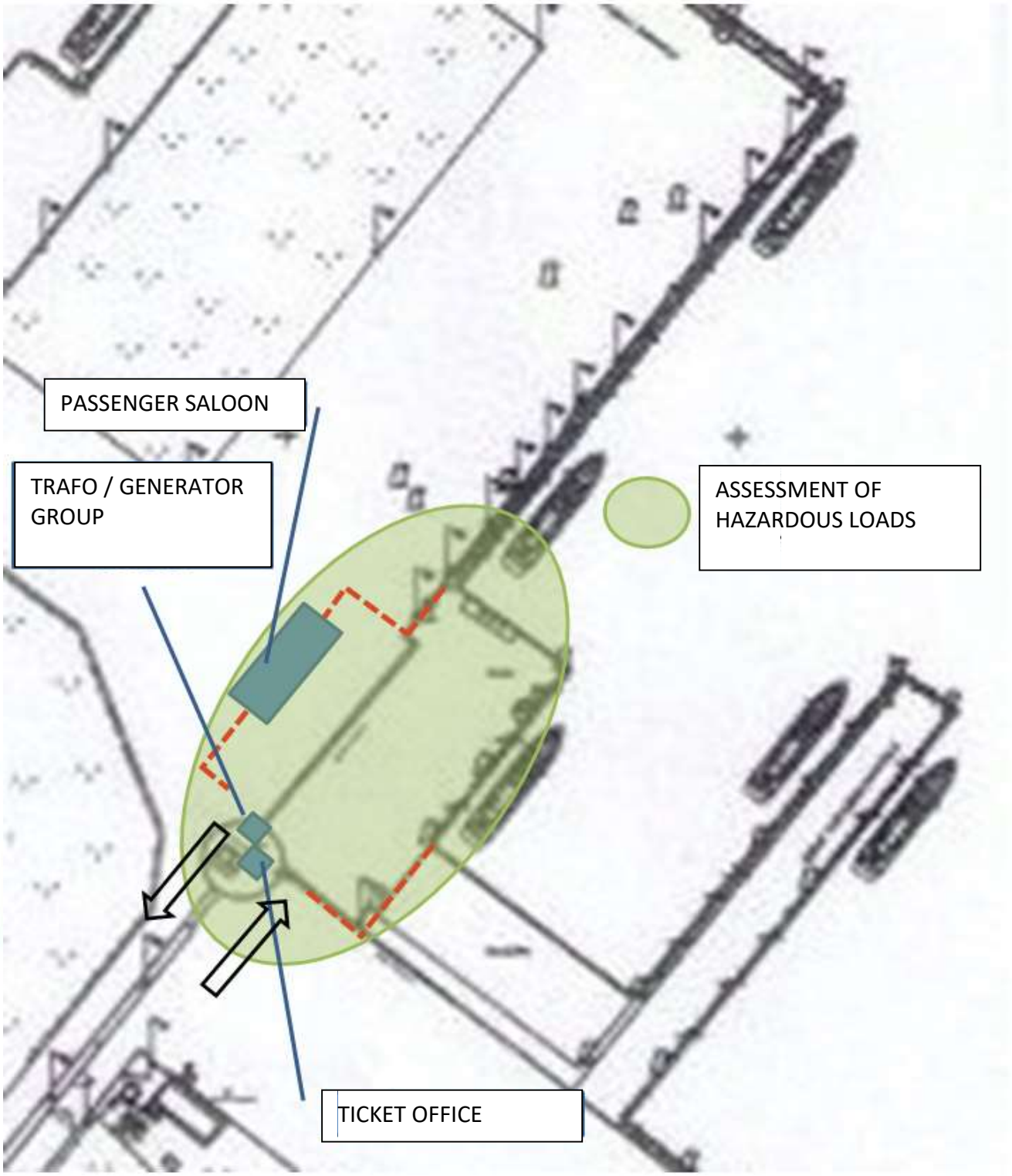
	Phone	Fax	VHF
Eceabat Public hospital	0286 814 11 74		
Eceabat Municipality	0286 814 12 42	0286 814 10 36	
Gökçeada Harbour Master	0286 212 98 76	0286 212 98 79	
Main Search and Rescue Coordination Center	0312-232-47-83	0312-232-08-23	
Çanakkale Vessel Traffic Services Center	0286-213-48-00	0286-213-30-77	11-12-13
Coast Guard Çanakkale Group Command	0286-212-75-00	0286-212-72-02	
Coast Guard	158		
Çanakkale Sea Police	0286-263-55-00	0286-263-11-19	
Sea Police	155		
Coastal Safety Çanakkale Administration	0286-213-50-25	0286-213-47-50	
ALO Coastal Safety	151		
Çanakkale Meteorology Station	0286-217-10-44	0286-217-53-50	67
Çanakkale Coastal Health Inspection Center	0286-217-11-64	0286-212-50-61	
Çanakkale GelibolıGuidance Station	0286-566-16-12		71
Mehmetçik Guidance Station	0286-862-00-06		71

Fire	110
Emergency Service	112
Police Help	155
Gendarme Help	156
Alo Zabıta	153
Alo Trafic	154
Alo Coast Guard	158
Electrical Failure	186

Gas Failure	187
Water Failure	185
Phone Failure	121
Health Counseling	184
Poison Information	114
Funeral Services	188

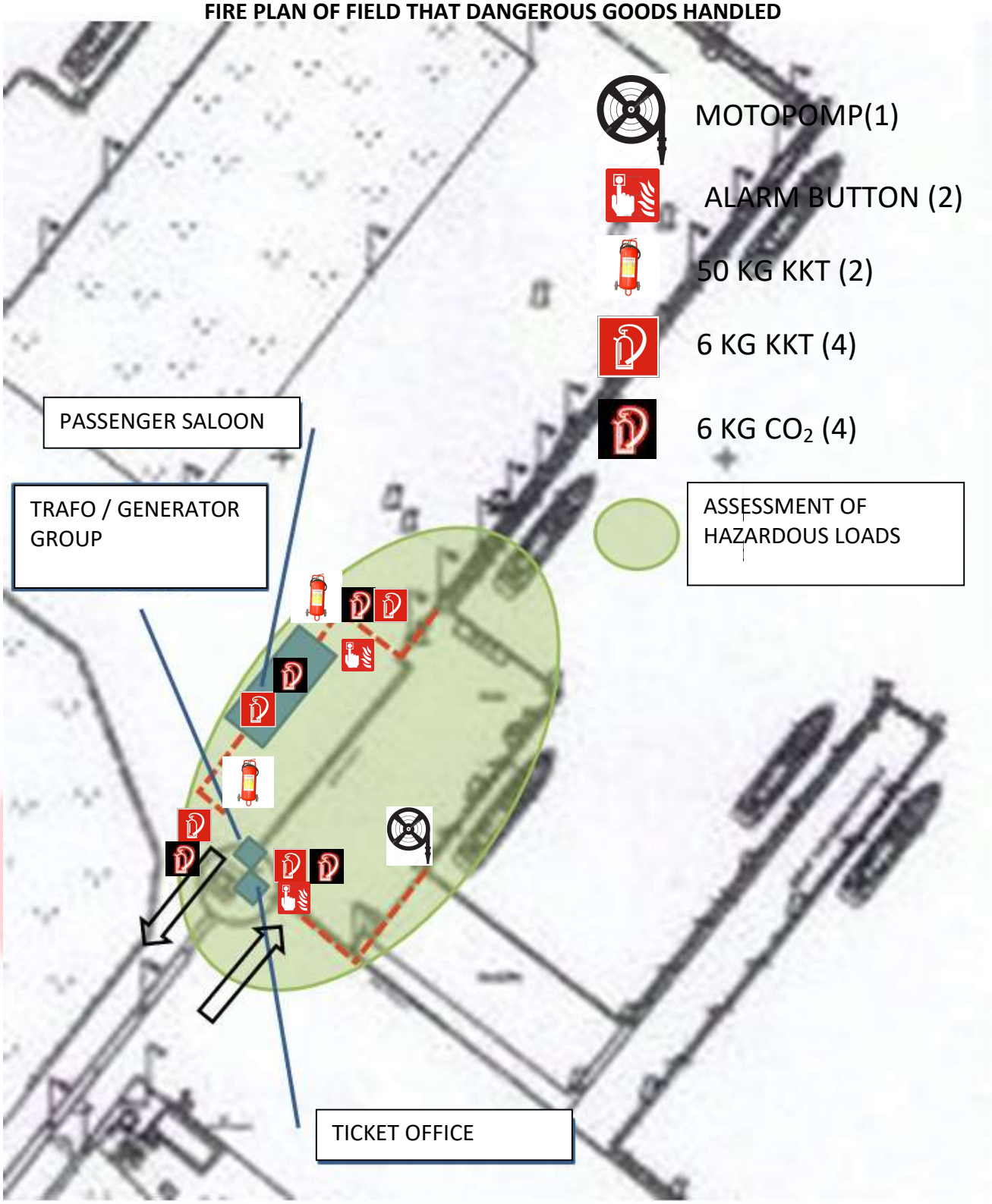
ANNEX-4

GENERAL LAYOUT PLAN OF FIELDS THAT DANGEROUS GOODS HANDLED



ANNEX-5

FIRE PLAN OF FIELD THAT DANGEROUS GOODS HANDLED



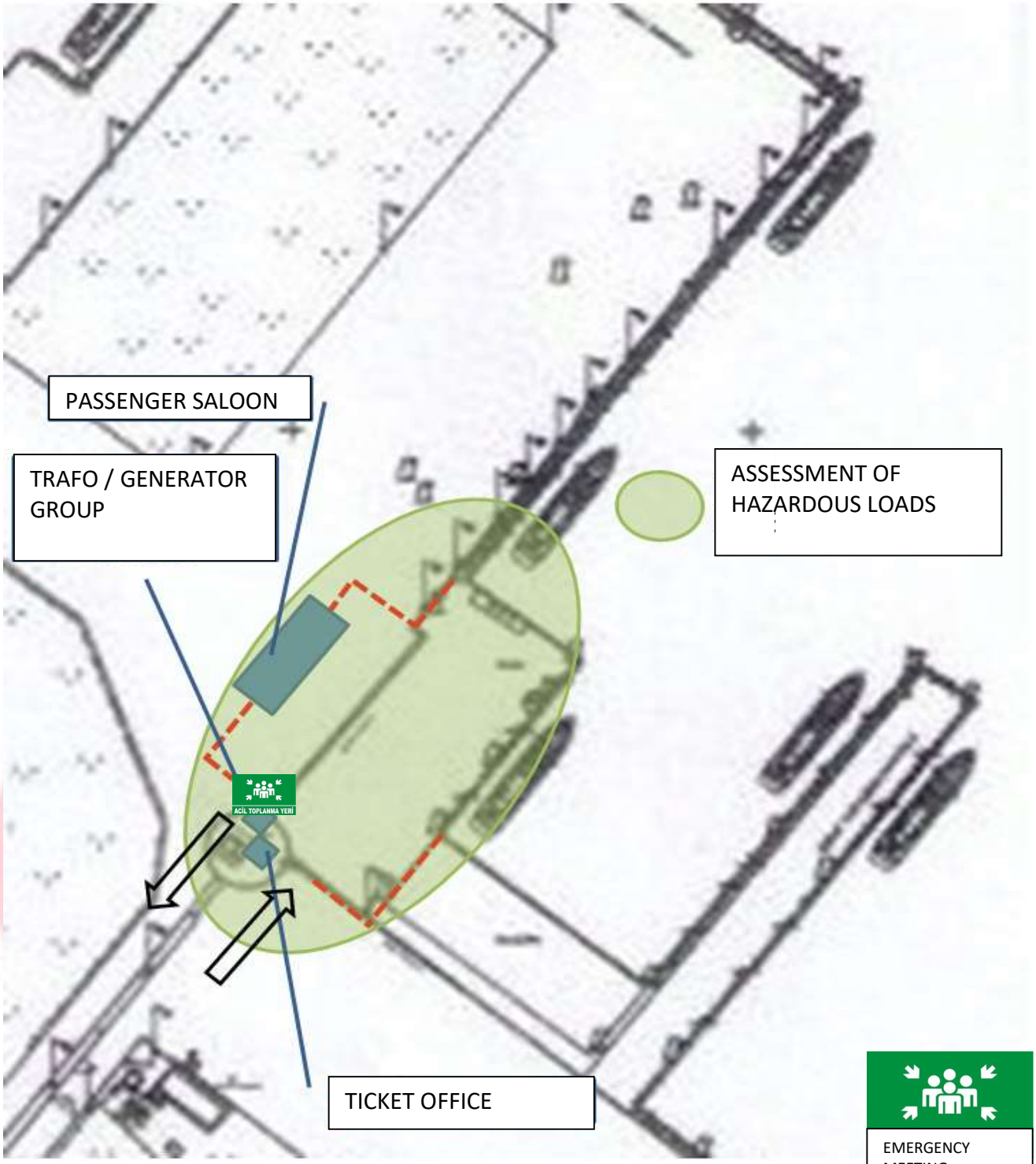
ANNEX-6

GENERAL FIRE PLAN OF FACILITY

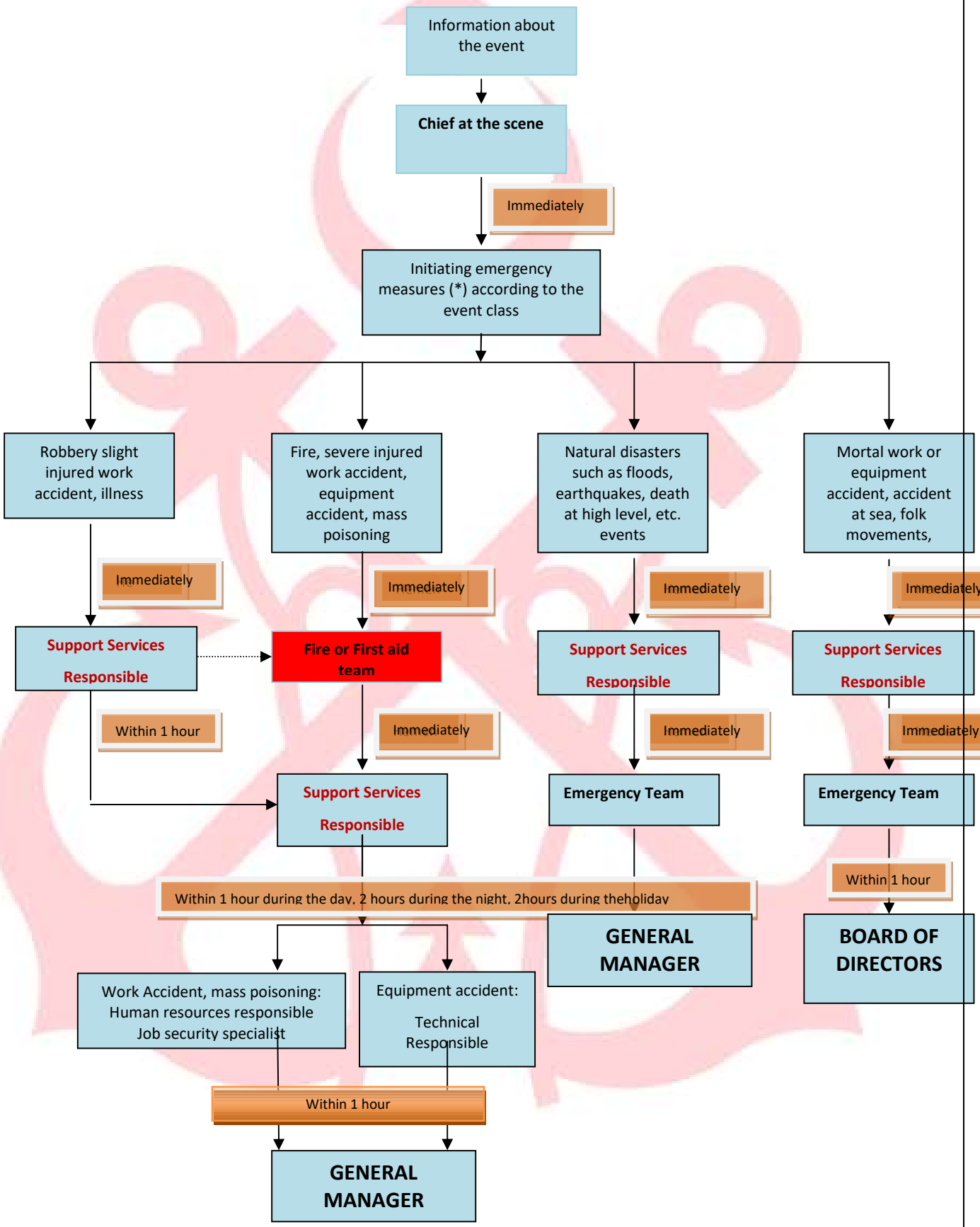
ANNEX-7
EMERGENCY ACTION PLAN

ANNEX-8

EMERGENCY MEETING POINT PLAN



ANNEX-9
EMERGENCY MANAGEMENT PLAN



ANNEX-10

DANGEROUS LOADS BOOKLET

A sample is found in Piers. (NOT ATTACHED**)**

ANNEX-11 ÇANAKKALE HARBOUR MASTER ADMINISTRATIVE BOUNDARIES, ANCHORING LOCATIONS AND MARINE COORDINATES OF HARBOR PILOT LANDING/BOARDING POINTS

A) Port administrative boundary

The port administrative area of the Çanakkale Port Authority is located between the lines connecting the following coordinates (a) and (c) with the coordinates drawn from the coordinates (b) and (c) of these lines to the true west (270º) and bounded by the adjacent Turkish territorial waters Sea and coastal area.

A) 40 ° 13 '00 "K - 026 ° 10' 30" D
B) 40 ° 23 '00 "K - 026 ° 00' 00" D
C) 39 ° 56 '27 "K - 026 ° 03' 39" D (Tavşan Island)

B) Anchorage areas

a) 1-way mooring area: Anchorage area for vessels not carrying dangerous goods and military vessels, the following coordinates of the sea area.

1) 40° 11´ 48" K – 026° 00´ 00" D
2) 40° 09´ 42" K – 026° 00´ 00" D
3)40° 09´ 42" K – 025° 58´ 42" D
4) 40° 11´ 48" K – 025° 58´ 42" D

b) Anchorage area 2: Anchorage area for vessels carrying dangerous goods, nuclear-powered military vessels and vessels to be quarantined and to be demilitarized by vessels to be demarcated by the following coordinates:

1) 40° 05´ 00" K – 025°48´ 00" D
2) 40° 04´ 00" K – 025° 48´ 00" D
3) 40° 05´ 00" K – 025° 42´ 00" D
4) 40° 04´ 00" K – 025° 42´ 00" D

c) Pick-up and drop-off location

40° 13' 48" K - 025° 58' 30" D

ANNEX-12

EMERGENCY RESPONSE EQUIPMENT AGAINST MARINE POLLUTION IN PORT FACILITY

MONTHLY CHECK LIST FOR ENVIRONMENTAL POLLITION INTERVENTION EQUIPMENT

Serial Number	Environmental Pollution Intervention Equipment	Control Date Explanation	Control Conducted By Name, Surname, Signature
1	OIL SPILL KIT BOX		
2	OIL BOOM (3 METERS)		
3	OIL SUCTION PED (ABSORBANT40X50)		
4	PLASTIC BUCKET		
5	PLASTIC DUSTPAN		
6	SEA SURFACE CLEANER (DISPERSANT 30KG)		
7	GLOVES PVC ACID		
8	ACID SMOKE GOGGLES		
9	FRINGE MOP (TIP)		
10	FRINGE MOP (STICK)		
11	LONG BOOTS		
12	BIG TRASH BAG (65X80)		
13	PAPER OVERALLS		
14	SAWDUST (SACK)		
15			
16			
17			
18			
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ANNEX-13

PERSONAL PROTECTIVE EQUIPMENT(PPE) USE MAP

Personal Protective Equipment (PPE) Usage Map

Personal Protective Equipment risk analysis that should be used by people when necessary in emergencies and in the transit of high-risk dangerous goods and the PPEs that are foreseen to be used according to this analysis are below. PPEs are in the cabinets fixed at our pier and there are the types and numbers of PPE on the cabinet.

KİŞİSEL KORUYUCU DONANIM KULLANIMINA İLİŞKİN RİSK BELİRLEME TABLOSU

İKKLELER			KULLANILMASI GEREKEN KİŞİSEL KORUYUCU DONANIMIN CİNSİ	RİSKLER																				
				FİZİKSEL											KİMYASAL					BİYOLOJİK				
				MEKANİK					TERMAL		ELEKTRİK	RADYASYON		GÜRÜLTÜ	AEROSOLLAR-SIVILAR-GAZLAR-BUHARLAR								
				Yüksekten Düşmeler	Darbeler-Kesikler Çarpmalar-Ezikler	Batmalar-Kesikler Sıyrıklar	Tırpşlm	Kaymalar Düşmeler	Sıcaklık Alev	Soğuk		İyonize Olmayan	İyonize		Tozlar Lifler	Dumanı	Buhar	Sıvıya Batma	Sıçrama Püskürme	Zararlı Bakteriler	Zararlı Virüsler	Mantarlar (Mikotik fungi)	Mikrobiyolojik olmayan Antijenler
VÜCUDUN KISIMLARI	BAŞ	Kafatası	BARET		x			x																
		Göz	GÖZ KORUYUCU DONANIM																		x			
		Solunum Yolu	ACİL DURUM MASKESİ																		x			
		Yüz	BARET SİPERLİĞİ		x	x		x																
		Baş (Tamamı)	BARET		x	x		x																
	ÜST BEDEN	El	İŞ ELDİVENİ		x	x		x			x										x			
		Kol (Kısımları)	KİMYASALLARA KARŞI KORUYUCU ELDİVEN		x			x			x													
	ALT BEDEN	Ayak	GÜVENLİK AYAKKABISI		x			x			x													
		Bacak (Kısımları)	KİMYASALLARA KARŞI DAYANIKLI ÇİZME		x			x																
	DİĞER	Deri	KİMYASALLARA KARŞI DAYANIKLI TULUM		x	x		x			x										x			
		Gövde/ Karın			x			x																
		Tüm Vücut			x			x			x													
KULLANILMASI GEREKEN KKD TÜRLERİ			Güvenlik Ayakkabısı, Baret, Eldiven, gözlük, baret siperliği, uzun kollu eldiven, acil durum maskesi, kimyasal tulum, çizme																					

PPE INVENTORY TO BE USED IN AN EMERGENCY	
Helmet	1 Piece (Per Person)
Visor	1 Piece (Per Person)
Long sleeved chemical resistant gloves	1 Piece (Per Person)
Emergency mask	1 Piece (Per Person)
Chemical resistant overalls	1 Piece (Per Person)
Chemical resistant boots	1 Piece (Per Person)

ANNEX-14
NOTIFICATION FORM FOR DANGEROUS GOODS INCIDENT

1.	HISTORY AND TIME OF EMERGENCY:
2.	THE PLACE WHERE THE BOILER IS IN THE FIELD (COASTAL PLANT AND / OR SHIP), POSITION AND IMPACT AREA:
3.	EMERGENCY TYPE (ORDER: FIRE, FUEL DOWN, STAFF INJURY) AND BOILER DEVELOPMENT):
4.	WHAT HAPPENED WHAT YOU WANT TO KNOW AND UNABLE:
5.	INCIDENT, DEAD, AND LOST NUMBER AND IDENTITY INFORMATION:
6.	SIZE OF INJURY / POLLUTION:
7.	SHIPPING SHIP VISITING INFORMATION (NAME, SHOULDER, IMO NO, DINNER, OPERATOR, QUANTITY AND QUANTITY, CAPABILITIES AND SIMILAR INFORMATION):
8.	METHOROLOGICAL CONDITIONS:
9.	HAZARDOUS SUBSTANCE INFORMATION; UN NUMBER: PSN: CLASS: POSITION RISK: NO SEA POLLUTION: DANGEROUS MATERIALS SIGN AND LABEL DETAILS,
10.	DANGEROUS GOODS MANUFACTURER COMPANY INFORMATION: SENDER INFORMATION: TRANSPORT INFORMATION: RECEIVER INFORMATION:
11.	CONTROL MEASURES FOR VEHICLES AND TERMS TO TAKE THE EMERGENCY CONTROL:

12.	DUTY PLANT / EQUIPMENT DAMAGE:
13.	LOSS OF PRODUCT AND / OR RETURNED PRODUCT AMOUNT:
14.	THE EFFECT OF THE WINDING PLANT ON ROUTINE OPERATIONS:
15.	EQUIPMENT AND / OR PRODUCT QUALITY CONTROLS:
16.	ACTIVITIES TO BE PERMITTED OR REQUIRED TO PREVENT THE EMERGENCY:
17.	SUBJECT TO EMERGENCIES AND EMERGENCY:
18.	EXPECTED RESPONSIBILITY OR EXPRESSION IN PRESS:

ANNEX-15
DANGEROUS Loads Check out and Control Form

	ATLAS TMGD TEHLİKELİ MADDE TESLİM ALMA KONTROL FORMU	Doküman No:	FORM ATLAS 101
		Revizyon No:	
		Revizyon Tarihi:	

1 Genel Bilgiler

Taşıma Güzergahı	Nereden:		Nereye:		
Taşınan maddenin UN NUMARASI ve Paketleme Grubu					
Taşınan Miktar		Sefer Saati		Araç Plakası/Modeli:	

2 Genel Kontroller

No	Parametre	Durum Tespiti Evet		Açıklama
1	*Araç, nizamiye dışında park etmiş araçlardan en az 20 m. uzakta park edildi mi?*	☐	☐	
2	*Nizamiye personeli gelen sevkiyat hakkında önceden bilgi sahibi mi?*	☐	☐	
3	*Fatura ve irsaliyesi var mı?*	☐	☐	
4	*Tehlikeli madde ve tehlikeli atık zorunlu mali sorumluluk sigortası var mı?*	☐	☐	
5	*Araç sigara içme yerinden en az 30 m. uzakta mıdır?*	☐	☐	
5	***Boş Tanker ise "Gas Free" Tam temizlik belgesivar mı?***	☐	☐	**Varsa Özel sefere gerek yoktur.**
	Not: Cevap "Hayır" ise, mutlaka İşletme Yetkilisi ile koordine edilerek işlem yapılacak.			

3 ADR - Muafiyetler

No	Parametre	Durum Tespiti Evet		Açıklama
1	*Tehlikeli madde yükü muafiyet kapsamında mıdır? Taşıma evrakı gerekir*	☐	☐	

3 ADR - Sevk Belgeleri

No	Parametre	Durum Tespiti Evet		Açıklama
1	*Mürettebatın fotoğraflı kimlik belgesi var mı ? Mürettebat taşıma evrakında kayıtlı kişi ile uyumlu mu?*	☐	☐	
2	*Mürettebatın SRC 5 Belgesi var mı? Yetkilendirme uygun mu?*	☐	☐	
3	*Taşıma evrakı var mı ve uygun hazırlanmış mı?*	☐	☐	
4	*Araçta Yazılı Talimat var mı?*	☐	☐	
5	*Araç Onay (Uygunluk) Belgesi var mı?*	☐	☐	
6	*Bu taşıma için "Taşıma İzin Yazısı" var mı?*	☐	☐	

4 ADR - Ambalajlar

No	Parametre	Durum Tespiti Evet		Açıklama
1	*Tehlikeli madde ambalajları ADR' ye uygun şekilde etiketlenmiş ve işaretlenmiş mi?*	☐	☐	

5 ADR - Araçların İşaretlenmesi

No	Parametre	Durum Tespiti Evet		Açıklama
1	*Tehlikeli madde taşıyan araçlara uygun levha ve turuncu plakalar takılmış mı?*	☐	☐	

6 ADR - Kişisel Korunma Teçhizatı

No	Parametre	Durum Tespiti Evet		Açıklama
1	*Araçta bulunması gereken "Kişisel Korunma Teçhizatı" tam ve kullanılabilir durumda mı dır?*	☐	☐	

7 ADR - Yangın Söndürme Teçhizatı

No	Parametre	Durum Tespiti Evet		Açıklama
1	*Araçta ADR' ye uygun yeterli miktarda Yangın Söndürme Cihazı (YSC) bulunmakta mıdır?*	☐	☐	

Teslim Eden (Yetkili)	Teslim Alan (Yetkili)	Onaylayan (Yetkili)
Firma:	Firma:	Firma:
Adı Soyadı / İmza:	*Adı Soyadı / İmza:*	*Adı Soyadı / İmza:*