PORT OF ÇANAKKALE



PREPARED BY	APPROVED BY	APPROVED BY
DANGEROUS GOODS SAFETY ADVISER	PORT SERVICES DIRECTOR	GENERAL MANAGER

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1. INTRODUCTION

1.1 GENERAL INFORMATION ON ÇANAKKALE KEPEZ PORT

General information is provided in the facility information form below.

FACILITY INFORMATION FORM

1	**Name/title of facility operator**	**ÇANAKKALE LİMAN İŞLETMESİ SANAYİ VE TİCARET A.Ş**
2	**Facility operator contact details (address, telephone, fax, email and website)**	**Cumhuriyet Mah. Sahil Yolu Cad. No:42, Kepez 17110 Çanakkale; Tel: 0 286 263 5500 / 0 286 263 0808; info@portofcanakkale.com; www.portofcanakkale.com**
3	**Name of facility**	**ÇANAKKALE KEPEZ PORT**
4	**Province where the facility is located**	**Çanakkale**
5	**Facility contact details (address, telephone, fax, email and website)**	**Cumhuriyet Mah. Sahil Yolu, Kepez 17110 Çanakkale; 0 286 263 5500; 0 286 263 0808; info@portofcanakkale.com; www.portofcanakkale.com**
6	**Geographical region where the facility is located**	**Marmara Region**
7	**Port authority to which the facility is affiliated and contact details**	**Çanakkale Regional Port Authority; Kayserili Ahmet Paşa Cad. No:4, Çanakkale/Centre; Tel: 0 286 212 98 76 – 0 286 212 98 78; Fax: 0 286 212 98 79; canakkale.liman@udhb.gov.tr; www.canakkaleliman.gov.tr**
8	**Municipality to which the facility is affiliated and contact details**	**Kepez Municipality**
9	**Free zone or organized industrial zone to which the facility is affiliated**	**Kepez Municipality**
10	**Expiry date of Coastal Facility Operating Permit / Temporary Operating Permit**	**31.10.2026**

11	**Operational status of the facility**	**Third-party cargo ☒ / Own cargo and third-party cargo (as indicated on source form)**
12	**Name and surname of facility manager**	**Serkan YARDIMCI**
12	**Telephone**	**0286 263 55 00**
12	**Fax**	**0286 263 08 08**
12	**Email**	**serkanyardimci@portofcanakkale.com**
13	**Dangerous cargo operations responsible person and contact details**	**Evren BECEREN; Tel: 0286 263 55 00; Mobile: 0 533 300 27 53; Fax: 0 286 263 08 08; evrenbeceren@portofcanakkale.com**
14	**Dangerous Goods Safety Adviser and contact details**	**Serah ÖZTÜRK; Tel: 0505 479 8347; seraho@sttmgd.com**
15	**Sea coordinates of the facility**	**40º 06’ 21” N, 26º 22’ 41” E**
16	**Types of dangerous cargo handled at the facility (cargoes under MARPOL Annex I, IMDG Code, IBC Code, IGC Code, IMSBC Code, Grain Code and TDC Code, and asphalt/bitumen and scrap)**	**MARPOL Annex I; IBC Code; Grain Code; TDC Code; Asphalt/Bitumen; IMSBC Code**
17	**Dangerous cargoes handled at the facility (cargoes other than IMDG Code cargoes under item 16 shall be listed separately; requests for additional cargoes shall be submitted to the relevant Port Authority using Annex 1 and, if approved, added to the guide)**	**MARPOL Annex I (fuel oil, diesel fuel, lubricating oil [direct transfer]); bulk cargoes listed in Appendix 1 of the IMSBC Code whose characteristic-table group is marked “B” or “A and B”**
18	**Classes of IMDG Code cargoes handled**	**Diesel fuel (Class 3 – handled under MARPOL Annex I); Fuel oil (Class 9 – handled under MARPOL Annex I)**
19	**Characteristic-table groups for IMSBC Code cargoes handled**	**—**

20	**Types of ships that may berth at the facility**	**Ferry/passenger ship (cruise); high-speed passenger craft; Ro-Ro ship; general cargo ship; bulk carrier; oil/product tanker; chemical tanker; container ship; waste reception tanker; waste collection vessel**
21	**Distance from the facility to the main road**	**2 km**
22	**Distance to railway or railway connection (Yes/No)**	**None**
23	**Nearest airport and distance from the facility**	**9 km**
24	**Cargo handling capacity (tonnes/year; TEU/year; vehicles/year)**	**1,000,000 tonnes/year bulk/general cargo + 100,000 TEU/year containers**
25	**Whether scrap is handled at the facility**	**No; scrap handling will not be carried out**
26	**Border gate (Yes/No)**	**Yes**
27	**Customs-bonded area (Yes/No)**	**Yes**
28	**Cargo handling equipment and capacities**	**Mobile crane, ship cranes, conveyor belt and direct-transfer tanker filling unit**
29	**Storage tank capacity (m^3)**	**Fuel storage: 13,621.269 m^3; storage of ship-generated waste: 13,931.66 m^3**
30	**Open storage area (m^2)**	**28,746 m^2**
31	**Semi-covered storage area (m^2)**	**—**
32	**Covered storage area (m^2)**	**2,688 m^2**
33	**Designated fumigation and/or degassing area (m^2)**	**Not designated**
34	**Provider of pilotage and towage services and contact details**	**Provided by the Directorate General of Coastal Safety, Çanakkale Directorate; Tel: 0 286 213 48 00; Fax: 0 286 217 48 39**
35	**Has a security plan been prepared? (Yes/No)**	**Yes**
36	**Waste reception facility capacity**	**See the table below**

Waste reception facility unit (tank, pipeline, treatment, pump, etc.)	Qty.	Description	Total capacity (m^3)
Raw slop tank	**2**	**Locally manufactured (4,500 m^3/T07 + 2,080 m^3/T10)**	**6,580**
Sludge tank	**2**	**Locally manufactured (500 m^3 T2 / 500 m^3 T3)**	**1,000**
Dehydrated slop	**2**	**Locally manufactured (2,080 m^3/T1 / 1,500 m^3/T8)**	**3,580**
Dehydrated bilge	**1**	**Locally manufactured (250 m^3/T09)**	**250**
Bilge tank	**1**	**Locally manufactured (250 m^3/T11)**	**250**
Waste oil tank	**1**	**Locally manufactured (250 m^3/T12)**	**250**

Mixed waste oil tank	**1**	**Locally manufactured (1,000 m³/T06)**	**1,000**
Waste solvent tank	**2**	**Locally manufactured (500 m³/T04 + 500 m³/T05)**	**1,000**
Garbage (categories A, B, C, D, E, F, G, H, I)	**9**	**0.74 m³ × 9 units**	**6.66**
Sewage	**1**	**Vacuum tanker**	**15**

37		**Specifications of Pier and Quay Areas**				
		Length (m)	**Width (m)**	**Min. Water Depth (m)**	**Max. Water Depth (m)**	**Maximum Vessel Tonnage (DWT or GRT)**
1	Berth No. 1 (1)	214	24	14	28	60,000 DWT
1.1	No. 1 West Quay (1)	214	24	14	27	60,000 DWT
1.2	No. 2 East Quay (1)	214	24	14	26	60,000 DWT
1.3	No. 1 Ro-Ro Quay	214	24	14	27	15,000 DWT
1.4	No. 2 Ro-Ro Quay	214	24	14	26	15,000 DWT
2	Ferry Quay	44	23	5.5	14	1,500 GRT

Pipeline Name (if available at the facility)	**Quantity (units)**	**Length (m)**	**Diameter (inches)**
Pier Manifold – Storage Facility Yard Entrance – Motor	1	471	6 and 8
Pier Manifold – Storage Facility Yard Entrance	1	406	6, 8 and 10

REVISION PAGE

Item No.	Revision No.	Description of Revision	Revision Date	Revision Prepared by	
				Name Surname	Signature
01	1	Sections 4 and 10.2 amended	23.05.2018	Boğaçhan ÇAVKA	
02	2	Missing sections and legislation updated (Sections 4 and 7)	31.05.2019	Ayfer BARTAN	
03	3	Implementation instruction for the Dangerous Cargo Handling Guide	08.08.2022	Ayfer BARTAN Hakan YEŞİL	
04	4	Section 1.1 Facility Information Form updated	02.10.2023	Evren BECEREN	
05	5	Section 1.1 Facility Information Form updated	01.09.2026	Muhammed YILDIRIM	
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1.2 Loading, Discharging, Handling and Storage Procedures for Dangerous Goods Handled and/or Temporarily Stored at the Coastal Facility (for cargoes covered by MARPOL Annex I, IMDG Code, IBC Code, IGC Code, IMSBC Code, Grain Code and TDC Code, as well as asphalt/bitumen, scrap, waste, cargo residues and project cargo)

1.2.1 Procedure for the Safe Handling of Dangerous Liquid Bulk Cargoes

Implementation

- At our port facility, dangerous liquid bulk cargoes are handled using the existing system at Berth No. 1. They are stored in storage tanks within the Type A General Fuel Storage Depot located in the port area.
- The number of equipment, mail and team to be used in the operations meeting held the day before are determined. At least 3 days in advance, the agency shall submit the analysis and SDS documents of the cargo to the HSE-Q department in the ship notification.
- After the vessel has been safely moored at the berth with the assistance of a pilot, tugboats and mooring personnel, an onboard safety inspection is carried out. Any unsafe condition is reported to the vessel's representative, and corrective action is ensured. The Operations Supervisor selects the discharge equipment and piping suitable for the cargo. The ISGOTT Ship/Shore Safety Checklist is jointly completed and signed. A communication link is established between the vessel and the port facility.
- Personnel shall stand by the flexible hoses to be connected to the vessel and shall work together with the vessel's crew when connecting them to the vessel's cargo inlet and outlet manifolds.
- The appropriate pressure is agreed with the vessel. In an emergency, the vessel's crew shall be notified and the line shall be shut off.

Necessity

- Gas detectors shall be calibrated and kept ready for use to detect possible gas leaks at the coastal facility.
- Required warnings and warning signs shall be placed around the handling area. In hazardous locations or situations, relevant personnel shall wear personal protective clothing and equipment in accordance with occupational health and safety requirements. Personnel who do not have PPE appropriate to their duties and work areas shall not be assigned to the work.
- Equipment shall undergo periodic maintenance, repair and calibration. Certificates, logs or record books documenting these activities shall be kept up to date.
- First-aid supplies for use in emergencies or accidents shall be kept in locations known to personnel and readily accessible.
- Radios used for communications during loading and discharging operations involving dangerous liquid bulk cargoes shall be of a type suitable for safe use in flammable or explosive atmospheres.
- Flexible hoses used for loading and discharging dangerous liquid bulk cargoes shall be checked to ensure that they are type-approved and have a certificate stating the hose type, maximum working pressure, and month and year of manufacture. The hoses shall be tested, maintained and repaired

in accordance with ISGOTT criteria, and the relevant test reports and maintenance and repair records shall be retained. Hoses not currently in service but intended for loading/discharging operations shall be stored in accordance with ISGOTT criteria.

- A sufficient number of electrical insulating flanges shall be available for flexible hoses used to load and discharge dangerous liquid bulk cargoes.
- The operators of the port facilities where dangerous liquid bulk cargoes are handled are responsible for the issues related to the additional safety and security measures to be taken in the port facilities, the liquid cargo operation officer, supervisor, chief and the HSE-Q department.
- At our port facility, the Operations Supervisor and Shift Supervisor are responsible for handling dangerous liquid bulk cargoes. Their duties are defined in the quality management system, and they shall act within the scope of those responsibilities.
- During cargo operations and emergencies, the Master, Operations Supervisor and Shift Supervisor shall, within their respective areas of responsibility, provide the Port Authority and other relevant parties with the following information concerning dangerous liquid bulk cargoes being loaded/discharged or carried, where deemed necessary.

To be provided by the Master:

- The proper shipping name, UN number, and description of the dangerous cargo's physical and chemical properties (including reactivity).
- Load transfer, slop transfer, degassing process, inertia, ballast taking, ballast unloading and tank cleaning procedures.

To be provided by the Operations Supervisor/Shift Supervisor:

- Information on special equipment required for the safe handling, loading and discharging of cargoes, together with emergency response procedures covering the following:
- Actions to be taken in the event of a spill or leak, as specified in the Emergency Plans;
- Measures specified in the Emergency Plan and occupational health and safety procedures to prevent accidental contact between persons and dangerous cargoes;
- Firefighting procedures specified in the Emergency Plan and appropriate communication systems to be used in the event of a fire.
- Before handling, loading or discharging dangerous liquid bulk cargoes begins, and throughout the operation, it shall be checked that the required written warnings and pictorial signs (pictograms) are displayed at all entrances to the relevant work area.
- During the handling, loading and discharging of dangerous liquid bulk cargoes, continuous communication shall be maintained on VHF Channel 16 and the working channel specified in the protocol (VHF Channel 69). Effective communications shall be ensured throughout cargo operations.

Piping Systems Used for Dangerous Liquid Bulk Cargoes

The Shift Supervisor shall:

- Take adequate measures to prevent short circuits in the insulating section;
- Ensure that insulation and earthing systems are inspected and tested at appropriate intervals to verify their effectiveness;
- Ensure that other metallic connections between the interface and shore are protected or arranged so as to eliminate the possibility of an initiating spark where a flammable atmosphere could form.
- Follow the applicable checklists in the International Safety Guide for Oil Tankers and Terminals (ISGOTT).

Sources of Ignition

- The Shift Supervisor shall ensure that the Master is informed of any circumstances that may require precautions regarding sources of ignition on board, such as ship's stoves or cooking appliances.

Handling

Preliminary Measures

- Within their respective areas of responsibility, the Master and Operations Supervisor shall test cargo-handling controls, measurement systems, emergency shutdown systems and alarm systems before cargo transfer begins, and shall ensure that they are adequate.
- Before a dangerous liquid bulk cargo operation begins, the Master and Operations Supervisor shall agree in writing on the transfer schedule, including maximum loading or discharge rates and operating pressures, taking the following into account:
- The capacity and maximum permissible pressure of the vessel's cargo lines and flexible hoses;
- The arrangement of the vapour venting system and maximum loading or discharge rates;
- Possible pressure increases under emergency shutdown procedures;
- Possible electrostatic charge accumulation; and
- The presence of responsible personnel on board and ashore during start-up operations.
- An appropriate safety checklist setting out the principal safety precautions to be taken before and during such transfer operations shall be completed and signed.
- The steps to be taken and signals to be used in an emergency during cargo-handling operations shall be agreed in writing.
- It shall be ensured that appropriate safety measures and personal protective equipment are used.
- The Operations Supervisor shall ensure that the start controls for bulk-liquid transfer pumps are locked in the "off" position or located where only authorised personnel can access them.
- The Operations Supervisor shall check that flexible-hose loading/discharging connections are securely and leak-tightly blanked when not in use or while on standby.
- The "Ship/Shore Safety Checklist" in the International Safety Guide for Oil Tankers and Terminals (ISGOTT) shall be completed and signed in accordance with the "Guidance for Completing the Ship/Shore Safety Checklist" contained in ISGOTT.

Pumping

- Within their respective areas of responsibility, the Master and Operations Supervisor shall ensure that:
- Checks are carried out at agreed intervals to ensure that agreed back pressures and loading or discharge rates are not exceeded;
- All necessary care is taken to prevent leaks from relevant pipes, flexible hoses and connected equipment on board and ashore, and that dangerous liquid bulk cargo transfers are adequately supervised;
- Effective communication is maintained between shipboard and shore equipment/teams during transfer operations;
- The safety checklist is available for monitoring during handling operations;
- Arrangements are made to gauge the receiving tanks during handling of dangerous liquid bulk cargoes so that they are not overfilled;
- Persons responsible are present on board and during operations on shore;
- Appropriate safety equipment and personal protective equipment are used.

Completion of the Operation

Within their respective areas of responsibility, the Master and Operations Supervisor shall ensure, after transfer of dangerous liquid bulk cargoes is completed, that no residual pressure remains in the discharge valves or pipeline. They shall also ensure that:

- The liquid has been drained and pressure released before the line connection is disconnected from the vessel;
- All safety measures have been taken, including sealing vessel manifold connections and flexible hoses with blind flanges; and
- Appropriate safety equipment and personal protective equipment shall be ensured to be used.

1.2.2 Procedure for the Safe Handling of Cargoes under the Grain Code and TDC Code

Grain Code (International Code for the Safe Carriage of Grain in Bulk)

TDC Code 2011 (Code of Safe Practice for Ships Carrying Timber Deck Cargoes)

TDC Code 2011 is not mandatory and applies to all ships of 24 m or more in length carrying timber cargoes. Its provisions aim to ensure safe stowage and securing of timber cargoes so that shifting is adequately prevented.

The International Code for the Safe Carriage of Grain in Bulk (Grain Code) applies to all ships carrying grain, regardless of size, including ships of less than 500 gross tonnage, as referred to in SOLAS Chapter VI, Part C.

The term “grain” includes wheat, maize (corn), millet, barley, oats, rye and rice, as well as seeds, kernels and processed products that in their natural state have characteristics similar to those of grain.

Grain Cargoes

- Grain cargo is defined as wheat, maize, rye, oats, barley, rice, pulses, seeds and similar cargoes, including their processed forms and cargoes that naturally resemble grain.
- The shipper shall provide the terminal with up-to-date information on the cargo’s physical and chemical properties sufficiently in advance of the vessel’s or cargo’s arrival and before handling begins.
- The equipment, cranes, team, number of gangs and berth to be used shall be determined. Personnel involved in the operation shall be informed of the cargo properties and provided with the necessary PPE. Environmental safety shall be ensured by the HSE function.
- Warnings shall be given to prevent trucks from being loaded beyond their rated capacity, and responsible personnel shall exercise due care. After loading, the trucks shall always be covered with a suitable tarpaulin.
- The Shift Supervisor is responsible for occupational safety in the work area, equipment checks, controlling the entry and exit of unauthorised persons, safe cargo handling, housekeeping and verifying that these activities are properly performed.
- Before loading or discharging, the Master and terminal representative shall agree on a loading/discharging plan in accordance with SOLAS 1974 Regulation VI/7.3 to ensure that permissible forces and moments on the ship are not exceeded. The Master and terminal representative shall be informed of any changes to the plan.
- Effective communication shall be maintained between the terminal and the vessel throughout loading and discharging.
- During loading or discharging of grain in bulk, a tarpaulin shall be placed between the ship and the port to prevent cargo from falling into the sea. A person shall be assigned responsibility for the tarpaulin placed between the ship and the port and for cleaning up any spilled cargo.
- Tahıl kuru tutulmalıdır. Isıya ve fermentasyona meyilli olduğundan iyi havalandırma gerektirir.
- The stowage factor varies according to the type of grain and whether it is shipped in bulk or in bags.
- Dust generated during grain handling may cause a dust explosion; grain shall therefore be kept away from sources of heat. Smoking shall not be permitted during grain handling.

1.2.3 Procedure for the Safe Handling of Dangerous Cargoes under MARPOL Annex I

At our coastal facility, the dangerous liquid bulk cargoes handled are fuel oil and distillate marine fuel (marine gas oil – DMA), which are petroleum and petroleum products. Non-routine dangerous cargoes are not accepted at the facility.

At our coastal facility, dangerous liquid bulk cargoes are transferred directly by pipeline, without being kept at the existing berths, to storage tanks in the Type A General Fuel Storage Depot within the port facility.

Cargo transfer operations for vessels arriving to discharge dangerous cargo at Çanakkale Kepez Limanı San. ve Tic. A.Ş. shall be carried out in accordance with ISGOTT procedures, the Ship/Shore Loading/Discharging Plan and the Ship/Shore Safety Checklist, and a protocol shall be agreed between the vessel and the terminal. Other detailed loading, discharging, handling and storage procedures shall be implemented as specified in Port Information and Ship Operations (Berth Rules) and the relevant procedures and instructions.

Application

- At our port facility, dangerous liquid bulk cargoes are handled using the existing system at Berth No. 1. They are stored in storage tanks within the Type A General Fuel Storage Depot located in the port area.
- The equipment to be used, the number of gangs and the team are determined at the operations meeting held one day in advance. The agent shall submit the cargo analysis and Safety Data Sheet (SDS) documents to the HSE-Q Department with the vessel notification at least three days in advance.
- After the vessel has been safely moored at the berth with the assistance of a pilot, tugboats and mooring personnel, an onboard safety inspection is carried out. Any unsafe condition is reported to the vessel's representative, and corrective action is ensured. The Operations Supervisor selects the discharge equipment and piping suitable for the cargo. The ISGOTT Ship/Shore Safety Checklist is jointly completed and signed. A communication link is established between the vessel and the port facility.
- Personnel shall stand by the flexible hoses to be connected to the vessel and shall work together with the vessel's crew when connecting them to the vessel's cargo inlet and outlet manifolds.
- The appropriate pressure is agreed with the vessel. In an emergency, the vessel's crew shall be notified and the line shall be shut off.

Necessity

- Gas detectors shall be calibrated and kept ready for use to detect possible gas leaks at the coastal facility.
- Required warnings and warning signs shall be placed around the handling area. In hazardous locations or situations, relevant personnel shall wear personal protective clothing and equipment in

accordance with occupational health and safety requirements. Personnel who do not have PPE appropriate to their duties and work areas shall not be assigned to the work.

- Equipment shall undergo periodic maintenance, repair and calibration. Certificates, logs or record books documenting these activities shall be kept up to date.
- First-aid supplies for use in emergencies or accidents shall be kept in locations known to personnel and readily accessible.
- Radios used for communications during loading and discharging operations involving dangerous liquid bulk cargoes shall be of a type suitable for safe use in flammable or explosive atmospheres.
- Flexible hoses used for loading and discharging dangerous liquid bulk cargoes shall be checked to ensure that they are type-approved and have a certificate stating the hose type, maximum working pressure, and month and year of manufacture. The hoses shall be tested, maintained and repaired in accordance with ISGOTT criteria, and the relevant test reports and maintenance and repair records shall be retained. Hoses not currently in service but intended for loading/discharging operations shall be stored in accordance with ISGOTT criteria.
- A sufficient number of electrical insulating flanges shall be available for flexible hoses used to load and discharge dangerous liquid bulk cargoes.
- At coastal facilities handling dangerous liquid bulk cargoes, the liquid cargo operations supervisor/manager and the HSE-Q Department are responsible for matters relating to additional safety and security measures required at the facility.
- At our port facility, the Operations Supervisor and Shift Supervisor are responsible for handling dangerous liquid bulk cargoes. Their duties are defined in the quality management system, and they shall act within the scope of those responsibilities.
- During cargo operations and emergencies, the Master, Operations Supervisor and Shift Supervisor shall, within their respective areas of responsibility, provide the Port Authority and other relevant parties with the following information concerning dangerous liquid bulk cargoes being loaded, discharged or carried, where deemed necessary.

To be provided by the Master:

- The proper shipping name, UN number, and description of the dangerous cargo's physical and chemical properties, including reactivity.
- Procedures for cargo transfer, slop transfer, gas freeing, inerting, ballasting, deballasting and tank cleaning.

To be provided by the Operations Supervisor/Shift Supervisor:

Information on special equipment required for the safe handling, loading and discharging of cargoes, together with emergency response procedures covering the following:

- Actions to be taken in the event of a spill or leak, as specified in the Emergency Plans;
- Measures specified in the Emergency Plan and occupational health and safety procedures to prevent accidental contact between persons and dangerous cargoes;

- Firefighting procedures specified in the Emergency Plan and appropriate communication systems to be used in the event of a fire.
- Before handling, loading or discharging dangerous liquid bulk cargoes begins, and throughout the operation, it shall be checked that the required written warnings and pictorial signs (pictograms) are displayed at all entrances to the relevant work area.
- During the handling, loading and discharging of dangerous liquid bulk cargoes, continuous communication shall be maintained on VHF Channel 16 and the working channel specified in the protocol (VHF Channel 69). Effective communications shall be ensured throughout cargo operations.

Piping Systems Used for Dangerous Liquid Bulk Cargoes

The Shift Supervisor shall:

- Take adequate measures to prevent short circuits in the insulating section;
- Ensure that insulation and earthing systems are inspected and tested at appropriate intervals to verify their effectiveness;
- Ensure that other metallic connections between the interface and shore are protected or arranged so as to eliminate the possibility of an initiating spark where a flammable atmosphere could form.
- Follow the applicable checklists in the International Safety Guide for Oil Tankers and Terminals (ISGOTT).

Sources of Ignition

- The Shift Supervisor shall ensure that the Master is informed of any circumstances that may require precautions regarding sources of ignition on board, such as ship's stoves or cooking appliances.

Handling

Preliminary Measures

- Within their respective areas of responsibility, the Master and Operations Supervisor shall test cargo-handling controls, measurement systems, emergency shutdown systems and alarm systems before cargo transfer begins, and shall ensure that they are adequate.
- Before a dangerous liquid bulk cargo operation begins, the Master and Operations Supervisor shall agree in writing on the transfer schedule, including maximum loading or discharge rates and operating pressures, taking the following into account:
- The capacity and maximum permissible pressure of the vessel's cargo lines and flexible hoses;
- The arrangement of the vapour venting system and maximum loading or discharge rates;
- Possible pressure increases under emergency shutdown procedures;
- Possible electrostatic charge accumulation; and
- The presence of responsible personnel on board and ashore during start-up operations.
- An appropriate safety checklist setting out the principal safety precautions to be taken before and during such transfer operations shall be completed and signed.

- The steps to be taken and signals to be used in an emergency during cargo-handling operations shall be agreed in writing.
- It shall be ensured that appropriate safety measures and personal protective equipment are used.
- The Operations Supervisor shall ensure that the start controls for bulk-liquid transfer pumps are locked in the “off” position or located where only authorised personnel can access them.
- The Operations Supervisor shall check that flexible-hose loading/discharging connections are securely and leak-tightly blanked when not in use or while on standby.
- The “Ship/Shore Safety Checklist” in the International Safety Guide for Oil Tankers and Terminals (ISGOTT) shall be completed and signed in accordance with the “Guidance for Completing the Ship/Shore Safety Checklist” contained in ISGOTT.

Pumping

Within their respective areas of responsibility, the Master and Operations Supervisor shall ensure that:

- Checks are carried out at agreed intervals to ensure that agreed back pressures and loading or discharge rates are not exceeded;
- All necessary care is taken to prevent leaks from relevant pipes, flexible hoses and connected equipment on board and ashore, and that dangerous liquid bulk cargo transfers are adequately supervised;
- Effective communication is maintained between shipboard and shore equipment/teams during transfer operations;
- The safety checklist is available for monitoring during handling operations;
- Arrangements are made to gauge the receiving tanks during handling of dangerous liquid bulk cargoes so that they are not overfilled;
- Gemide ve kıyıdaki operasyonlar esnasında sorumlu kişilerin mevcut olduğundan;
- Appropriate safety equipment and personal protective equipment are used.

Completion of the Operation

Within their respective areas of responsibility, the Master and Operations Supervisor shall ensure, after transfer of dangerous liquid bulk cargoes is completed, that no residual pressure remains in the discharge valves or pipeline. They shall also ensure that:

- The liquid has been drained and pressure released before the line connection is disconnected from the vessel;
- All safety measures have been taken, including sealing vessel manifold connections and flexible hoses with blind flanges; and
- Appropriate safety equipment and personal protective equipment shall be ensured to be used.

1.2.4 Safe Handling Procedure of Asphalt/Bitumen Loads

Asphalt/bitumen cargoes shall be handled directly from ship to road tanker or from road tanker to ship, without intermediate storage.

Application

- In our port facility, the supalan handling of asphalt/bitumen cargo will be carried out at the 1 nolu dock. Storage is not available for the aforementioned loads.
- The number of equipment, mail and team to be used in the operations meeting held the day before are determined. At least 3 days in advance, the agency shall submit the analysis and SDS documents of the cargo to the HSE-Q department in the ship notification.
- After the vessel has been safely moored at the berth with the assistance of a pilot, tugboats and mooring personnel, an onboard safety inspection is carried out. Any unsafe condition is reported to the vessel's representative, and corrective action is ensured. The Operations Supervisor selects the discharge equipment and piping suitable for the cargo. The ISGOTT Ship/Shore Safety Checklist is jointly completed and signed. A communication link is established between the vessel and the port facility.
- Personnel shall stand by the flexible hoses to be connected to the vessel and shall work together with the vessel's crew when connecting them to the vessel's cargo inlet and outlet manifolds.
- The appropriate pressure is agreed with the vessel. In an emergency, the vessel's crew shall be notified and the line shall be shut off.

Necessity

- Gas detectors shall be calibrated and kept ready for use to detect possible gas leaks at the coastal facility.
- Required warnings and warning signs shall be placed around the handling area. In hazardous locations or situations, relevant personnel shall wear personal protective clothing and equipment in accordance with occupational health and safety requirements. Personnel who do not have PPE appropriate to their duties and work areas shall not be assigned to the work.
- Equipment shall undergo periodic maintenance, repair and calibration. Certificates, logs or record books documenting these activities shall be kept up to date.
- First-aid supplies for use in emergencies or accidents shall be kept in locations known to personnel and readily accessible.
- Radios used for communications during loading and discharging operations involving dangerous liquid bulk cargoes shall be of a type suitable for safe use in flammable or explosive atmospheres.
- Flexible hoses used for loading and discharging dangerous liquid bulk cargoes shall be checked to ensure that they are type-approved and have a certificate stating the hose type, maximum working pressure, and month and year of manufacture. The hoses shall be tested, maintained

and repaired in accordance with ISGOTT criteria, and the relevant test reports and maintenance and repair records shall be retained. Hoses not currently in service but intended for loading/discharging operations shall be stored in accordance with ISGOTT criteria.

- A sufficient number of electrical insulation flectories shall be available for flexible hoses used in the collection/discharge of hazardous liquid bulk cargoes.
- At coastal facilities handling dangerous liquid bulk cargoes, the liquid cargo operations supervisor/manager and the HSE-Q Department are responsible for matters relating to additional safety and security measures required at the facility.
- In our port facility, the Operations Officer and the shift supervisor are responsible for handling dangerous bulk liquid cargoes and their duties are defined in the quality management system and will act within the framework of these responsibilities.
- During cargo operations and emergencies, the Master, Operations Supervisor and Shift Supervisor shall, within their respective areas of responsibility, provide the Port Authority and other relevant parties with the following information concerning dangerous liquid bulk cargoes being loaded, discharged or carried, where deemed necessary.

To be provided by the Master:

- The proper shipping name, UN number, and description of the dangerous cargo's physical and chemical properties, including reactivity.
- Procedures for cargo transfer, slop transfer, gas freeing, inerting, ballasting, deballasting and tank cleaning.

To be provided by the Operations Supervisor/Shift Supervisor:

Information on special equipment required for the safe handling, loading and discharging of cargoes, together with emergency response procedures covering the following:

- Actions to be taken in the event of a spill or leak, as specified in the Emergency Plans;
- Measures specified in the Emergency Plan and occupational health and safety procedures to prevent accidental contact between persons and dangerous cargoes;
- Firefighting procedures specified in the Emergency Plan and appropriate communication systems to be used in the event of a fire.
- Before handling, loading or discharging dangerous liquid bulk cargoes begins, and throughout the operation, it shall be checked that the required written warnings and pictorial signs (pictograms) are displayed at all entrances to the relevant work area.
- During the handling, loading and discharging of dangerous liquid bulk cargoes, continuous communication shall be maintained on VHF Channel 16 and the working channel specified in the protocol (VHF Channel 69). Effective communications shall be ensured throughout cargo operations.

Piping Systems Used for Dangerous Liquid Bulk Cargoes

The Shift Supervisor shall:

- Take adequate measures to prevent short circuits in the insulating section;
- Ensure that insulation and earthing systems are inspected and tested at appropriate intervals to verify their effectiveness;
- Ensure that other metallic connections between the interface and shore are protected or arranged so as to eliminate the possibility of an initiating spark where a flammable atmosphere could form.
- Follow the applicable checklists in the International Safety Guide for Oil Tankers and Terminals (ISGOTT).

Sources of Ignition

- The Shift Supervisor shall ensure that the Master is informed of any circumstances that may require precautions regarding sources of ignition on board, such as ship's stoves or cooking appliances.

Handling

Preliminary Measures

- Within their respective areas of responsibility, the Master and Operations Supervisor shall test cargo-handling controls, measurement systems, emergency shutdown systems and alarm systems before cargo transfer begins, and shall ensure that they are adequate.
- Before a dangerous liquid bulk cargo operation begins, the Master and Operations Supervisor shall agree in writing on the transfer schedule, including maximum loading or discharge rates and operating pressures, taking the following into account:
- The capacity and maximum permissible pressure of the vessel's cargo lines and flexible hoses;
- The arrangement of the vapour venting system and maximum loading or discharge rates;
- Possible pressure increases under emergency shutdown procedures;
- Possible electrostatic charge accumulation; and
- The presence of responsible personnel on board and ashore during start-up operations.
- An appropriate safety checklist setting out the principal safety precautions to be taken before and during such transfer operations shall be completed and signed.
- The steps to be taken and signals to be used in an emergency during cargo-handling operations shall be agreed in writing.
- It shall be ensured that appropriate safety measures and personal protective equipment are used.
- The Operations Supervisor shall ensure that the start controls for bulk-liquid transfer pumps are locked in the "off" position or located where only authorised personnel can access them.
- The Operations Supervisor shall check that flexible-hose loading/discharging connections are securely and leak-tightly blanked when not in use or while on standby.
- The "Ship/Shore Safety Checklist" in the International Safety Guide for Oil Tankers and Terminals (ISGOTT) shall be completed and signed in accordance with the "Guidance for Completing the Ship/Shore Safety Checklist" contained in ISGOTT.

Pumping

Within their respective areas of responsibility, the Master and Operations Supervisor shall ensure that:

- Checks are carried out at agreed intervals to ensure that agreed back pressures and loading or discharge rates are not exceeded;
- All necessary care is taken to prevent leaks from relevant pipes, flexible hoses and connected equipment on board and ashore, and that dangerous liquid bulk cargo transfers are adequately supervised;
- Effective communication is maintained between shipboard and shore equipment/teams during transfer operations;
- The safety checklist is available for monitoring during handling operations;
- Arrangements are made to gauge the receiving tanks during handling of dangerous liquid bulk cargoes so that they are not overfilled;
- Persons responsible are present on board and during operations on shore;
- Appropriate safety equipment and personal protective equipment are used.

Completion of the Operation

Within their respective areas of responsibility, the Master and Operations Supervisor shall ensure, after transfer of dangerous liquid bulk cargoes is completed, that no residual pressure remains in the discharge valves or pipeline. They shall also ensure that:

- The liquid has been drained and pressure released before the line connection is disconnected from the vessel;
- All safety measures have been taken, including sealing vessel manifold connections and flexible hoses with blind flanges; and
- Appropriate safety equipment and personal protective equipment shall be ensured to be used.

2. RESPONSIBILITIES

The port facility operator, cargo interests and the master of the vessel are required to take all necessary measures to ensure that operations involving dangerous goods are carried out safely and securely, without harm to the environment, to prevent accidents and, should an accident occur, to minimise any resulting damage.

Within this scope:

2.1 Responsibilities of the Cargo Interest

The responsibilities of the consignor, consignee, representative and freight forwarder/commission agent of dangerous goods, each defined as a “cargo interest” within the Port of Çanakkale (Kepez) area, are set out below:

- Prepare, or arrange the preparation of, all mandatory documents and information relating to dangerous goods and ensure that these accompany the cargo throughout the transport operation.
- Ensure that dangerous goods are classified, identified, packaged, marked, labelled and placarded in accordance with the applicable legislation.
- Ensure that dangerous goods are safely loaded, stowed, secured, carried and unloaded using approved and compliant packaging, receptacles and cargo transport units.
- Ensure that all relevant personnel receive training on the risks of dangerous goods carried by sea, safety precautions, safe working practices, emergency measures, security and related matters, and retain training records.
- Ensure that the necessary safety measures are taken in respect of dangerous goods that do not comply with the applicable rules, are unsafe, or pose a risk to persons or the environment.
- Provide the relevant parties with the necessary information and assistance in the event of an emergency or accident.
- Report dangerous-goods accidents occurring within their area of responsibility to the Ministry.
- Provide the information and documents requested during inspections by the competent authorities and cooperate as required.

2.2 Responsibilities of the Port Facility Operator

The responsibilities of the port facility operator are as follows:

- Do not allow vessels carrying dangerous goods to berth at the facility without the permission of the Harbour Master's Office.
- Provide vessels intending to berth with written information on facility rules, cargo-handling rules and the applicable legislation.
- Do not handle dangerous goods for which handling authorisation has not been obtained from the Administration; plan operations accordingly so as not to cause undue disruption to vessels scheduled to berth.
- Request the mandatory documents and information relating to dangerous goods from the cargo interest and ensure that they accompany the cargo. If the cargo interest cannot provide the relevant documents and information, the facility is not obliged to accept or handle the dangerous goods.
- Share with the vessel's representative all data required by the nature of the cargo and conduct loading or discharging in accordance with the agreement reached. Do not make changes to the operation without the vessel's representative being informed.

- Determine operating limits by taking into account the facility's safe operating capacity and weather forecasts, and take the measures necessary to ensure that the vessel remains safely moored alongside and that cargo handling is carried out safely.
- Check the transport documents for information confirming that dangerous goods arriving at the facility have been properly classified, packaged, marked, labelled, placarded and safely loaded into the cargo transport unit.
- Ensure that personnel involved in dangerous-goods handling and its planning receive the required training and are certified; do not assign personnel without the required certificates to these operations.
- Ensure that dangerous-goods handling equipment at the facility is in working order and that relevant personnel are trained and certified in its use.
- Implement occupational safety measures at the port facility and ensure that personnel use personal protective equipment (PPE) appropriate to the physical and chemical properties of the dangerous goods.
- Conduct dangerous-goods activities at berths, jetties and in storage areas specifically designed and equipped for such activities.
- Equip berths and jetties designated for vessels loading or discharging dangerous liquid bulk cargoes with installations and equipment suitable for that purpose.
- Maintain an up-to-date inventory of all dangerous goods aboard vessels berthed at the facility and in all enclosed and open areas of the facility, and provide this information to relevant parties upon request.
- Inform the Harbour Master's Office of the immediate risks posed by dangerous goods handled or temporarily stored at the facility and of the measures taken to address those risks.
- Report dangerous-goods accidents to the Harbour Master's Office, including accidents occurring during entry into enclosed spaces.
- Provide the necessary support and cooperation during inspections and audits carried out by the Administration and the Harbour Master's Office.
- Ensure that dangerous goods whose temporary storage is not permitted—Class 1 (except Division 1.4, Compatibility Group S), Class 6.2 and Class 7—are removed from the port facility as soon as possible without being held. Where retention is unavoidable, apply to the Administration for permission.
- Temporarily store cargo transport units containing dangerous goods in accordance with segregation and stowage requirements, and implement fire, environmental and other safety measures appropriate to the class of dangerous goods in the storage area. Keep firefighting systems and first-aid units in areas where dangerous goods are handled ready for immediate use and carry out periodic checks.
- Obtain permission from the Harbour Master's Office before hot work is carried out in areas where dangerous goods are handled or temporarily stored.

- Prepare an emergency evacuation plan for the evacuation of vessels from the port facility in emergencies, submit it to the Harbour Master's Office and inform the relevant persons of the plan approved by that Office.

2.3 Duties and Responsibilities of the Dangerous Goods Safety Adviser

Dangerous Goods Safety Advisers (DGSAs), who are employed or engaged to provide services, assist and advise the port facility so that undertakings involved in the carriage, consigning, packing, loading, filling and unloading of dangerous goods carry out their activities safely and without harm to human health, other living organisms or the environment, in accordance with applicable international agreements and legislation. Their duties and responsibilities are as follows.

The adviser's principal duty is, under the responsibility of the person in charge of the port facility, to facilitate the management of dangerous-goods activities in the safest possible manner by identifying the most appropriate means and practices for the requirements of the work and ensuring their use.

Given the activities within the Port Authority, a consultant performs the following main tasks:

- To monitor compliance with the provisions of international agreements and conventions (IMDG Code, IBC Code, etc.) in the carriage of dangerous cargoes.
- Advise the undertaking on the carriage of dangerous goods in accordance with the IMDG Code.
- Prepare the undertaking's annual activity report on the carriage of dangerous goods within the first four months following the end of the year and submit it electronically to the Ministry.
- Identify the dangerous goods to be carried and determine the applicable code requirements and compliance procedures for those goods.
- Provide guidance when transport equipment to be used for dangerous-goods operations within the port facility's scope of activity is procured.
- Establish procedures for inspecting equipment used in the carriage, loading and unloading of dangerous goods.
- Provide, or arrange, job-specific training for port-facility employees on national and international legislation and amendments thereto, and retain training records.
- Establish emergency procedures to be followed in the event of an accident or a potential safety-related incident during the carriage, loading or unloading of dangerous goods; arrange periodic drills for employees and keep records of those drills.
- Coordinate with the workplace occupational health and safety specialist to ensure that measures are taken to prevent the recurrence of accidents or serious violations.
- Ensure that specific legal requirements relating to the carriage of dangerous goods are taken into account when selecting and engaging subcontractors or third parties.
- Ensure that employees involved in the carriage, filling, loading or unloading of dangerous goods are familiar with the relevant operational procedures and instructions.

- Take measures to raise personnel awareness of potential risks associated with the carriage, loading and unloading of dangerous goods.
- Establish instructions to ensure that transport documents and safety equipment required for the relevant dangerous-goods class are carried on the transport vehicle.
- Work in coordination with the Port Facility Security Officer (PFSO) to prepare the port facility security plan referred to in the IMDG Code and provide guidance on its implementation.
- Record all work performed in relation to training, inspections and checks; retain the records for five years and submit them to the Ministry upon request.
- Keep records of inspections carried out in the port facility in connection with the adviser's duties, specifying the date and time and the persons and work inspected.
- Where a hazard exists, ensure that the work is stopped until the hazard has been eliminated. Once the hazard has been eliminated, restart the work only with the adviser's approval and notify the undertaking or competent authorities in writing of all stages during the period until the hazard is eliminated.
- Establish procedures for packaging, labelling, marking and loading cargo onto transport units in accordance with the IMDG Code.
- If an accident during transport, loading or unloading at the undertaking for which the DGSA is responsible causes injury, property damage or environmental harm, gather information about the accident and submit an accident report to the undertaking's management or the Ministry.
- A DGSA authorised under the IMDG Code shall prepare reports at three-month intervals concerning the responsibilities specified in the Regulation on the Transport of Dangerous Goods by Sea and Loading Safety and notify the Administration accordingly.

2.4 Responsibilities of the Vessel's Representative

- Ensure that the cargo to be carried by the vessel is certified as suitable for carriage and that the cargo holds, cargo tanks and cargo-handling equipment are fit for the intended cargo operations.
- Request from the cargo interest all mandatory documents and information relating to dangerous goods and ensure that they accompany the cargo throughout the transport operation.
- Ensure that documents and information required to be kept on board in relation to dangerous goods under the applicable legislation and international conventions are valid and up to date.
- Inform relevant vessel personnel about the risks of dangerous goods, safety procedures, safety and emergency measures, response methods and related matters.
- Keep an up-to-date list of all dangerous goods on board and declare it to the relevant parties upon request.
- Where a cargo loading plan is required, ensure that it has been approved and documented and is available for use.
- Notify the Harbour Master's Office and the port facility of the immediate risks posed by dangerous goods on board a vessel berthed at the facility and of the measures taken to address those risks.
- Refuse to accept dangerous goods for carriage if they are leaking or there is a possibility of leakage.

- Report to the Harbour Master's Office any dangerous-goods accident occurring on board while the vessel is at sea or at the port facility.
- Provide the necessary support and cooperation during inspections and audits conducted by the Administration and the Harbour Master's Office.
- Refuse to carry dangerous goods that are not covered by the vessel certificates issued by the relevant institutions and organisations.
- Ensure that seafarers engaged in dangerous-goods handling use PPE appropriate to the physical and chemical properties of the cargo during handling.
- Ensure compliance with cargo-loading safety requirements for cargo loaded on board their vessels.

2.5 Responsibilities of the Carrier

- Request from the cargo interest the mandatory documents and information relating to dangerous goods and ensure that they accompany the cargo throughout the transport operation.
- Check that dangerous goods classified, packaged, marked, labelled and placarded by the cargo interest comply with the applicable legislation.
- Check that dangerous goods are packaged in accordance with the rules using approved packaging and cargo transport units, loaded safely into the cargo transport unit and securely fastened.

3. RULES AND MEASURES TO BE COMPLIED WITH / IMPLEMENTED BY THE PORT FACILITY

3.1 Measures to Be Taken by the Port Facility

- If dangerous goods cannot be stored in the area where they are discharged at the jetty or berth, ensure that they are removed from the port facility as soon as possible without being held in the port area.
- Ensure that dangerous goods are properly packaged and that the packaging bears information identifying the goods and describing the associated risks and safety precautions.
- Port-facility personnel, seafarers and other authorised persons involved in dangerous-goods handling shall wear protective clothing appropriate to the physical and chemical properties of the goods during loading, unloading and storage.
- Personnel responsible for firefighting in dangerous-goods handling areas shall be equipped with firefighting gear. Fire extinguishers, first-aid units and equipment shall be kept ready for immediate use at all times.
- Prepare an emergency evacuation plan for vessels and marine craft to be evacuated from the port facility in an emergency and submit it to the Harbour Master's Office for approval.
- Port facility operators are responsible for implementing fire, security and safety measures.
- Obtain approval from the Harbour Master's Office for the matters specified in this section and notify the relevant parties.
- Compliance with this section shall be inspected by the Harbour Master's Office. If any non-compliance is identified, the handling operation shall be stopped and the non-compliance remedied.

- In accordance with the Directive on IMDG Code Training Seminars dated 26 July 2019, personnel who do not hold the required training and certificates shall not be permitted to work in dangerous-goods handling operations or enter the areas where such operations are conducted.

3.2 Berthing

- Provide adequate and safe mooring arrangements.
- Provide safe and adequate access between the vessel and the shore.

3.3 Safe Loading and Segregation

- Appoint at least one responsible person with sufficient knowledge of national and international legal requirements governing the transport of dangerous goods, including transport arrangements and the segregation of incompatible goods.

3.4 Emergency Procedures

- Ensure that appropriate emergency arrangements are in place and communicated to the relevant parties. These arrangements shall include:

– Providing suitable emergency alarm activation points.

– Notifying relevant emergency services inside and outside the port area of an incident or emergency.

– Notifying the port authority and users of the port area, both ashore and afloat, of an incident or emergency.

– Providing emergency response equipment appropriate to the hazards of the dangerous goods being handled.

– Coordinated arrangements for a vessel to depart in an emergency.

– Arrangements ensuring adequate access and egress at all times.

- Consider the need for a safe and rapid emergency escape plan, taking account of the nature of the dangerous goods and all special conditions.
- Use the Medical First Aid Guide (MFAG), included in the IMDG Code Supplement, to provide appropriate medical first aid to persons affected by dangerous goods and to address health problems resulting from accidents involving such goods.
- Refer to the Emergency Schedules (EmS) included in the IMDG Code Supplement for emergencies involving dangerous goods.
- Keep first-aid supplies for use in emergencies or accidents in locations known to personnel and readily accessible.

3.5 Emergency Information

- Maintain a list of all dangerous goods in warehouses and other areas, including quantities, Proper Shipping Names, technical names where applicable, UN numbers, classes or divisions, subsidiary risks where assigned, packing groups where assigned, and, for Class 1, the compatibility group letter. The list shall also identify the precise location of the goods and be readily available to emergency services.
- Ensure that the person responsible for warehouses and areas where dangerous goods are handled knows the inventory levels in their area and keeps the information available for emergency use.
- Use electronic or other automated data-processing or transmission systems to ensure access to this information.
- Safety data sheets for dangerous goods are normally available from chemical manufacturers. Electronic databases containing emergency response information are also available and shall be used where direct access to the data is possible.
- Display port or berth emergency response procedures and emergency telephone numbers in warehouses and areas where dangerous goods are transported or handled, or at prominent locations within those areas.
- Clearly mark firefighting and pollution-response equipment and display clearly visible notices drawing attention to it at appropriate locations.
- Provide the master of any vessel loading or carrying dangerous goods with information on the emergency procedures in force and the services available at the interface.

3.6 Fire Precautions

Ensure that:

- Mooring locations at the vessel/shore interface remain accessible to emergency services at all times.
- Audible or visual alarms are available for emergency use in the area and communication equipment is available to emergency services.
- All areas used for the transport of dangerous goods are kept clean and orderly.
- Before dangerous goods are loaded, the master is informed of the location of the nearest means of contacting emergency services.
- Lighting and other electrical equipment in areas where dangerous goods are present are suitable for safe use in flammable or explosive atmospheres.
- No-smoking areas are designated, no-smoking symbol signs are clearly visible at all relevant points, and smoking areas are kept at a safe distance from places where smoking could present a hazard.
- Equipment used in an area or space where a flammable or explosive atmosphere exists, or may develop, is suitable and safe for use in such an atmosphere and does not cause fire or explosion.
- Empty cargo transport units may still contain residues and flammable vapours and therefore may remain hazardous.

- Electrical appliances connected to portable extension leads are not used in areas or spaces where a flammable atmosphere may occur.

3.7 Firefighting

- Ensure that adequate and properly tested firefighting equipment and facilities are available, in accordance with the Administration's requirements, in areas where dangerous goods are transported or loaded.
- Ensure that personnel involved in the transport or loading of dangerous goods are trained in the use of firefighting equipment in accordance with the Administration's requirements and participate in fire drills.

3.8 Environmental Precautions

- Ensure that dangerous goods are handled only in areas that meet the Administration's requirements.
- Ensure that damaged packaging, unit loads or cargo transport units containing dangerous goods are dealt with in accordance with the Administration's requirements.
- Where necessary, ensure that damaged packaging, unit loads or cargo transport units containing dangerous goods are moved to the designated area.
- Dangerous goods spilled on a berth or jetty shall not be swept or washed into the sea. Prevent such goods from reaching the sea with rainwater.
- Take the necessary precautions to prevent cargo from falling into the sea from the vessel or berth during the loading and discharging of bulk cargo.
- Take the necessary measures to prevent dangerous goods handled at the port facility from contaminating soil, water or drainage areas. These measures also apply to areas containing pipelines used for handling dangerous goods.
- Authorised companies shall provide facilities for receiving contaminated bilge water, dirty ballast, sludge, slops and cargo residues from vessels.

3.9 Pollution Response

- Provide sufficient equipment to minimise damage that may result from a spill of dangerous goods.
- Such equipment shall include cleaning materials and portable collection trays, as well as oil-spill containment booms, drain covers, absorbents and neutralising agents.
- Ensure that personnel involved in the transfer and transport of dangerous goods are trained and experienced in the use of pollution-response equipment and facilities in accordance with the Administration's requirements.

3.10 Reporting of Incidents

- If an accident involving the transport of dangerous goods within the area of responsibility could endanger the safety or security of the port, vessels in port, other property, the environment or persons responsible for the transport operation, stop the operation immediately and do not resume it until appropriate safety and security measures have been implemented. All personnel shall report any accident occurring during the transport of dangerous goods to the person responsible for the operation.
- To enable a rapid and effective response, a brief and accurate description of the incident shall be sent to the emergency centre as quickly as possible so that injured personnel can be treated and potential damage reduced.
- Any accident involving the transport of dangerous goods that could endanger the safety or security of the port, vessels in port, other property, the environment or persons responsible for transport shall be reported immediately to the port authority.
- Immediately notify the port authority of any damaged or leaking packaging, unit load or cargo transport unit containing dangerous goods.

3.11 Hot Work and Other Repair or Maintenance Work

- Ensure that repair or maintenance work arising from the absence of emergency or firefighting equipment is not carried out without prior permission from the port authority.
- Before a company carries out hot work on board a vessel, or any repair or maintenance work involving hot work or other work that may create a hazard due to the presence of dangerous goods, verify—after consultation with the Port Facility Operator and the vessel's master—that a work permit issued by the port authority has been obtained.
- Allow sufficient advance notification to all emergency response organisations, such as the fire brigade, of permit requirements, the expected duration of hot work or the temporary unavailability of equipment, so that they can raise objections or recommend additional precautions. In special cases, such as hot work in a cargo hold or an enclosed space nearby, a detailed site inspection shall be carried out by experts to determine whether special safety precautions are required.

3.12 Entry into Enclosed Spaces

- Ensure that a cargo space, cargo tank, void space around a tank or any other space that contains or may contain hazardous vapours or cargo that consumes oxygen is not entered until hazardous vapours have been removed and adequate oxygen levels have been confirmed. Entry shall be approved by a responsible person trained in the use of the relevant equipment and able to interpret the results correctly. The responsible person shall record the precautions to be taken.
- If entry is required for operational purposes into a space that cannot be freed of hazardous vapours within a reasonable period, or entry has not been approved, or the space is not to be gas-freed, entry shall be permitted only to persons equipped with self-contained breathing apparatus or other

necessary protective equipment and clothing. The entire operation shall be carried out under the direct supervision of a responsible person equipped with self-contained breathing apparatus, protective equipment and rescue equipment. Such breathing apparatus, protective equipment and rescue equipment shall be of a type that does not introduce an ignition source into the space.

- Ensure that entry into the relevant space follows a permit-to-work procedure prepared in accordance with the procedures specified in applicable international laws and guidance.

3.13 Contaminated Waste

- Ensure that waste contaminated with dangerous goods is collected and disposed of immediately in accordance with the Administration's requirements.

3.14 Alcohol and Drug Use

- Ensure that no person under the influence of alcohol or drugs participates in an operation involving the transport of dangerous goods within the area of responsibility.
- Such persons shall be kept away from areas where dangerous goods are transferred or transported at all times.

3.15 Weather Conditions

- Do not permit the transport of dangerous goods within the area of responsibility when weather conditions could significantly increase the risks.
- During thunderstorms, explosives, dangerous liquid bulk cargoes and unprotected cargoes that react dangerously on contact with water shall not be handled in rainy conditions.

3.16 Lighting

- Ensure that areas where dangerous goods are handled or prepared for handling, and the entrances to those areas, are adequately illuminated within the area of responsibility.

3.17 Cargo-Handling Equipment

- Ensure that all equipment used to transport dangerous goods within the area of responsibility is fit for its intended purpose and operated only by experienced personnel.
- Ensure that all cargo-handling equipment is of an approved type, properly maintained and tested in accordance with national and international legal requirements.

3.18 Protective Equipment

- Ensure that sufficient suitable protective equipment is provided, as necessary, to all personnel involved in the transport of dangerous goods within the area of responsibility.

- Check that such equipment is of an approved type and provides adequate protection against the hazards specific to the dangerous goods being carried.

3.19 Communications

- The port authority shall ensure that effective communication is maintained between the port authority and every vessel carrying dangerous goods. Such communications shall be conducted using VHF portable radio equipment in accordance with Regulation IV/7 of SOLAS, the performance standards set out in IMO Resolution A.609(15), and the requirements of the Administration.

3.20 Training

- Personnel involved in loading and unloading dangerous goods at the port facility shall receive training appropriate to their job descriptions and work areas, including emergency response (fire, explosion, leakage, etc.), occupational health and safety, ISPS Code security awareness and safety.

3.21 Access between Vessel and Shore

- Effective communication shall be maintained between vessels berthed at the port and the port facility. A shuttle transport service is provided to transfer vessel personnel from the berths to the main port gate, allowing them to enter and leave without exposure to risks in the port area.
- Vessel personnel are prohibited from walking through the port area; signs to this effect are displayed at designated locations on the berths. Pedestrian walkways reserved for and marked for port personnel are available.
- The ship's board pier shall be used for ship dock passage.
- Adequate lighting is provided on the berths to ensure that vessels alongside the port facility are sufficiently illuminated.
- The port’s general layout plan is displayed at the required locations.

3.22 Cargo-Loading Safety Rules at the Facility

- If the Harbour Master’s Office identifies any risk during handling operations at the port facility, work shall be stopped and shall not resume until the risk has been eliminated.
- To ensure safe loading of cargo on board, follow the provisions of the BLU Code and BLU Manual, as applicable, and the Code of Safe Practice for Cargo Stowage and Securing (CSS Code), according to the type of cargo.
- Stow cargo in accordance with the applicable legislation and international conventions to which Türkiye is a party.
- A vessel shall not be loaded beyond the limit indicated by its load line marks.
- Before cargo-handling operations begin, the loading/discharging plan shall be submitted to the Harbour Master’s Office by the vessel’s representative. Before the vessel departs, the results of a draft survey or weighbridge survey used to determine the quantity loaded shall also be submitted.

- In particular for bulk carriers with a single hold, take measures to prevent adverse effects on vessel stability by ensuring that bulk cargo is spread across the tank top/hold bottom during loading (trimming).
- Monitor the distribution of cargo and ballast water throughout loading or discharging to prevent excessive stresses on the vessel's structure.
- Ensure that the vessel remains upright. If a list is necessary during loading, keep it to the shortest possible duration. To avoid structural damage, ensure that loading and unloading are balanced in accordance with the approved stability booklet.
- Suspend cargo-handling operations during adverse meteorological or oceanographic conditions that may affect the operation, and resume only when conditions improve.
- Stow cargoes that could damage other cargo—such as heavy cargo placed on light cargo, liquid cargo placed on dry cargo, or odorous cargo whose smell could taint other cargo—in accordance with segregation requirements.

3.23 Rules for Dangerous Goods within the Scope of the IBC Code

- All parties involved in the carriage of cargoes covered by the IBC Code shall use the product names and characteristics specified in Chapters 17 and 18 of the IBC Code and comply with all requirements applicable to the cargo.
- Vessels carrying cargoes covered by the IBC Code shall carry the documents specified in IBC Code section 16.2.
- In accordance with IBC Code paragraph 14.1.1, sufficient protective equipment complying with EN 943-1:2015+A1:2019 and TS EN 943-2:2019 shall be available for seafarers involved in loading or discharging. This equipment shall include a large apron, long-cuffed gloves, suitable footwear, a chemical-resistant suit covering the entire body, and properly fitting goggles or a face shield.
- On vessels carrying cargoes covered by the IBC Code, work clothes and protective clothing shall be kept in designated lockers that are readily accessible. Equipment used during operations shall not be kept in accommodation spaces. Protective clothing may, however, be kept in accommodation spaces if stored in designated lockers adequately separated from living areas such as frequently used corridors, dining areas and shared bathrooms.
- Except for vegetable oils and asphalt products, hazardous liquid bulk cargoes listed in Chapter 17 of the IBC Code for which the "Safety (S)" entry appears in column "d" under "Hazards" shall not be handled at port facilities by direct ship-to-shore transfer (supalan). Such cargoes may be handled only by discharging them from the vessel through pipelines into tanks at the facility and then filling road tankers from those tanks. The same rule applies to loading from road tankers to vessels.

3.24 Transport of Dangerous Goods within the Port Administrative Area and between Adjacent Ports

- Within the port administrative area and between adjacent ports, dangerous goods shall be transported in suitable packaging and loaded into cargo transport units, provided that the carrier and consignor/consignee take the necessary safety precautions. When determining the number of

passengers permitted on board vessels, IMDG Code provisions 7.1.3.1 and section 7.5 shall be taken into account.

3.25 Other Provisions Specific to Vessels

- In accordance with Decision MEPC.148(54), in which the guidance established to ensure that general dry cargo ships already certified to carry vegetable oils in bulk continue to carry vegetable oils for certain voyages is published, the cargoes defined in Article 1.1 of the Guidelines may be carried on general dry cargo ships meeting the conditions given in the said article.
- Under the provisions of Chapter 13.6.13 of the IGC Code, it is mandatory to have at least two portable gas detectors on ships carrying cargo under the IGC Code. These detectors must be capable of determining the oxygen level in enclosed spaces and measuring flammable, explosive and toxic gases that may arise from the cargo carried by the ship. The detectors to be kept on board the ships can be separate for each gas or multi-purpose with the ability to measure the presence of gases that may arise from the cargo transported. Detectors that measure the oxygen level to be kept on ships comply with TS EN 50104: 2020 performance requirements and test standard; detectors measuring the presence of flammable gases, TS EN 60079-29-1: 2017 performance requirements and test standard; Detectors that measure the presence of toxic gases must meet the design requirements and test standards of TS EN 60079-29-4: 2011. The calibrations of these detectors are carried out in laboratories accredited according to TS EN ISO / IEC 17025: 2017 standard at the periods and procedures determined by the manufacturers.
- On ships, the provisions of MARPOL73/78 Annex II Section 5 Rule 13, which contains mandatory provisions regulating the discharge of cargo wastes or ballast water, tank wash waters or other mixtures containing Category X, Y or Z substances, shall be observed.
- Vessels carrying Category X cargoes or Category Y cargoes with high viscosity or solidification under MARPOL Annex II are obliged to pre-wash the cargo tanks they have discharged before departure from the discharge port in order to free them from cargo waste and to return their waste to the waste reception facility.
- In the event that ships carrying Category Y or Z cargoes do not discharge cargo in accordance with the discharge guidelines (Procedures and Arrengement Manual) as modeled in Annex II Appendix 4 of MARPOL or if the alternative measures to be taken are not approved by the port authority, they are obliged to pre-wash the cargo tanks they have discharged before departure from the port of discharge in order to purify them from cargo waste and to give their waste to the waste reception facility.
- Pre-washing shall be carried out under a procedure prepared in accordance with Annex 6 of MARPOL Annex II to the classification approved by the authorized classification societies in the case of classified ships, and in the case of non-classified ships, under a procedure approved by the competent administration of the flag state. The administration may grant an exemption for pre-washing.

4. CLASSIFICATION, CARRIAGE, LOADING/UNLOADING, HANDLING, SEGREGATION, STOWAGE AND STORAGE OF DANGEROUS GOODS

4.1 Classes of Dangerous Goods

Under the IMDG Code, dangerous goods are divided into the following classes:

Class 1: Explosives

Hazard Section 1.1: Substances and objects in danger of mass explosion
Hazard Section 1.2: Substances and articles which are not in danger of mass explosion but are in danger of scattering/ejection.
Hazard Section 1.3: Substances and articles which are a fire hazard or a slight explosion or a slight ejection hazard or both, but which are not a mass explosion hazard.
Hazard Section 1.4: Substances and articles which do not present a significant hazard
Hazard Section 1.5: Substances with a mass explosion hazard but little sensitivity
Hazard Section 1.6: Objects with extremely low levels of precision that are not in danger of mass explosion.

Class 2: Gases

Class 2.1: Flammable gases
Class 2.2: Non-flammable, non-toxic gases
Class 2.3: Toxic gases

Class 3: Flammable liquids

Class 4: Flammable solids; substances prone to spontaneous combustion, substances which, when in contact with water, release flammable gases;

Class 4.1: Flammable solids, self-reactive substances, desensitive solid explosives and polymerizing agents

Class 4.2: Substances prone to self-combustion

Class 4.3: Substances which, in contact with water, emit flammable gases

Class 5: Oxidizing agents and organic peroxides

Class 5.1: Oxidizing substances

Class 5.2: Organic peroxides

Class 6: Toxic and infectious substances

Class 6.1: Toxic substances

Class 6.2: Infectious substances

Class 7: Radioactive material

Class 8: Corrosive substances

Class 9: Miscellaneous dangerous goods and articles

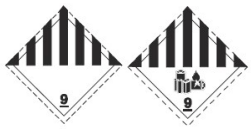
The numerical order of these classes and divisions does not indicate the degree of danger.

Table 1. Dangerous goods class labels and characteristics.

Class 1		
	**1**	Explosive substances and products used to produce explosions or pyrotechnic effects
Underclasses		
	**1.1**	Explosives with a mass explosion hazard
	**1.2**	Explosives that pose a severe projection hazard
	**1.3**	Not in danger of fire, explosion or projection, but explosives with a mass explosion hazard
	**1.4**	Explosives of minor fire or projection hazard
	**1.5**	Impact-insensitive substances that carry the danger of a mass explosion,
	**1.6**	Highly impact-insensitive substances

Class 2		
	**2.1**	Flammable gas
	**2.2**	Non-flammable pressurized gas
	**2.3**	Toxic or toxic gas
Class 3		
	**3**	Flammable Liquids
Class 4		
	**4.1**	Flammable solids
	**4.2**	Self-combustible solids
	**4.3**	Substances that burn in contact with water
Class 5		
	**5.1**	Incinerating agent (Oxidizer)

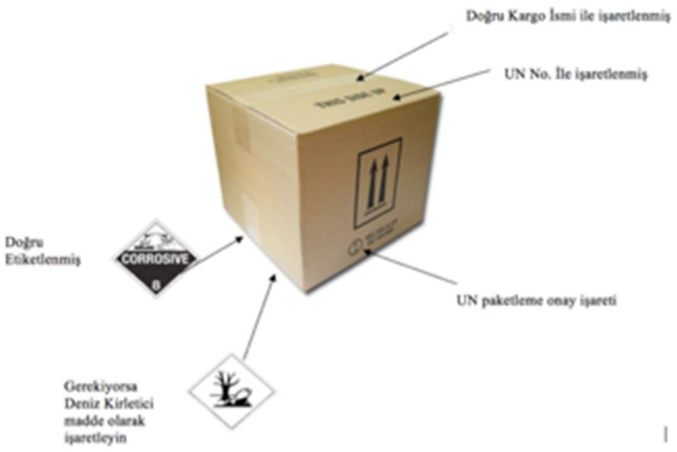
	**5.2**	Organic peroxide
Class 6		
	**6.1**	Toxic substances
	**6.2**	Infectious substances
Class 7		
	**I**	Category I – White (symbol 7A)
	**II**	Category II – Yellow (symbol 7B)
	**III**	Category III – Yellow (symbol 7C)
	Parçalanabilir	Criticality safety index label (symbol 7E)
Class 8		
	-	Corrosive
Class 9		

	-	Miscellaneous hazardous substances and objects

4.2 Packages and Packaging of Dangerous Goods

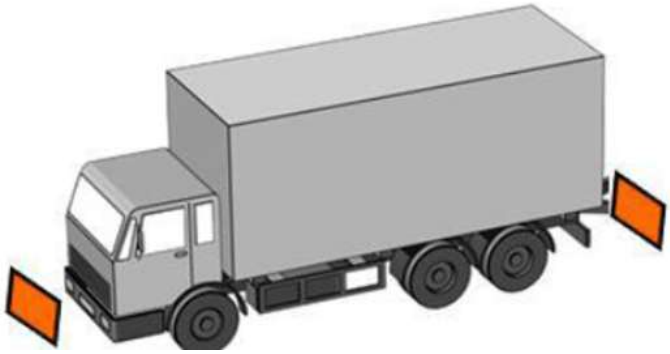
Signs, labels and/or placards on the products are all communication channels for the user.

The code clearly states that no one can provide the transport of dangerous cargoes unless the loads have been properly marked, labelled, plated and certified. Carriers of dangerous goods must clearly indicate on the cargo the UN Number, the appropriate shipping name and the hazard labels. In the case of the presence of marine pollutants, the word "marine pollutant" must be included in the document accompanying the shipment. This requirement is particularly important in order to determine the necessary emergency procedures to deal appropriately with the situation in the event of an accident involving these cargoes. In the presence of marine pollutants, the ship's captain must comply with the requirements of MARPOL 73/78.





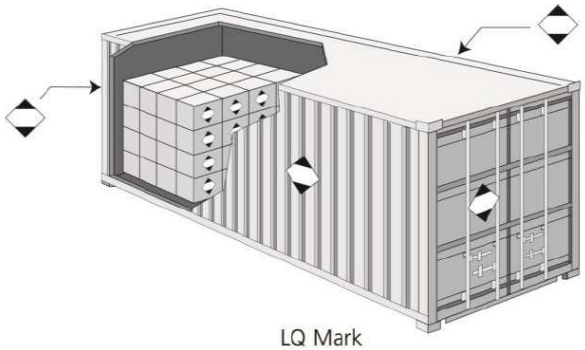
Packages

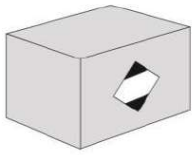


Moving a package



Container handling (vehicle)







Limited Quantity (transport unit)

4.3 Placards, Plates, Marks and Labels for Dangerous Goods

The IMDG Code proposes a system based on labels and platters specifically designed to be able to recognise the nature of the risks posed by these cargoes, preferably at first glance, regardless of their packaging.

Labels

The IMDG Code states that all packaging, packages and canisters carrying dangerous goods must be labelled. The labels are in the form of a rhombus of these colors white, orange, blue, green or red, or a combination of these colors. Symbols indicating the Hazard Class are also required. In general, each label is divided into two parts, the lower half and the upper half. The upper half is the symbol of the class of articles, and the lower half is the symbol of the text, class, or chapter number. The minimum dimensions of the labels are 10 cm x 10 cm. Labels should be firmly affixed to the package and placed in such a way that they are easily visible. The quality of the labels must be such that they do not deteriorate outside and remain unchanged during the entire carriage and at sea for at least three months.

Due to the fact that hazardous loads can pose more than one risk, it is also necessary to use "secondary risk labels". These labels are the same as those that carry primary risk in terms of color, shape, and

symbols. Although the IMDG Code says something about this, in some countries the class number is only indicated on the primary risk label and the secondary risk label does not have the class number. This is an effective way to distinguish between the two.

Placards

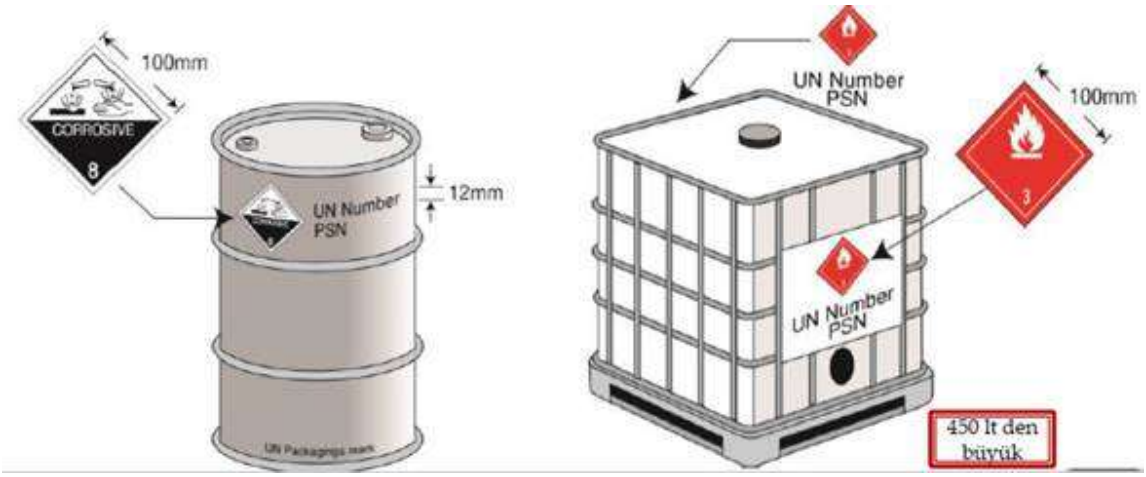
The IMDG Code states that all "cargo handling units" containing dangerous goods must be plated. In this context, freight transport units, containers, containers for liquids, tank vehicles, land freight transport vehicles, railway wagons with water tanks are freight tanks shipped for intermodal transportation. The banners are the same in shape, color and symbols as labels, but their dimensions are 25 x 25 cm. Containers carrying more than 4000 kg of dangerous cargo are kilograms and all liquid and gas tanks must be the "United Nations number". The UN number has four digits and is the number assigned by the United Nations for all cargoes defined and classified as hazardous.

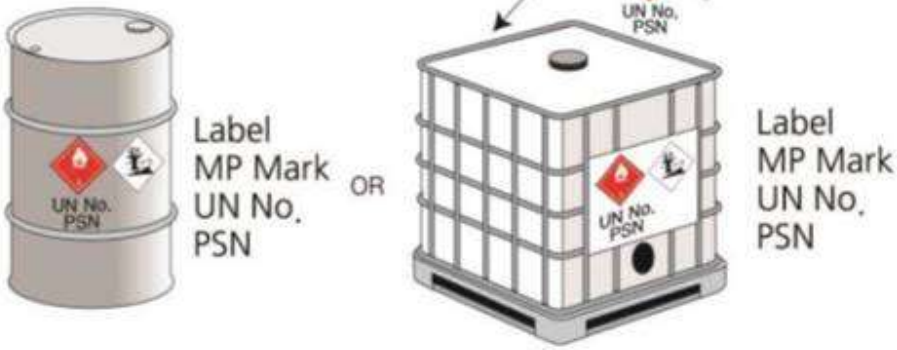
In containers carrying dangerous goods, there must be at least one plaque on each side and one plate on each end of the unit (which means on all four sides).

Rail wagons must be plated from at least both sides.

Cargo containers, trailers and portable tanks must be plated on four sides

Road Vehicles must have appropriate plaques both at the rear and on both sides.




UN No.
PSN
Label
MP Mark
UN No.
PSN
OR
UN No.
PSN
UN No.
PSN
Label
MP Mark
UN No.
PSN

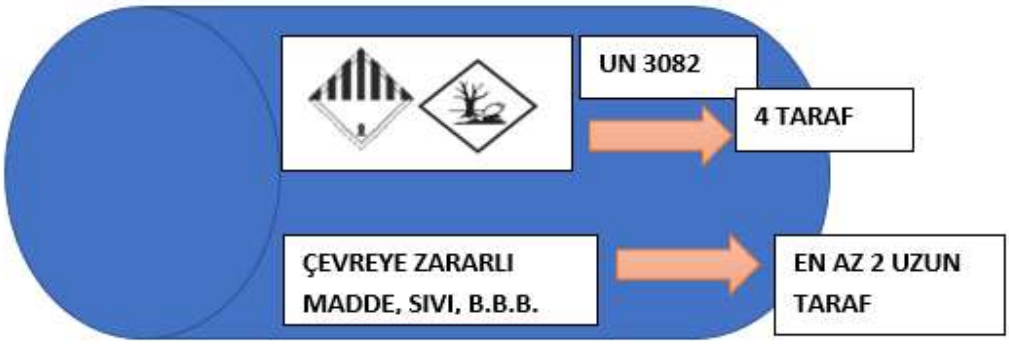

UN 1262 OCTANES
UN 2077 ALPHA-NAPHTHYLAMINE
OVERPACK


OVERPACK
UN No.
PSN


OVERPACK
UN No.
PSN


NITROGEN, COMPRESSED
NON-FLAMMABLE GAS
2


ARGON, COMPRESSED
CAUTION HIGH PRESSURE GAS
CAN CAUSE RAPID SUFFOCATION
Store and use with adequate ventilation.
Use equipment rated for cylinder pressure.
Close valve after each use and when empty.
UN 1006
NON-FLAMMABLE GAS
2
DO NOT REMOVE THIS LABEL


UN 3082
4 TARAF
ÇEVREYE ZARARLI MADDE, SIVI, B.B.B.
EN AZ 2 UZUN TARAF

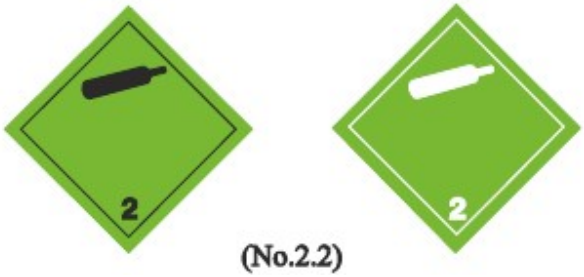
Shapes and Colors of Labels and Plates

Class 1 – Explosives

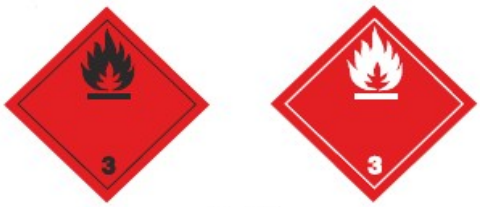
 (No.1)	Chapter 1.1 / 1.2 / 1.3 Symbol – explosion in black Background color – orange color Text – Explosive (optional) * * Location of Section and/or Compatibility Group *Location of Compatibility Group or Text Number 1 – in the bottom corner
 (No. 1.4) (No. 1.5) (No. 1.6)	Chapter 1.4 / 1.5 / 1.6 Background color – orange color Subclass numbers – in black (approx. 30 mm x 5 mm on 100 mm x 100 mm labels) * Location of the Compatibility Group Number 1 – in the bottom corner

Class 2 – Gases

 (No.2.1)	Section 2.1 Flammable gases Symbol – Black or white flame Background color – red color Text – Flammable gas (optional) Number 1 – in the bottom corner

 (No.2.2)	Chapter 2.2 Non-flammable gases Symbol – Gas cylinder in black or white Background color – green Text – Non-flammable pressurized gas (optional) Number 2 – in the bottom corner
 (No 2.3)	Section 2.3 Toxic gases Symbol – black skull and crossed bones denoting the danger Black font – in white color Text – Toxic (optional) Number 2 – in the bottom corner

Class 3 – Flammable Liquids

 (No. 3)	Symbol – Black and white flame Background color – red color Text – Flammable liquid (optional) Number 3 – in the bottom corner

Class 4 – Flammable Solids; Self-combustible substances; substances that emit flammable gases in contact with water

 (No. 4.1)	Section 4.1 Flammable Solids Symbol – flame in black Background color – white color with seven red vertical bands Text – Flammable Solids Number 4 – in the lower corner

 (No. 4.2)	Section 4.2 Self-flammable substances Symbol – Black and white flame Background color – blue color Text – Self-flammable substances (optional) Number 4 – in the lower corner
 (No. 4.3)	Section 4.3 Substances emit flammable gases in contact with water Symbol – Black and white flame Background color – blue color Text – Self-flammable substances; substances that emit flammable gases in contact with water (optional) Number 4 – in the lower corner

Class 5 – Oxidizing agents and organic peroxides

 (No. 5.1)	Chapter 5.1 Oxidizing agents Symbol – Circled flame in black color Background color – yellow color Text – Oxidizing Agent (optional) Number 5.1 – in the bottom corner
 (No. 5.2)	Chapter 5.2 Organic peroxides Symbol – White colored flame Top Half – red Bottom Half – yellow Text – Organic Peroxide (optional) Number 5.2 – in the bottom corner

Class 6 – Toxic Substances or Infectious Substances

 (No. 6.1)	Section 6.1 Toxic substances Symbol – black skull and crossbones Background color – White color Text – Toxic (optional) Number 6 – in the bottom corner
 (No. 6.2)	Section 6.2 Infectious Substances Symbol – Three semi-circles combined in circle and black inscriptions Background color – white color Text – Infectious Substance, Report to the Directorate of Public Health (optional) Number 6 – in the bottom corner

Class 7 – Radyoactive substances

 (No. 7A)	Category I – White Symbol – black clover Background color – white color Black (mandatory) Text – in the lower half of the label "Radioactive I", "Contents...", "Activity..." and the "Shipping Index" box
 (No. 7B)	Category II – Yellow Symbol – black clover Background color – yellow top half with white borders, white color bottom half Black text – in the lower half of the label "Radioactive I", "Ingredients...", Number 7 – in the bottom corner

 (No. 7C)	Category III – Yellow Symbol – black clover Background color – yellow top half with white borders, white color bottom half Black text – in the lower half of the label "Radioactive I", "Ingredients...", "Activity..." and the "Shipping Index" box is Number 7 – in the bottom

Class 8 – Corrosive Substances

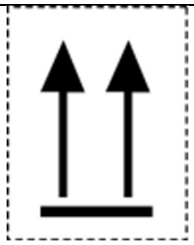
 (No. 8)	**Symbol –** Liquids falling from two test tubes into a hand and a piece of black metal **Background color –**White upper half and black color lower half with white borders, **Text –** Abrasive (optional) **Number 8 –** bottom corner

Class 9 – Miscellaneous Dangerous Goods and Articles

 (No. 9)	 (No. 9A)	**Symbol –** seven vertical bars in black on the top half **Background color –** white **Number 9 –** bottom corner

Other Labels

	Indicates elevated temperature (in liquid form at a temperature equal to or above 100^{O}C, or in solid form at a temperature equal to or above 240 ^{O}C)

	Orange-colored plates with hazard-identification number and UN number
	Black and red directional arrows

Placards on marine pollutants

	Packages and cargo carrying units containing dangerous goods classified as "Marine pollutants" by the IMDG Code must bear the markings shown here and be durable. These should be placed close to the risk labels or risk plates of the goods. The dimensions of marine pollutant markings must be a minimum of 10 cm for each side of the packages and 25 cm for each side of the load carrying units.

4.4 Signs of Dangerous Goods and Packing Groups

Ambalajlama(paketleme) grubu, belli yüklerin ambalajlama amacıyla tehlike derecelerine göre atandıkları bir grup anlamına gelir.

- Packaging Group I: Substances presenting a high degree of danger.
- Packaging Group II: Substances presenting a medium degree of danger.
- Packaging Group III: Substances presenting a low degree of danger.

The letters X, Y and Z displayed on packages indicate the packaging group(s) for which the packaging design type has successfully passed the required tests.

- X: Suitable for Packaging Groups I, II and III.
- Y: Suitable for Packaging Groups II and III.

- Z: Suitable only for Packaging Group III.

Examples of hazardous materials labels are provided below, together with illustrative images.



4.5 Segregation Tables for Dangerous Goods on Board Ships and in Port Facilities, by Hazard Class

Segregation is the process of separating two or more goods or articles that are considered mutually incompatible because, in the event of leakage or spillage, their contact or co-stowage could result in excessive hazards, or because they could be involved in another type of accident.

However, as the degree of hazard arising from such interactions may vary, the segregation requirements may also vary accordingly. Segregation is achieved by maintaining specified distances between incompatible dangerous goods, by placing one or more steel bulkheads or decks between them, or by a combination of these methods. The intervening space between such dangerous goods may be filled with other cargoes that are compatible with the dangerous substances or articles concerned.

Dangerous goods that must be kept separate from other goods shall not be stowed in the same cargo transport unit (container). However, dangerous goods required to be kept “away from” other goods may be transported in the same cargo transport unit, subject to authorization by the competent authority. In such cases, an equivalent level of safety shall be maintained.

Segregation in the port facility shall be carried out in accordance with the table below, as specified in the IMO Recommendations on the Safe Transport of Dangerous Cargoes and Related Activities in Port Areas.

Table 4. Segregation Table for Port Facilities

SINIF	2.1	2.2	2.3	3	4.1	4.2	4.3	5.1	5.2	6.1	8	9
Alevlenebilir Gazlar 2.1	0	0	0	s	a	s	0	s	s	0	a	0
Zehirli olmayan ve alevlenmeyen gazlar 2.2	0	0	0	a	0	a	0	0	a	0	0	0
Zehirli gazlar 2.3	0	0	0	s	0	s	0	0	s	0	0	0
Alevlenebilir sıvılar 3	s	a	s	0	0	s	a	s	s	0	0	0
Alevlenebilir katılar, (kendiliğinden reaksiyona giren maddeler ve patlayıcı özelliği duyarlılığı azaltılmış katı patlayıcılar dahil 4.1	a	0	0	0	0	a	0	a	s	0	a	0
Kendiliğinden yanmaya yatkın maddeler 4.2	s	a	s	s	a	0	a	s	s	a	a	0
Su ile temas halinde alevlenebilir gazlar açığa çıkaran maddeler 4.3	0	0	0	a	0	a	0	s	s	0	a	0
Yükseltgen maddeler (ajanlar) 5.1	s	0	0	s	a	s	s	0	s	a	s	0
Organik peroksitler 5.2	s	a	s	s	s	s	s	s	0	a	s	0
Zehirli maddeler 6.1	0	0	0	0	0	0	a	a	a	0	0	0
Aşındırıcı maddeler 8	a	0	0	0	a	a	a	s	s	0	0	0
Muhtelif tehlikeli mallar ve nesneler 9	0	0	0	0	0	0	0	0	0	0	0	0

Under the IMDG Code, segregation is explained as follows.

Packages / IBCs / Trailers / Flat Racks or Platform Containers

- 0 = No segregation required, unless otherwise specified in the individual schedules.
- a = Away from: A minimum separation distance of 3 metres is required.
- s = Separated from: A minimum separation distance of 6 metres is required in open areas or sheds, and a minimum separation distance of 12 metres is required in warehouses, unless separation is provided by an approved fire wall.

Major chemical accidents may occur during the stowage and storage of dangerous goods under the following circumstances:

- Inadequate understanding of the nature and properties of the substance.
- Insufficient quality assurance, including inadequate container inspection certificates.
- Inadequate record-keeping of chemical inventories across different terminal areas.
- Inadequate labelling and marking of chemicals.
- Poor housekeeping and the absence of firefighting equipment in work areas.
- Insufficient training.

- Failure to supply power to energy systems.

The IMDG Code requires dangerous goods to be stored and segregated according to their hazards, hazard classes and compatibility. The Code also provides detailed information on key factors concerning where dangerous goods may be stowed and how they must be segregated from other cargoes.

Cargoes required to be stored separately from one another shall not be transported in the same cargo transport unit.

Dangerous goods shall be loaded and stowed on board ships in accordance with their stowage categories, as prescribed by the applicable IMDG Code requirements.

Table 1. Stowage According to Stowage Categories

STOWAGE CATEGORY A	**STOWAGE**
Cargo ships or cruise ships carrying a limited number of passengers, either no more than 25 or with 1 passenger per total length of 3 meters, whichever is large.	ABOVE DECK OR BELOW DECK
Other cruise ships where the number of restrictions on passengers carried has been exceeded	ABOVE DECK OR BELOW DECK
STOWAGE CATEGORY B	**STOWAGE**
Cargo ships or cruise ships carrying a limited number of passengers, either no more than 25 or with 1 passenger per total length of 3 meters, whichever is large.	ABOVE DECK OR BELOW DECK
Other cruise ships where the number of restrictions on passengers carried has been exceeded	ABOVE DECK ONLY
STOWAGE CATEGORY C	**STOWAGE**
Cargo ships or cruise ships carrying a limited number of passengers, either no more than 25 or with 1 passenger per total length of 3 meters, whichever is large.	ABOVE DECK ONLY
Other cruise ships where the number of restrictions on passengers carried has been exceeded	ABOVE DECK ONLY
STOWAGE CATEGORY D	**STOWAGE**
Cargo ships or cruise ships carrying a limited number of passengers, either no more than 25 or with 1 passenger per total length of 3 meters, whichever is large.	ABOVE DECK ONLY

Other cruise ships where the number of restrictions on passengers carried has been exceeded	YASAKLANMIŞTIR
STOWAGE CATEGORY E	**STOWAGE**
Cargo ships or cruise ships carrying a limited number of passengers, either no more than 25 or with 1 passenger per total length of 3 meters, whichever is large.	ABOVE DECK OR BELOW DECK
Other cruise ships where the number of restrictions on passengers carried has been exceeded	YASAKLANMIŞTIR

Stowage of uncleaned empty packagings, including IBCs and large packagings: In addition to the stowage provisions specified in the Dangerous Goods List, uncleaned empty packagings—including IBCs and large packagings that are restricted to on-deck stowage when full—may be stowed on deck or below deck in a mechanically ventilated cargo space. However, uncleaned empty pressure receptacles bearing a Class 2.3 label must be stowed only on deck, and waste aerosols must be stowed in accordance with column 16a of the Dangerous Goods List.

Stowage of marine pollutants: When stowage either on deck or below deck is permitted, below-deck stowage is preferred. When stowage is restricted to on deck, preference should be given to stowage in protected areas on well-protected decks or in sheltered sections of exposed decks.

4.6 Separation Distances of Dangerous Loads in Warehouse Warehouses and Sorting Terms

Unless otherwise required by the IMDG Code or the IMSBC Code, the separation between packaged dangerous cargoesand bulk materials with chemical hazards shall be according to the table below.

	Paketli hâldeki tehlikeli maddeler																
Dökme yük malzemeleri (tehlikeli madde olarak sınıflandırılmış)	**SINIF**	**1.1 1.2 1.5**	**1.3 1.6**	**1.4**	**2.1**	**2.2 2.3**	**3**	**4.1**	**4.2**	**4.3**	**5.1**	**5.2**	**6.1**	**6.2**	**7**	**8**	**9**
Alevlenebilir katılar	4.1	4	3	2	2	2	2	X	1	X	1	2	X	3	2	1	X
Kendiliğinden yanmaya yatkın maddeler	4.2	4	3	2	2	2	2	1	X	1	2	2	1	3	2	1	X
Su ile temas hâlinde alevlenebilir gazlar açığa çıkaran maddeler	4.3	4	4	2	2	X	2	X	1	X	2	2	X	2	2	1	X
Yükseltgen maddeler (ajanlar)	5.1	4	4	2	2	X	2	1	2	2	X	2	1	3	1	2	X
Zehirli maddeler	6.1	2	2	X	X	X	X	X	1	X	1	1	X	1	X	X	X
Radyoaktif malzeme	7	2	2	2	2	2	2	2	2	2	1	2	X	3	X	2	X
Aşındırıcı madde	8	4	2	2	1	X	1	1	1	1	2	2	X	3	2	X	X
Muhtelif tehlikeli maddeler ve nesneler	9	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Yalnızca dökme yükte tehlikeli malzemeler (MHB)		X	X	X	X	X	X	X	X	X	X	X	X	3	X	X	X

Numbers and symbols relate to the following terms, as defined in this section:

1 - "far away"

2 - "reserved"

3 - "separated by a complete partition or warehouse"

4 - "divided longitudinally by a complete partition or warehouse in between"

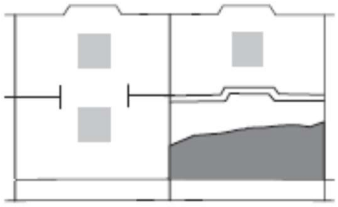
X — the separation, if any, shall be shown in the List of Dangerous Goods in this Code or in individual records in the IMSBC Code.

Definitions of separation terms

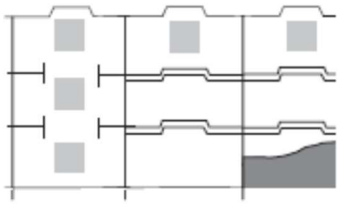
Far away: Can be transported on the same compartment, hold or deck provided that a minimum of 3 m of horizontal separation is ensured that it is effectively separated but exited vertically so that non-conforming materials do not interact dangerously in the event of an accident



Segregated: in different hatches when stacked under the deck. A vertical separation in different compartments may be considered equivalent to this separation, provided that the intermediate deck is resistant to fire and liquid.



Separated by a complete partition or bulkhead: Either a vertical or horizontal separation. If the decks are not resistant to fire and liquid, longitudinal separation with a full compartment between them is acceptable.



Divided lengthwise by a complete partition or bulkhead: Vertical separation alone does not fulfill this requirement.



Lejant:

Reference bulk material..... 

Package containing incompatible goods .....

Fire and liquid resistant deck.....

Note: Vertical lines represent transverse waterproof partition curtains between load areas.

5. HANDBOOK ON DANGEROUS CARGO HANDLED ON PORT FACILITY

The port facility, which carries out dangerous goods collection/unloading, handling and temporary storage activities, in order to contribute to the safe performance of these activities;

- Hazardous load classes,
- Packages of dangerous cargoes,
- Packaging
- Tags
- Signs and packing groups,
- Separation tables on board and in port according to the classes of dangerous cargoes,
- Separation distances of hazardous loads in warehouse storage,
- Parsing terms,
- Dangerous goods documents,
- Hazardous loads emergency response action flow diagram,
- Emergency contact information,
- Instructions for use with the locations of emergency equipment,

A Dangerous Cargo Handbook containing port facility rules in pocket-sized dimensions has been prepared and presented as an attachment

6. OPERATIONAL CONSIDERATIONS

6.1 Procedures for Safe Berthing, Mooring, Loading/Unloading, Sheltering or Mooring of Ships Carrying Dangerous Cargo Safely Day and Night

Activities of Ships Carrying Dangerous Cargo

As long as there is no restriction by the Çanakkale Port Authority, ships carrying dangerous cargo can enter and exit the port day and night.

Mooring Position of Ships Carrying Dangerous Cargo

The mooring position of ships carrying dangerous cargo arriving at Çanakkale Kepez Port are the official mooring grounds under the jurisdiction of the Çanakkale and Bozcaada Port Authorities, as specified in the Regulation on Ports.

Port Arrival Notification of Ships and Pilotage/Trailer Requests

a. The **Ship Initial Notification Form in Annex-18** must be filled out by the ship's agent/equip through the agents of the ships that will arrive at the port. Forms containing incomplete information will not be taken into account by the port authority.
b. After the first port of call of the vessels affiliated to the agencies is determined, the Ship First Notification Form will be sent to the e-mail address ops@portofcanakkale.com.
c. Requests for pilotage and tugboat services are made to the General Directorate of Coastal Safety through the agencies/equippers of the ships.

Port Docks for Handling Dangerous Cargo

Dangerous cargo handling at Çanakkale (Kepez) Port is carried out at the docks 1 and 2. The site plan showing the port dock numbers is attached. (Annex-1)

6.2 Procedures for Additional Measures to be Taken According to Seasonal Conditions for the Loading and Unloading of Dangerous Cargo

- The loading of any explosive or bulk liquid cargo must not be carried out in an open enclosure that will react dangerously neither in stormy weather nor in contact with water, when it rains.
- Dangerous solid bulk cargoes, which, in the event of contact with water, may turn into flammable or toxic vapors or cause simultaneous explosion, must be kept as dry as possible. Such loads should only be transported under dry weather conditions.
- Due to the nature of explosives; about the transport of dangerous loads in adverse weather conditions The transport of dangerous loads requires great care, especially in rainy weather conditions.
- Seasonal conditions must be taken into account in the collection/discharge of dangerous cargoes. In extremely hot, extremely cold, extremely rainy weather and unfavorable viewing conditions, the handling of flammable flammable, explosive loads in storms, lightning and electrically charged weather should be postponed or stopped for a while.

6.3 Procedures for Keeping Flammable, Flammable and Explosive Loads Away from Processes That Spark/May Cause Sparks and Not Operating Tools, Equipment, or Tools That Spark/Can Create Sparks at Hazardous Cargo Handling, Stacking and Storage Sites

- Flammable materials are kept away from spark-forming processes and no spark-generating vehicle or tool is operated at the hazardous cargo handling site.
- Before performing a hot job at our facility, the responsible company officer who will perform the hot work will have the written authorization issued by the port authority to perform this hot work. Such authorization will include details of the hot workplace as well as security measures to follow.
- In addition to the security measures required to be taken by the port authority, additional security measures required by the ship and/or interface shall be taken together with the responsible company officer ship and/or interface responsible for performing the hot work before the hot work begins. These additional security measures will include:
- The frequency of inspection and re-inspection of local areas and adjacent areas, including tests carried out by notified testing bodies to ensure that areas will continue to be free and free from flammable and/or explosive atmospheres and that there is no lack of oxygen;
- Removal of hazardous loads and other flammable loads from work areas and adjacent areas. Loads to be removed from the aforementioned areas; lime, sludge, sediment and other possible flammable loads are also included.;
- Effective protection of flammable building materials (e.g. beams, wooden partitions, floors, doors, wall and ceiling coverings) against accidental ignitions.
- In order to prevent the spread of flames, sparks and hot particles from work areas to adjacent areas or other areas; ensuring the sealing and sealing of open pipes, pipe passages, valves, joints, gaps and open parts.
- In addition to the entrance of each work area, a copy of the hot work authorization and security measures will be hung in the area next to the work area. The authorization and the security measures to be taken will be posted in a place where all employees who will take part in the hot job can see it and will be clearly understood by these employees.
  When performing hot work,
- Checks will be carried out to ensure that conditions do not change; and
- At least one suitable fire extinguisher or other suitable fire extinguisher equipment shall be available for immediate use in the hot workplace.
- During the hot work, an effective fire control shall be carried out in the hot work area as well as in the adjacent areas where a hazard from heat transfer may arise due to the completion of this work and for a sufficient period of time after its completion.
- For additional detailed information and procedures relating to hot business and operations, in particular the document "International Safety Guidelines for Oil Tankers and Terminals (ISGOTT)" will be consulted. Permits will be issued for work on the plant and pier in accordance with ISGOTT and the Work Permit Procedure.

7.DOCUMENTATION, CONTROL AND RECORDING

Preparation before handling dangerous cargo;

- Planning and preparations for the handling and temporary storage of dangerous cargoes arriving at our port facility are carried out by taking into account the information in the preliminary notification and safety data sheet, and the relevant personnel are informed.
- In our port facility, the responsible unit requests the safety data sheet of dangerous cargoes from the cargo representative, takes into account the information in the safety data sheet for the measures to be taken for the purpose of first aid and emergency preparedness, and for handling and temporary storage applications. The safety data sheet is prepared by the shipper to the safety data sheet preparer, and safety data sheets that do not meet these requirements are not accepted by our port facility.

7.1 What are All Mandatory Documents, Information and Documents Related to Dangerous Loads, Procedures for Their Supply and Control by Their Relevant Persons

Documents to be kept at Port Facility for Dangerous Goods Handling

- Since the IMDG Code is updated every two years, the VOLUME-1, VOLUME-2 and SUPPLEMENT of the IMDG Code and the SOLAS, IBC Code, MARPOL books published by the International Maritime Organization (IMO) will be kept up-to-date in the port operation where dangerous goods are handled.
- The port operator shall be responsible and responsible for the storage of the above-mentioned documents and other documents related to dangerous cargoes in written or electronic form at the port facility.
- IMDG Code books and documents will be used effectively in dangerous cargo transactions, and hazardous cargo works and transactions will be carried out in accordance with the provisions of IMDG Kod, IBC Code and Marpol Annex-1 .

7.2 Regular and Complete Retention Procedures of the Current List of All Dangerous Cargo and Other Related Information at the Port Facility Site

Dangerous Goods Records

- The Operations Directorate shall keep an up-to-date record of all dangerous cargoes entering, leaving and being stored in the port area. These records and information will be provided to the Port Authority and emergency response officers upon request.
- The records shall indicate the type, class, quantity and location of dangerous cargoes located at the port site.

Ship, Cargo, Passenger Statistics and Pilotage and Tugboat Services Statistics Data Entry

- Within the scope of the Regulation on Regulation on Maritime Trade Statistics, statistical data on the statistics of all ships, cargoes, passenger movements in the port, including the movements of ships-cargo transportation units carrying dangerous cargo, are regularly entered into the following electronic systems of the Ministry with the user name and password allocated through the http://atlantis.udhb.gov.tr/giris.net/. The data of the pilotage and tugboat services are kept by the General Directorate of Coastal Safety, which is the provider of the services.

KBS: Guidance Information System in Electronic Media
LYBS: Port Management Information System in Electronic Media

Storing notifications

- The notifications made to our port facility are stored in physical or electronic environment for 3 years and are made available for inspections to be carried out by the General Directorate of Maritime Affairs or the relevant port authority.

7.3 Procedures for Controlling and Reporting the Results of the Control of the Proper Identification of Dangerous Loads Arriving at the Site, Using, Certifying, Packing/Packing, Labeling and Declaring That Dangerous Loads Are Properly Identified, That Dangerous Loads Are Used with the Correct Shipping Names, That They Are Labeled and Declared and That They Are Safely Loaded and Transported to the Packaging, Container or Cargo Transport Unit in Accordance with the Rules

- Planning, Operation in coordination with the Dangerous cargoes to be accepted to the Port shall check the accuracy of the following information on the Dangerous cargo document issued by the Shipper;
- This information is transmitted to the scorers, Field Supervisors, Warehouse Officers, HSE-Q, and the personnel who need to know through the Terminals / Documents to control the incoming dangerous cargo.
- If the information from the operation and the cargo carry different information, the Operation is immediately notified and the Shipper is instructed to verify the information about the dangerous cargo / vehicle.

7.4 Procedures for the Supply and Possession of a Safety Data Sheet (SDS)

The SDS form, which is a document containing detailed information on the properties of dangerous cargoes and preparations, safety measures to be taken according to the dangerous characteristics of the substance and preparation in the workplaces where it is located, and the necessary information for the protection of human health and the environment from the negative effects of dangerous cargoes and

preparations, is submitted by the cargo relevant persons before the entry of the dangerous cargoes into the port area when requested by the port operating organization.

7.5 Procedures for Keeping Records and Statistics of Dangerous Goods

- Statistical evaluations from the records of dangerous cargoes handled annually at our port are carried out by trade, operations and departments.
- Monthly counting and control reports of dangerous cargo stored in our port area are prepared by the operation department and presented to the management.
- Records and reports are archived by the departments in 5-year periods.

7.6 Information on Quality Management System

Çanakkale Kepez Port operates an Integrated Management System compliant with ISO/TS 9001:2015, ISO/TS 14001:2015, ISO/TS 45001:2018, and ISO/TS 10002 standards. Our organization identifies and provides the necessary resources for the implementation and maintenance of the Integrated Management System, the continuous improvement of its effectiveness, the assurance of consistent product and service quality, the protection of employee health and safety, the prevention of environmental pollution, the efficient use of energy resources, the understanding and fulfillment of customer requirements, and the enhancement of customer satisfaction. These resources encompass human resources, specialized skills, organizational infrastructure, software applications, financial resources, and technological capabilities. An assessment has been conducted regarding the adequacy, capabilities, and limitations of internal resources, as well as determining which items should be procured from external suppliers. Resource adequacy, competence, and limitations are determined through internal audits, internal and external customer surveys, customer complaints, management review meetings, operational meetings, management system meetings, measurements of process and system performance, and statistical evaluations. When creating new documents or updating existing ones within the port facility, procedures are followed in accordance with the "Procedure for the Preparation, Publication, and Updating of Documents."

Integrated Management System Certificate Validity Dates:

ISO 9001:2015 : 21.12.2026

ISO 14001:2015 : 21.12.2026

ISO 45001:2018 : 21.12.2026

ISO 1002:2018 : 21.12.2026

8.EMERGENCIES, EMERGENCY PREPAREDNESS AND RESPONSE

8.1 Procedures for Responding to Dangerous Goods and Dangerous Situations Involving Dangerous Goods That Pose or May Pose a Risk to Life, Property, and/or the Environment

Options for protective measures regarding a specific situation depend on a range of factors. In some cases, evacuation may be the best option; in others, sheltering in place might be preferable. Sometimes, a combination of these two actions may be employed. In any emergency, official authorities need to issue instructions to the public rapidly. The public will require continuous information and instructions while either sheltering in place or being evacuated.

The proper handling of the elements outlined below will determine the effectiveness of the evacuation or sheltering-in-place strategy. The relative importance of these factors may vary depending on the specific emergency conditions. In certain emergencies, additional factors may also need to be identified and considered. This list illustrates the types of information that may be required when making the initial decision.

Dangerous Cargo

- The degree of harm to health
- Chemical and physical properties
- Quantity included
- Control of holding/release
- The rate of steam movement

Threatened Population

- Where they are located
- Number of people
- Time available to evacuate or take control of their whereabouts
- Possibility to control the evacuation or protection at the location
- Types and availability of buildings
- Private organizations and populations

Weather Conditions

- Impact on steam and cloud movement
- Potential for change
- Impact for evacuation or protection in place

Protective Actions

Protective Measures refer to the steps to be taken to protect the health and safety of emergency teams and the public in the event of an incident involving the release of dangerous cargo.

Isolation of the Danger Zone and Prohibition of Entry means that anyone who will not directly participate in emergency response operations is kept away from the area. Unprotected emergency responders should also not be allowed to enter the isolated area.

Evacuate

Evacuate: It means that everyone should be transported from a threatened area to a safer place. In order for an evacuation to be carried out, people must have enough time to be warned, prepared, and leave the area. If there is enough time, then evacuation is the best protection measure.

First of all, people who are nearby and within line of sight should be evacuated. When additional assistance arrives, evacuate areas against the wind and in the direction of the wind, at least to the extent specified in this guidebook.

Even after people have been evacuated to the recommended distances, they may not be completely safe from danger. These people should not be allowed to gather at these distances.

Transfer the evacuees to a certain distance, over a special route, and to a distance where they do not need to be evacuated again when the wind blows.

Protecting at the Scene

It states that people should be protected inside a building and stay inside until the danger has passed. Containment measures at the scene shall be applied if attempting to evacuate people poses a greater risk than their staying where they are, or if evacuation is not possible. Advise occupants to close all doors and windows and to turn off all ventilation, heating and cooling systems.

Crime scene protection is not the best measure if:

- In the event that the vapors are flammable;
- In the event that it will take a long time to degassing the area.
- In the event that the buildings cannot be tightly sealed.
- If the windows are closed and the ventilation systems are closed, vehicles can provide a certain protection for a short period of time. However, vehicles are not as safe as buildings when it comes to on-site protection.

It is vitally important to maintain communication with competent people who are also present in the interior of the building in order to be able to give advice on changing conditions. Persons placed under on-site protection should be warned to stay away from windows, as there is a danger of being hit by fragments of glass or metal in the event of a fire and/or explosion.

Each incident involving dangerous loads differs from one another. There are separate problems and concerns about each of these. The form of action aimed at the protection of people must be carefully chosen.

8.2 Information on the Facility, Capability and Capacity of a Port Facility to Respond to Emergencies

Yangın ve Deniz Kirliliğine Karşı Acil Müdahale, İmkân ve Kabiliyetler

- In all port area and docks, there is a fire circuit, spare water storage tanks with a fire circuit and a participation, fire hydrants, fire cabinets (nozzle, fire hose), alarm buttons and announcement system placed in the appropriate places in the pier and dock back area.
- If necessary, there is an electric and a diesel type fire pump that will feed the fire circuit in the port with sea water.
- Tugboats with fire extinguishing facilities and capabilities are provided from the General Directorate of Coastal Safety in order to intervene in the fire that may arise at the port pier and on the ships connected to the port.
- The persons who will fight the fire in the hazardous cargo handling area have firefighter equipment and firefighter equipment, fire extinguishers and first aid units and equipment are kept ready for use at any time against possible fire.
- Pursuant to the "Implementing Regulation on the Principles of Emergency Response and Compensation for Damages Regarding Pollution of the Marine Environment by Oil and Other Harmful Substances" (published in the Official Gazette dated 21/10/2006 and numbered 26326), an agreement has been concluded with "Turkish Spill Response Çevre Yönetimi ve Danışmanlık Hizmetleri A.Ş."—a company authorized by the Ministry to respond to marine pollution caused by oil and other harmful substances—and the equipment and materials required for emergency response to marine pollution are available at the port facility. The list of emergency response equipment and materials for marine pollution is provided in the attachment (ANNEX-14).

Security

The following port security facilities and capabilities in the port area where dangerous goods operations are carried out;

- A port facility is a port facility under ISPS,
- Port Facility Security Officer
- Security Supervisor of Private Security Company

- 16 Private Security Personnel
- 3 shifts/24 hours working order according to operational status
- Patrol layout, port entry-exit checkpoint
- Wire fancing of a height and quality in accordance with the ISPS Code surrounding the port boundary,
- Port security is effectively ensured with 98 cameras (CCTV), both indoor and outdoor, monitoring the entire port area. The number of vehicles and people entering and exiting the port is recorded electronically instantly and can be monitored instantly.

8.3 Regulations on First Intervention for Accidents Involving Dangerous Cargo (First Intervention Procedures, First Aid Opportunities and Capabilities, etc.)

Against FIRE and LEAKAGE that may be caused by dangerous loads listed in the IMDG code where dangerous loads are involved , the IMDG code determines in this regard;

- Emergency Plan for Fire (EmS for fire)
- Emergency intervention is carried out in accordance with the procedures and principles specified in the Emergency Plan (EmS for spillage) for the leak and the internal instructions of the port operation.
- Emergency response capabilities against leakage and fire are available at the port.

Dangerous Cargo Accidents at the Port Medical First Aid Possibilities and Capabilities

- In cases where medical first aid is required such as poisoning and injury caused by dangerous loads, the workplace physician and nurse are notified and the necessary emergency intervention is made.
- The Medical First Aid Guide (MFAG) attached to the IMDG Code will be used in accidents involving dangerous loads at the port facility, and within the scope of the Occupational Health and Safety Law No. 6331, 1 part-time Workplace Physician and 1 full-time Nurse are employed in the infirmary deployed in the port administrative building for medical first aid in all possible accidents/injuries at the port facility. First aid trainings are provided in accordance with the legislation in the workplace.

8.4 On-Site and Off-Site Notifications in Emergency Situations

Notification of Dangerous Cargo Incidents

The "Dangerous Cargo **Incidents Notification Form"** in **Annex-16** should be notified to the Port Authority as soon as possible of any dangerous cargo-related incident related to dangerous cargo in the port area and which may cause damage to persons, the ship or vessels in the port, the port or any property or environment.

In this context;

By the port operating organization;

- It shall immediately notify the Port Authority and emergency response officers of any spillage of dangerous and harmful substances or fire hazards and incidents occurring in its area of responsibility.
- Statistics of dangerous cargo accidents will be kept,
- Dangerous cargo accident statistics will be reported to the Port Authority.
- The necessary safety measures for dangerous cargoes that do not comply with the rules, are unsafe or pose a risk to persons or the environment are taken by the port operating organization and notified to the Port Authority.

8.5 Reporting Procedures for Accidents

- As a result of accidents caused by dangerous cargo, the background and causes of the accident are investigated and a report is prepared to be discussed and evaluated in the port occupational safety committee. The occupational safety committee evaluates the accident in terms of intervention speed, using the right method and effectiveness, root causes, etc. The necessary measures shall be taken by the port operator to prevent the subsequent incidents from happening again.
- Accidents caused by dangerous cargo are reported to the Port Authority.

8.6 Method of Coordination, Support and Cooperation with Official Authorities

In cases requiring urgent intervention caused by dangerous cargoes, the necessary emergency intervention is made by acting in cooperation and coordination with relevant institutions and organizations such as the Police, Municipality, Customs, Port Authority.

8.7 Emergency Evacuation Plan for the Removal of Ships and Vessels from the Coastal Facility in Emergency Situations

The General Directorate of Coastal Safety is authorized within the scope of the correspondence made with the General Directorate of Coastal Safety to remove ships and sea vehicles from the port facility in case of emergency.

Within the scope of the removal of ships and sea vehicles from the shore in case of emergency, port personnel, ship personnel and emergency response team are involved. In addition, in case of emergencies that may occur during the cargo collection / discharge of the ship, the contracted emergency response organization comes to the scene and takes charge to remove the ship from the pier with the existing technical and personnel intervention facilities.

In case of emergency situations such as fire at the port, pier or ship, collapse of the pier, adverse weather/sea conditions, receiving imminent security threat to the port; The first person who notices the

threat informs the port facility security officer by the shortest way. When the port facility security officer receives this notification;

- It enables information exchange with Çanakkale Port Authority, Çanakkale Coast Guard Command, Çanakkale Fire Department and other relevant institutions by fax, telephone, etc.
- It contacts the contracting company for the urgent departure of ships and sea vessels in the port.
- In case of emergency, the evacuation of the ships is started without the need for the approval of the ÇANAKKALE REGIONAL PORT PRESIDENCY within the knowledge of the ÇANAKKALE REGIONAL PRESIDENCY.
- The Emergency Communications Officer notifies the Emergency Response Field Team staff.
- The Emergency Manager determines the course of action of Emergency Response Field Teams.
- The Emergency Response Management Team meets at the Emergency Management Center and organizes the work of the Emergency Response Field Team from there. Provides information by contacting external units. If necessary, ask for help from the relevant units.
- After the emergency has passed, it determines the course of action and informs all personnel.
- Tugboat and mooring services are taken by the contracted company for the departure of the ship.

In case of emergency (fire at the pier or ship, collapse of the pier, adverse weather/sea conditions, etc.), an emergency evacuation of the ship is decided with the consent of the captain of the ship within the knowledge of the Port Authority. With the available technical and personnel facilities, it shall have a sufficient number of tugs of towing power and number equipped to fight the fire ready to remove the ship from the pier and to tow it to a safe point and shall provide it as soon as possible.

Port facility security officer;

- It ensures the formation of the necessary emergency response teams according to the danger.
- The VHF allows the captain of the ship to be contacted by radio.
- It ensures the transfer of cargo to the ship and the cessation of activities in the port.
- It ensures that other vessels berthed other than the threatening vessel are alerted and given advance information to wait ready to leave each berth.
- Ensure that the Captain/GGG of approaching ships is notified.
- In the threat of bombs; It ensures that the local security forces, the Bomb disposal Team, the Fire Brigade and the Emergency Response Team, the Maintenance and Repair Team are informed of the situation.
- It ensures that the maritime patrol service is activated in cases where the current danger comes from the sea.
- It ensures that all parties that may be affected by the incident are informed.
- Informs the General Manager/company concerned.

- Supervisors and managers to conduct counts for all personnel, including contractor staff and visitors; if there are missing personnel, it ensures that emergency services such as fire brigades are contacted for research and rescue work.
- If necessary, the personnel initiate the evacuation procedure.
- The evacuation of the port facility shall only be initiated when it is satisfactorily accepted that the information received by the port facility security officer is reliable or when he or she is serving under recognised crisis/emergency management and/or in the management of security forces. Depending on the probability of the expected risk and the magnitude of the danger it will create, or in cases where it is likely to jump from the port pier to the ship after the realization of the risk or vice versa, the port facility personnel shall be removed from the facility.

8.8 Procedures for the Handling and Disposal of Damaged Dangerous Cargo and Wastes Contaminated by Hazardous Loads

Special Area Allocation for Damaged Hazardous Loads and Wastes Contaminated by Hazardous Loads

The port dangerous goods stowage area has been allocated as a special area where damaged dangerous cargoes can be held and repackaged, or where contaminated waste can be separated and held until disposal.

8.9 Emergency Drills and Their Records Procedure

In the port operation, events requiring emergency situations such as fire, marine pollution and injury are drilled and recorded within certain periods.

8.10 Information on Fire Protection Systems

- The locations of the fire extinguishing and fire protection equipment of the port operator are specified in the Fire and Emergency Plan given in Annex-6-7,
- All port area and docks have fire circuit, spare water storage tanks with participation in the fire circuit, fire hydrants, fire cabinets (nozzle, fire hose), alarm buttons placed in the appropriate places on the pier and in the back area of the pier and the announcement system.
- If necessary, there is an electric and a diesel type fire pump that will feed the fire circuit in the port with sea water.
- Tugboats with fire extinguishing facilities and capabilities are provided from the General Directorate of Coastal Safety in order to intervene in the fire that may arise at the port pier and on the ships connected to the port.

8.11 Procedures for the Approval, Inspection, Testing, Maintenance and Ready to Use 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

In cases where fire protection systems do not work in the first intervention to the fire in the port operation, help is obtained from the local fire brigade.

8.13 Other Risk Control Equipment

Equipment for the risks to be determined will be supplied when deemed necessary by the OSGB company with which the port has an agreement.

Port Emergencies and Emergency Response from Dangerous Cargo

- The emergency alarm in the port is the sound of a siren. There are emergency alarm buttons placed in specific places on the pier and in the back field. In case of emergency, the emergency alarm button will be pressed and the LTGS and/or port security supervisor will be contacted immediately.
- In case of a fire on the ship, the ship will make the first intervention to the fire with its own personnel by giving warning with its own whistle and then ask for help from the coast.
- In case of a situation that requires urgent intervention such as fire, leakage, etc., the collection/evacuation operations are stopped. We act in accordance with the instructions of the Port Operations Directorate. The ship prepares for emergency takeoff. Tugboats of the General Directorate of Coastal Safety are called.

Debris/Leakage from Hazardous Loads

In case of leakage/debris caused by hazardous cargo operations, in the IMDG Code Emergency Guide (EmS Guide) to prevent marine and environmental pollution; The leakage that may be caused by the dangerous loads listed in the IMDG code is intervened according to the procedures specified in the Emergency Plan for Leakage (Ems For Spillage). The incident is reported to the Port Authority.

Fires Caused by Dangerous Cargo

In the IMDG Code Emergency Guide (EmS Guide) to prevent fire pollution from hazardous cargo operations; The fire that may be caused by the dangerous loads listed in the IMDG code is intervened according to the procedures specified in the Ems For Fire. The incident is reported to the Port Authority.

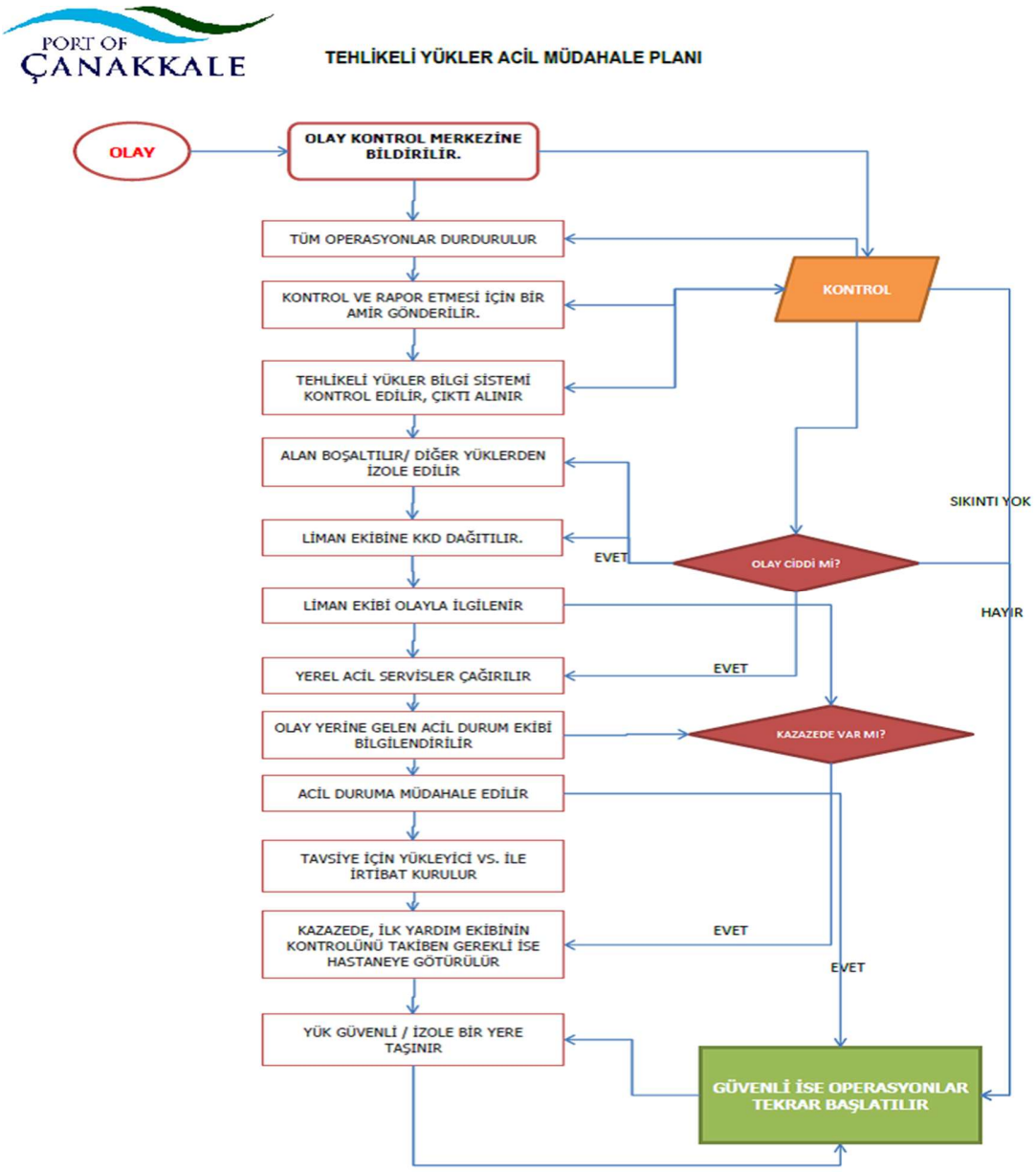
In case of leakage or debris caused by dangerous cargo, if there is a serious threat to the sea and the environment, the necessary intervention is made by evaluating the issue within the scope of the 1st level incident and putting into practice the "Emergency Response Plan Against Marine Pollution".

Emergency Response Procedure

Procedure to be Followed in the Event of an Accident Involving Dangerous Loads;

- The person who notices the accident immediately reports the incident to the Incident Control Center.
- The Incident Control Center stops all operations in the surrounding area.
- The Incident Control Center sends the Operations Manager to the scene to check the incident notification/notification, assess the situation, and report (or confirm) the necessary information.
    - Whether or not anyone is injured or infected with substances,
    - The exact crime scene in the storage/stowage area, in the warehouse, on the ship, in the dock, etc.,
    - Container number or other information identifying the load batch,
    - IMDG class and other details on the package or container (e.g. UN Number),
    - Identification if there is leakage or spillage; quantity, color, structure, smell, smoke, etc. are immediately determined by the supervisor. **Issues the Emergency Assessment Form**.
- The Incident Control Center determines what dangerous cargoes are present at the port and what kind of hazard the cargo contains. It notifies the emergency responders.
- If the Operations Manager reports that the incident is serious, the Incident Control Center will take everyone out of the area and surround the area with barriers. Security measures are taken by LTGS in the field.
- The Port Operation Emergency Plan was put into practice; Emergency fire, ambulance, first aid, security and other systems are now activated. If the port's own emergency teams need to intervene in the accident, in order to do so without putting themselves at risk, protective clothing and emergency vehicles are provided from the nearest warehouse.
- The accident can be responded to at the scene by the port management teams. If there are any injuries, the load and/or the injured are transported from the accident site to a safe area as quickly as possible.
- If the accident is serious, local emergency response teams shall be called in case of insufficient means and capabilities of the Port operation and intervention to the situation.
- When local Emergency responders arrive, they are informed about the incident.
- Then, emergency responders make the scene safe.
- In the meantime, the Incident Control Center contacts the shipper, ship agent or other responsible persons, informing them of the accident and consulting on the handling and removal of the damaged cargo. The port will also have a specialist chemist (chemist from the local sector, university chemist or other expert) to give independent advice; this chemist should also be contacted and asked to go to the accident site.

- In the absence or inadequate first aid at the scene of the accident, the injured person or persons should be referred to the nearest medical centre or hospital in the area.
- When the appropriate environment is established, the damaged cargo and the packaging and/or container are immediately moved to a safe area for removal. In the event of a leak, the scene is properly cleaned and opened using absorbents, chemical foams or water. In case of a fire, the fire is thoroughly extinguished, and the crime scene is cleared.
- After the scene has been thoroughly examined and safety has been declared, the Operations Directorate instructs to resume operations.



9.OCCUPATIONAL HEALTH AND SAFETY

9.1 Occupational Health and Safety Measures

Occupational Health and Safety in Port, Personal Protective Equipment (PPE)

Within the scope of occupational health and safety practices, the Port Facility's target is "ZERO ACCIDENTS". To achieve this target, occupational health and safety activities are carried out, employees receive continuous training, and awareness is raised by making safe working instructions available throughout the port area.

Port Facility Operator;

Within its own area of responsibility, the Port Facility Operator keeps all personal protective equipment required for the handling of dangerous goods available at the port facility at all times, in sufficient quantity and of suitable quality.

Within the scope described above, the following measures are implemented at Port of Çanakkale:

a) In accordance with Occupational Health and Safety Law No. 6331 and the relevant regulations, an Integrated Management System is implemented at the port to ensure the safety of life, property and the environment within the occupational health and safety framework.

b) All port users entering or leaving the port are required to wear Personal Protective Equipment (PPE) compliant with Turkish Standards Institution (TSE) standards, including safety helmets, high-visibility vests and safety footwear with protective toe caps.

c) Port facility personnel involved in dangerous goods handling, as well as other authorised persons associated with the cargo, are provided with protective clothing appropriate to the physical and chemical properties of the cargo during loading, unloading and storage. During training sessions, briefings and drills, port-area personnel working with dangerous goods are instructed in the proper use of PPE.

d) The following basic emergency-response equipment is kept at suitable locations within the port area to protect personnel against risks arising from dangerous goods handled at the port:

- Protective clothing and equipment (boots, coveralls, gloves, goggles and head protection);
- Self-contained breathing apparatus (SCBA);
- 50 kg fire extinguishers suitable for foam and dry chemical powder (DCP);
- Absorbent materials for cleaning up dangerous-goods spills (e.g. sawdust and absorbent pads);
- Clean water for washing dangerous substances off the skin;
- Emergency eyewash facilities.

All personnel involved in the dangerous goods handling chain are familiar with the locations of the equipment listed above and know how to use it.

9.2 Information on Personal Protective Clothing and Procedures for Its Use.

Instructions for the Use of Personal Protective Equipment and Occupational Safety Equipment
Instructions for the Use of Eye Protection

Suitable eye protection, such as protective goggles, safety glasses or face/eye shields, shall be worn to protect the eyes against radiation, light, heat, particles and hazardous environments. Eye protection shall also be used in the following situations:

1. When grinding;
2. When using a drill or hand-held electric drill;
3. When carrying out concrete, cement or painting work, or grinding on machine tools;
4. When welding, spray painting or carrying out blasting operations;
5. When cleaning with compressed air or cleaning boilers;
6. When cutting with a saw;
7. When working with refrigerant gases or substances containing acids or alkalis;
8. When working underneath trucks or moving vehicles;
9. When earthing equipment, isolating a circuit or energising a circuit;
10. When replacing high-voltage fuses;
11. When welding or using a cutting torch;
12. When inspecting a boiler fire;
13. When washing with high-pressure water or cleaning detergents;
14. When replacing mercury-vapour or similar lamps while the circuit remains energised;
15. When working with molten metals;
16. When working with acids, bases or any other chemicals;
17. When working in ash- or coal-contaminated environments;
18. When working in very windy conditions.

Instructions for the Use of Head Protection (Safety Helmets)

1. A safety helmet shall be worn in all areas where head protection is required, without waiting for a warning or reminder.
2. All safety helmets shall be inspected regularly for breaks, cracks, wear, and damage caused by electricity or contact with chemicals.
3. There shall be a clearance of at least 32 mm between the top of the head and the inside of the helmet shell.
4. Safety helmets shall be used and stored in accordance with their design characteristics and the manufacturer's instructions.
5. Safety helmets shall be manufactured from materials resistant to acids, chemicals and paint.
6. Safety helmets shall be washed in water at 60°C using a mild detergent and rinsed with warm water.
7. For helmets used by electrical workers, ensure that they have no holes or metal parts and that the outer surface has no water-retaining channels or similar features.

Instructions for the Use of Gloves

Rubber insulating gloves shall be used wherever electricity is present or may be present. The gloves selected shall be suitable for the voltage involved.

1. When opening or closing switches and isolators;
2. When replacing fuses;
3. When checking whether a line is energised;
4. When earthing equipment or applying short-circuit connections;
5. During live electrical work in laboratories;
6. Whenever required by a supervisor or requested by an employee for safety reasons;
7. Mechanically protective gloves (e.g. leather, fabric or textile gloves with rubber coating) shall be used to protect against crushing injuries and puncture hazards;
8. Leather and asbestos gloves shall be used for welding work;
9. Heat-resistant gloves (e.g. made of glass fibre, aluminium foil or Kevlar fabric) shall be used in areas where temperatures exceed 60°C;
10. Leather gloves or gloves made of other durable materials shall be used for handling, welding, cutting and similar tasks;
11. Rubber gloves shall be used where contact with acidic or alkaline substances is possible.

Instructions for Glove Care and Inspection

The following requirements shall be observed when maintaining and inspecting gloves:

1. Gloves shall be cleaned frequently in accordance with the instructions of the supplier/manufacturer.
2. Contact between gloves and oil shall be avoided.
3. Gloves shall be checked for leakage using the air-test method.
4. Rubber gloves shall not be allowed to come into contact with sharp objects.
5. Employees shall not wear rings that could damage gloves while wearing them.
6. Insulating gloves shall be powdered and stored in rubber bags.
7. Gloves shall be free from holes, cracks and tears.

Instructions for the Use of Hearing Protection

Aşağıdaki durumlarda kulak korunması mutlaka yapılacaktır.

1. Where noise levels of 85–99 dB persist for more than one hour;
2. Where noise levels continuously exceed 100 dB;
3. At noise levels above 135 dB, hearing protection shall be used because of the risk of hearing damage;
4. Speech should remain audible when earmuffs or earplugs are worn.

Instructions for the Use of Safety Harnesses

A safety harness is a protective device used to prevent falls when working at height, for example on poles, towers and scaffolding.

1. Safety belts/harnesses shall be made of thick leather straps, woven linen or cotton, natural or synthetic fibre webbing, or similar materials.
2. The dimensions of the safety harness (full-body/waist type) shall comply with the technical specifications for occupational safety equipment.
3. The buckle, rings, safety lanyard and straps associated with the harness shall have a minimum load-bearing capacity of 1,500 kg.
4. Heat may impair the properties of safety harnesses; they shall therefore be kept away from heat sources.
5. The harness shall have suitable loops or holders for attaching a bolt bag, materials bag or tool bag.
6. Harnesses shall be inspected periodically for cuts or damage and to ensure that rivets and stitching are sound. Defective or damaged equipment shall be replaced.
7. Employees shall wear a safety harness when working at a height at least twice their own body height. A harness shall also be worn at other heights where the risk assessment determines that it is necessary.

Instructions for the Use of Safety Shoes and Boots

Safety footwear with protective toe caps shall be used when lifting or carrying heavy or rolling materials. Rubber or other chemically resistant footwear shall be used in areas where acids or similar chemicals are handled.

1. Safety shoes or boots shall be worn when lifting or carrying heavy or rolling materials. The toe area shall contain a steel insert 0.6–1 mm thick.
2. The steel toe cap shall protect the toes against the impact of a 25 kg weight dropped from a height of 1 metre, and the sole shall resist penetration by sharp objects.
3. Personnel performing electrical work shall not walk in safety footwear through areas containing nails, metal fragments or similar objects.
4. Where necessary, hip waders shall be provided to line-maintenance teams working in wet or muddy areas and to personnel working in wet or muddy areas at hydroelectric power plants.
5. Safety shoes, boots and waders shall be kept clean and in serviceable condition at all times.
6. Long rubber boots shall be worn for work involving acids, alkalis or any other chemicals.
7. In areas where electric shock is possible and during electrical work, fully rubber footwear or electrically insulating footwear with rubber soles shall be used. Such footwear shall be free of nails, studs and conductive components.
8. The soles of insulating footwear used for electrical work shall withstand a puncture voltage of 14 kV.
9. The operating voltage rating of boots shall be at least 22 kV.

Instructions for the Use of Body Protection

Body protection consists of jackets and trousers, coveralls or workwear worn to protect the body against external hazards during work.

The following requirements apply to such protective clothing:

1. Flame-resistant and non-flammable clothing shall be worn in areas where there is a risk of flash fire or burning.
2. When working with chemicals or in battery rooms, aprons, jackets and trousers resistant to acids and chemicals shall be worn.
3. Personnel working with coal, ash, mills or in workshops shall wear coveralls.
4. Personnel engaged in the installation, operation, maintenance and repair of electrical installations shall wear jackets and trousers.
5. Coveralls and trousers shall not have turn-ups at the hems.
6. Jacket and coverall collars shall be closed. Garments shall not be loose-fitting, and pockets shall not sag or hang like bags.

9.3 Measures and Procedures for Confined-Space Entry Permits

The Port Operations Department shall ensure that:

- No person is permitted to enter a cargo tank, the void space surrounding a tank, a cargo-handling space, a ballast tank, or any other restricted or enclosed space that contains or may contain hazardous vapours or oxygen-depleting cargo, unless the space has been thoroughly cleared of hazardous vapours, adequate oxygen levels have been confirmed, and entry has been authorised by a trained and competent responsible person.
- Where operational reasons make it necessary to enter a space that cannot be cleared of hazardous vapours and for which entry clearance has not been granted, entry shall be restricted to personnel wearing self-contained breathing apparatus and all other required protective equipment.
- The port facility may keep separate oxygen and gas detectors or use multi-gas detectors capable of detecting gases that may arise from the dangerous goods handled. Detectors shall be calibrated at the intervals and in the manner specified by the manufacturer.
- In addition to oxygen measurements, tests for flammable, explosive or toxic gases shall be carried out as appropriate before entry into a confined space.

10.OTHER CONSIDERATIONS

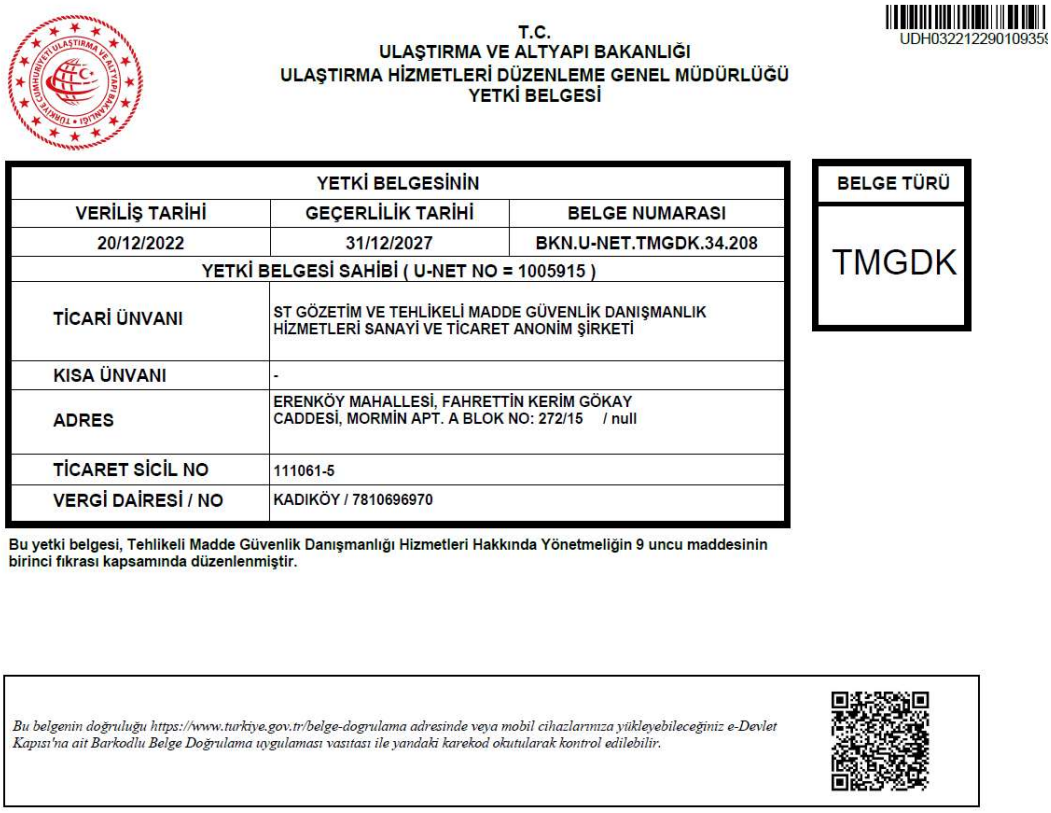
10.1 Validity of the Dangerous Goods Conformity Certificate

Under the Regulation on the Procedures and Principles for Granting Operating Permits to Coastal Facilities, published in the Official Gazette dated 18 February 2007 and numbered 26438, the operating permit for Çanakkale (Kepez) Port Coastal Facility has been renewed during the validity period of the facility's operating permit. The Dangerous Goods Conformity Certificate is valid until 31 October 2026.

10.2 Duties Assigned to the Dangerous Goods Safety Adviser

Dangerous Goods Safety Adviser services are provided by ST GÖZETİM VE TEHLİKELİ MADDE GÜVENLİK DANIŞMANLIK HİZMETLERİ, a company holding a Dangerous Goods Safety Adviser Organisation Authorisation Certificate (TMGDK). The company details are as follows:
ST GÖZETİM VE TEHLİKELİ MADDE GÜVENLİK DANIŞMANLIK HİZMETLERİ

Address: Fahrettin Kerim Gökay Cad, Mormin Apartmani, A Blok , No. 272/15, Kadıköy, Istanbul, Türkiye
VAT Number: 7810696970
Telephone (Istanbul contact): +90 216 969 21 90



T.C.
ULAŞTIRMA VE ALTYAPI BAKANLIĞI
ULAŞTIRMA HİZMETLERİ DÜZENLEME GENEL MÜDÜRLÜĞÜ
YETKİ BELGESİ

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YETKİ BELGESİNİN		
VERİLİŞ TARİHİ	GEÇERLİLİK TARİHİ	BELGE NUMARASI
20/12/2022	31/12/2027	BKN.U-NET.TMGDK.34.208
YETKİ BELGESİ SAHİBİ (U-NET NO = 1005915)		
TİCARİ ÜNVANI	ST GÖZETİM VE TEHLİKELİ MADDE GÜVENLİK DANIŞMANLIK HİZMETLERİ SANAYİ VE TİCARET ANONİM ŞİRKETİ	
KISA ÜNVANI	-	
ADRES	ERENKÖY MAHALLESİ, FAHRETTİN KERİM GÖKAY CADDESİ, MORMİN APT. A BLOK NO: 272/15 / null	
TİCARET SİCİL NO	111061-5	
VERGİ DAİRESİ / NO	KADIKÖY / 7810696970	

BELGE TÜRÜ
TMGDK

Bu yetki belgesi, Tehlikeli Madde Güvenlik Danışmanlığı Hizmetleri Hakkında Yönetmeliğin 9 uncu maddesinin birinci fıkrası kapsamında düzenlenmiştir.

Bu belgenin doğruluğu https://www.turkiye.gov.tr/belge-dogrulama adresinde veya mobil cihazlarınıza yükleyebileceğiniz e-Devlet Kapısı'na ait Barkodlu Belge Doğrulama uygulaması vasıtası ile yandaki karekod okutularak kontrol edilebilir.

ST INSPECTION AND DANGEROUS GOODS SAFETY CONSULTANCY SERVICES ORGANIZATION AUTHORIZATION CERTIFICATE

Considering the activities within the port facility, a consultant primarily performs the following tasks:

- To monitor compliance with the provisions of international agreements and conventions (IMDG Code, IBC Code, etc.) in the carriage of dangerous cargoes.
- To provide recommendations to the enterprise on the transportation of dangerous goods in accordance with the provisions of the IMDG code.
- To prepare the annual activity report of the enterprise regarding the transportation of dangerous goods within the first four months as of the end of the year and submit it to the Ministry in electronic environment.
- To determine the dangerous cargoes to be transported and to determine the requirements and compliance procedures in the codes related to this cargo.

- To provide guidance when purchasing the means of transport to be used by the Port Authority in the transportation of dangerous cargoes that are the subject of its activity.
- To establish procedures for the control of equipment used in the handling, loading and unloading of dangerous cargoes.
- On national and international legislation and amendments to them, to provide or ensure that port operator employees receive mission-oriented training and to maintain records of such training.
- To determine the emergency procedures to be applied in the event of an accident or a possible incident that may affect safety during the transportation, loading or unloading of dangerous cargoes, to periodically have the employees carry out the exercises related to them and to keep records of these.
- To ensure that measures to prevent accidents or serious violations from occurring again are taken in coordination with the workplace HR specialist.
- To ensure that in the selection and operation of subcontractors or third parties the special requirements stipulated by the legislation on the transport of dangerous goods are taken into account.
- To ensure that employees involved in the handling, filling or unloading of dangerous goods are familiar with operational procedures and instructions.
- To be prepared for possible risks in the handling, loading or unloading of dangerous goods, to take measures to raise awareness of the personnel concerned.
- To establish instructions for the possession of documents and safety equipment required to be present in the vehicle during the carriage of dangerous cargoes according to class n.
- Working in coordination with the Port Authority Security Officer (LTGS), to prepare the port operation security plan specified in the IMDG code and to guide the implementation of the plan,
- To record all kinds of work done, including training, supervision and control on activities, to keep these records for 5 years and to submit them to the Ministry upon request.
- In the inspections to be carried out in relation to the duty of the Port Authority; to keep records of the persons and works inspected by specifying the date and time.
- In cases where there is any danger, to ensure that the work is stopped until the danger is eliminated, to start the work with its own approval in case the danger is eliminated and to notify the enterprise or the competent authorities in writing of any stage in the process until the danger is eliminated.
- In accordance with the provisions of the IMDG Code, the cargo loaded on the transport vehicle; to establish procedures for the work and processes related to packaging, labeling, marking and loading.
- TMGD, in the event that an accident that occurs during transportation, loading or unloading in the enterprise for which it is responsible causes damage to life, property and the environment; collect information about the accident and submit an accident report to the management of the enterprise or the Ministry.
- TMGD, which is authorized under the IMDG Code, prepares a report at quarterly intervals for its responsibilities determined in the Regulation on the Safety of Transportation of Dangerous Cargo by Sea and Loading and to notify this report to the Administration.

- TMGD, which will serve; ADR and IMDG KOD must have up-to-date certification.

10.3 Matters for Transporters of Dangerous Cargo Arriving at/Leaving the Port Facility by Road (Documents Required to be Kept by Road Vehicles Carrying Dangerous Cargo at the Entrance/Exit from the Port Facility Area, Equipment and Equipment That These Vehicles Must Possess, Speed limits in the port area, etc.)

Road vehicles bringing dangerous cargo to the port or carrying dangerous cargo from the port are checked by the Customs Administration at the entrance and exit of the port. Port security personnel make the necessary registration and control in the matters remaining in their field of duty.

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

- Dangerous Goods Transport Driver Training Certificate (SRC5)/ADR Driver Training Certificate
- Valid dangerous goods transport certificate for the vehicle (Vehicle Conformity Certificate / ADR Certificate of Conformity)
- A photocopy of the transport authorization certificate obtained from the relevant / competent authorities for the carriage of Class 1, Class 6 and Class 7 dangerous cargoes as defined in ADR is not collected/discharged from Class 1 and Class 7 at the Port Authority.
- Hazardous Materials and Hazardous Waste Compulsory Liability Insurance Policy
- Unwritten orange license plate and orange license plate on the front and back of the vehicle carrying dangerous cargo
- Dangerous goods transport documents
- Written instruction given by the carrier to the driver in accordance with ADR legislation on how the vehicle personnel will act in the event of a danger or accident
- Personal and protective equipment to be used in emergency situations specific to the load carried in the vehicle
- Multi-Mode Dangerous Goods Transport Form in ADR Section 5.4.5 for dangerous goods transported in more than one mode

Speed Limit at Port Area

The maximum speed limit for road vehicles entering the port area for the purpose of receiving and receiving cargo is 10 Km/h. Vehicles found to exceed the speed limits will be subject to administrative sanctions by the port authority.

10.4 Issues for Transporters of Dangerous Cargo to Arrive at the Port Facility / Leave the CPort Facility by Sea (Day/Night Signs to be Shown by Ships and Vessels Carrying Dangerous Cargo at the Port Facility, Cold and Hot Working Procedures on Ships, etc.)

Lighthouses and Signs to be Displayed by Ships Carrying Dangerous Cargo in the Port

Ships carrying explosive, flammable, flammable and similar dangerous cargoes shall pull a B (Bravo) beacon during the day according to the International Regulation on the Prevention of Tampering at Sea (COLREG) and display a red lantern visible from all directions (360 degrees) at night.

Cold and Hot Work on Ships Carrying Dangerous Cargo in Port

It receives permission from the port authority before the hot work and operations to be carried out in the areas where dangerous cargoes are handled and temporarily stored.

Minimum Safety Requirements for the Performing of Minor Works

Before the start of hot operation on the ship's deck or berth, the company officer or the ship's agent who will carry out the hot operation must have obtained written permission from the port authority that such hot operation can be carried out.

In addition to the safety measures required by the port authority, before starting the hot work, the company officer who will perform the hot work together with the ship and/or dock officer must take any additional safety measures necessary on the ship and/or berth.

These measures include:

- Inspection of the local area and adjacent areas, including tests carried out by accredited testing bodies to verify that the areas are free of flammable and/or explosive atmospheres and, where appropriate, not deficient in oxygen;
- Removal of hazardous loads and other flammable materials and objects from work areas and adjacent areas.
- Effective protection of flammable building elements (e.g. beams, wooden partitions, floors, doors, wall and ceiling coverings) against accidental ignition
- Sealing open pipes, pipe passages, valves, joints, voids and open parts in order to prevent the spread of flames, sparks and hot particles from working areas to adjacent areas or other areas.
- A sign with hot work authorization information and safety precautions should be hung in the work area and also at all work area entrances. Authorization information and safety measures should be easy to see and clearly understood by everyone involved in the hot business process.

When carrying out hot work, the following points should be observed:

- Checks should be carried out to verify that the conditions have not changed.
- At least one fire extinguisher or other suitable fire extinguishing equipment must be made available in a place within easy reach for immediate use during hot work.
- During hot work, after the hot work has been completed and when sufficient time has elapsed since the completion of the work in question, a fire detector should be placed in the area where the hot work is carried out and in adjacent areas where a hazard may arise due to heat transfer.

10.5 Additional Considerations to be Added by the Port Facility

What Is Not Included in This Guide

In cases where there is no provision in this Guide, the International Code for Dangerous Goods Transported by Sea (IMDG Code) and other relevant legislation provisions shall apply**.**

Notifications of Hazardous or Marine Polluting Cargo

1. Vessels carrying dangerous cargo, taking into account that unreported or misreported cargoes cause many problems and accidents,
   - At least twenty-four (24) hours before entering the Port Authority Port Administrative area;
   - Ships and sea vessels with a cruising period of less than twenty-four (24) hours until entering the port area must submit the notification document containing detailed information about their cargo to the Port Authority and the Port Operator in writing through their relevant persons immediately after departure from the port facility.
2. The cargo person concerned must notify the Port Operating Authority at least 24 hours before entering the port facility regarding dangerous cargoes arriving by road.
3. In case of non-compliance with the notification obligation or if the notifications made do not contain accurate information, administrative sanctions are reserved by the Port Authority against the notifier.
4. If timely and accurate notification is not made, the order of berthing and departure of the ships may change.
5. The financial damage and legal responsibility arising from the non-issuance of an entry permit to the port operator due to the lack of timely notification shall belong to the party who is obliged to make the notification.
6. The notification also covers dangerous cargoes to be handled or stored at the port, in transit.

Obligation to Retain Information/Documents Related to Dangerous Cargo

The port facility, shipper and carriers where the dangerous cargoes are handled must hold and retain a copy of the dangerous cargoes 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, the shipper and the carrier must be able to print out the information if necessary.

Preparations to be Made at the Port Authority Following the Dangerous Cargo Notification

Following the arrival of the dangerous goods notification, the Port Operations & Planning Directorate;

- Planning of stacking, storage, collection / discharge will be made in the port area appropriate to the class of the cargo,
- Preparations will be made for the equipping of port personnel who will take part in loading, unloading and storage operations with personal protective equipment (PPE),
- The necessary safety measures against fire and leakage will be reviewed and deficiencies will be eliminated, if any,
- Emergency Plans and procedures will be checked,
- Dock furnishing will be done for discharge/evacuation,

(2) As a general principle in hazardous cargo operations;

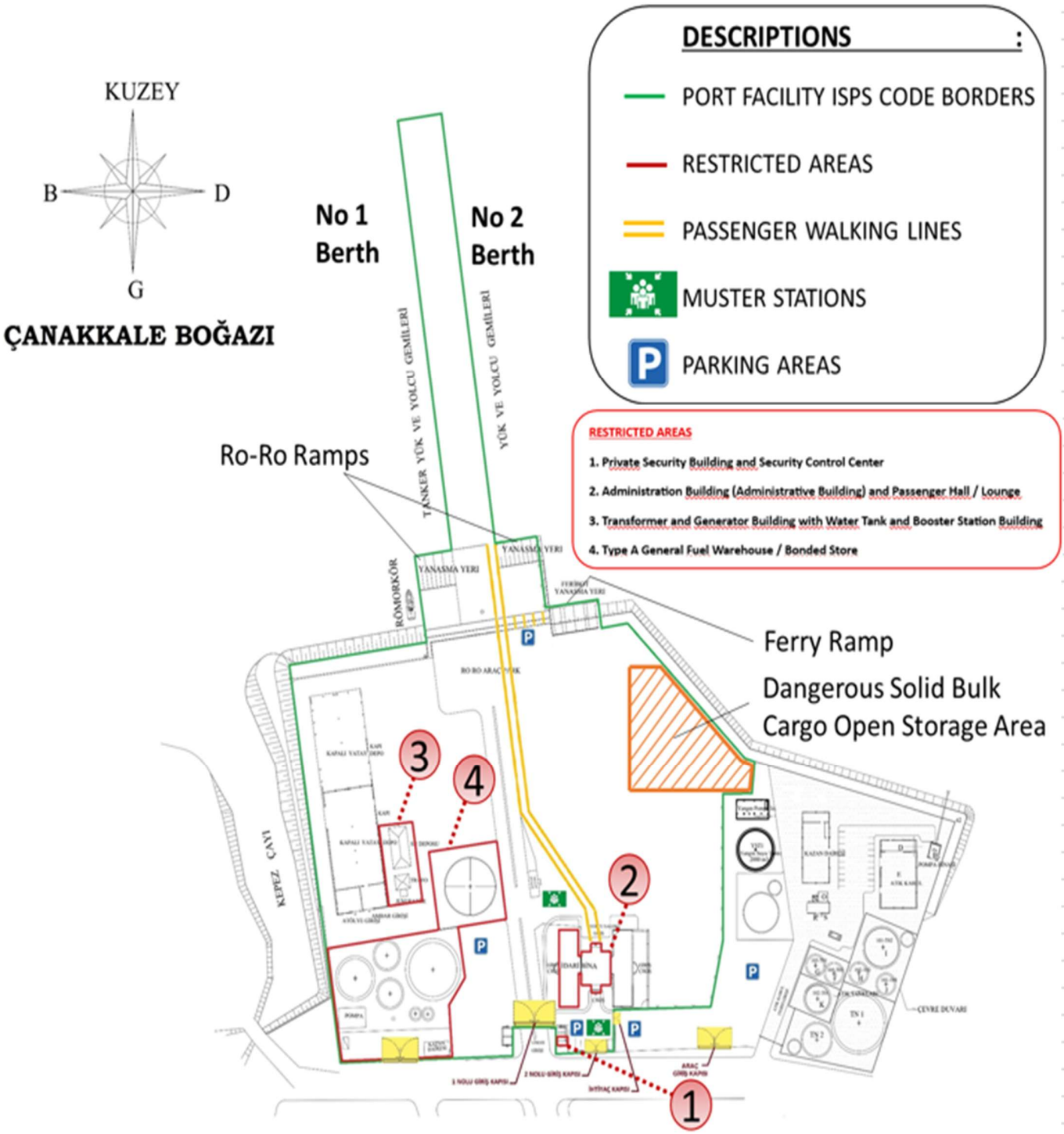
- The class, main and additional hazards of the dangerous cargo must be known
- Is it packaged correctly? Certificates of the packaging should be checked
- Thehazard group of the overall load should be known (Less-Moderate-Very Dangerous)
- Dangerous goods labels must be checked
- Dangerous goods documents should be checked
- Emergency procedures (fire, leakage, etc.) should be reviewed

Control of Dangerous Cargo Arriving at the Port Site

The following controls of the dangerous cargoes arriving at the port area by sea or road shall be carried out by the Operations Directorate**.**

11. APENDICES

ANNEX-1 PORT FACILITY GENERAL SITE PLAN



ANNEX-2 GENERAL VIEW PHOTOGRAPHS OF THE COASTAL FACILITY



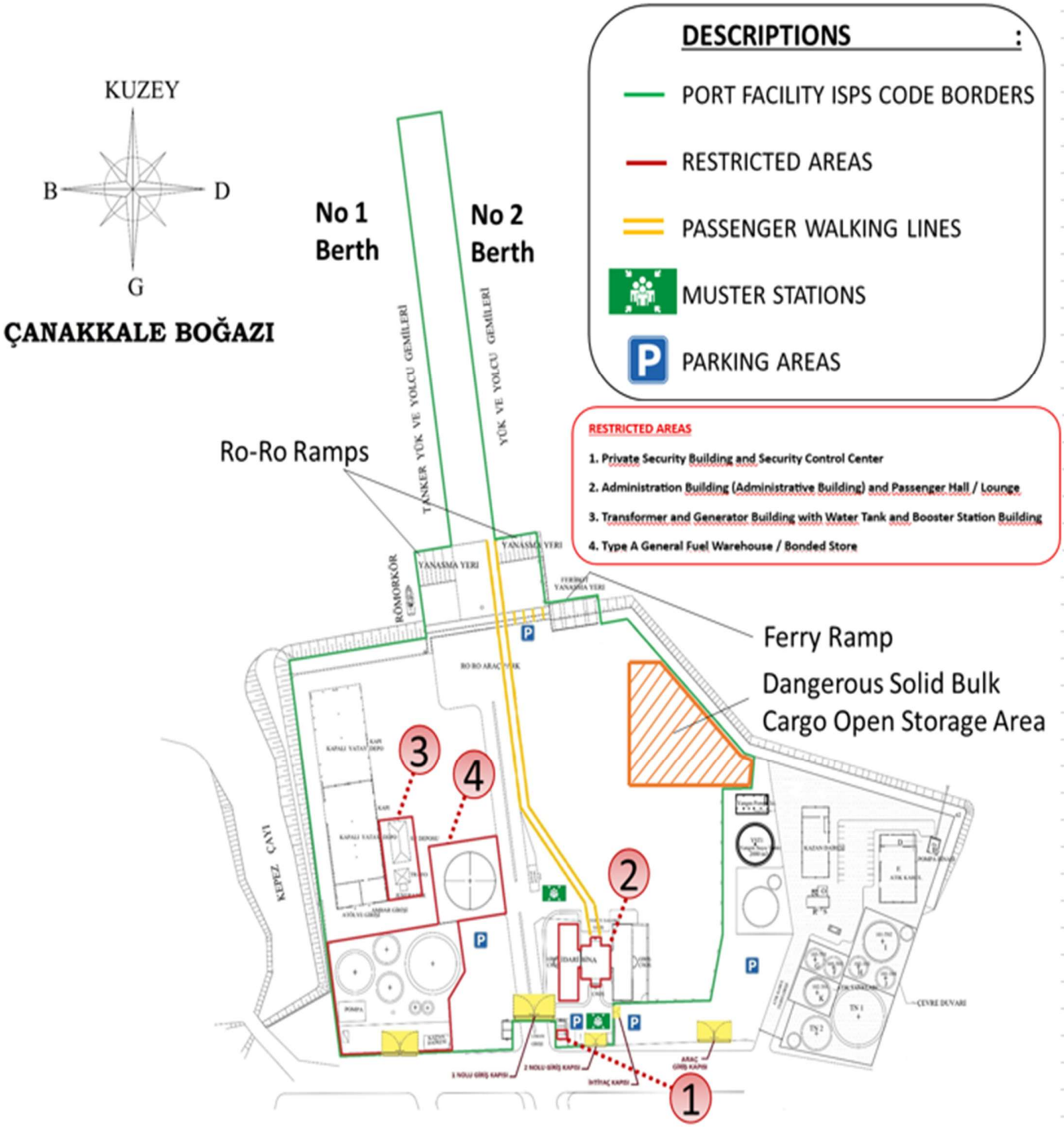



ÇANAKKALE LİMAN İŞLETMESİ A.Ş.

ANNEX-3 EMERGENCY CONTACT POINTS AND CONTACT INFORMATION

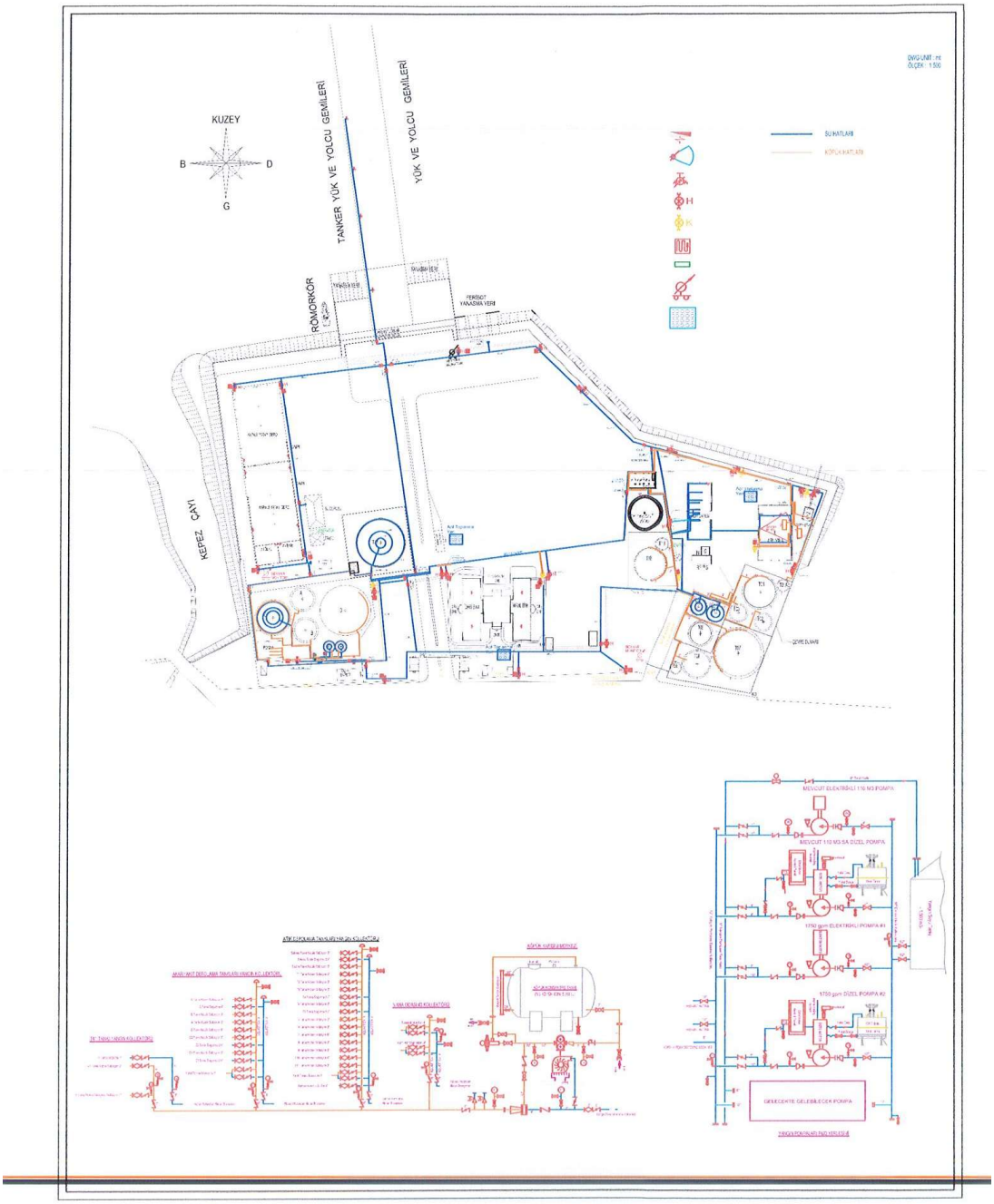
S.N	KURUM / ÜNVAN	TELEFON (CEP VE İŞ)
1	ÇANAKKALE KEPEZ LİMANI GÜVENLİK SORUMLULARI	0286 263 55 00
2	ÇANAKKALE VALİLİĞİ	0286 217 19 99
3	GARNİZON KOMUTANLIĞI	0286 217 24 60
4	ÇANAKKALE GÜMRÜK MÜDÜRLÜĞÜ	0286 217 16 54 0286 212 25 79
5	ÇANAKKALE İL EMNİYET MÜDÜRLÜĞÜ	0286 217 52 60
6	KEPEZ BELEDİYESİ	0286 263 01 01
7	KEPEZ ZABITA MÜDÜRLÜĞÜ	0286 263 01 01
8	ÇANAKKALE İL SAĞLIK MÜDÜRLÜĞÜ	0286 217 11 58
9	ACİL SERVİS	112
10	İTFAİYE	112
11	POLİS İMDAT	112
12	JANDARMA İMDAT	112
13	SAHİL GÜVENLİK	158
14	AFAD	112
15	ZABITA	153
16	ELEKTRİK ARIZA	186
17	ÇANAKKALE BÖLGE LİMAN BAŞKANLIĞI	0286 212 98 78
18	ÇANAKKALE BELEDİYESİ	444 17 17
19	ÇANAKKALE ADLİYESİ	0286 217 22 27
20	İL JANDARMA KOMUTANLIĞI	0286 213 98 42
21	SİVİL SAVUNMA MÜDÜRLÜĞÜ	0286 217 17 64
22	ÇANAKKALE DEVLET HASTANESİ	0286 217 10 98
23	ÇANAKKALE ONSEKİZ MART ÜNİ. ARAŞTIRMA VE UYGULAMA HAST. KEPEZ	0286 263 59 50 (5 Hat)
24	ÇANAKKALE ONSEKİZ MART ÜNİVERSİTESİ	0286 218 00 18
25	SOSYAL GÜVENLİK İL MÜDÜRLÜĞÜ	0286 263 13 13 (10 Hat)
26	KÜLTÜR TURİZM İL MÜDÜRLÜĞÜ	0286 280 17 00
27	ÇEVRE ŞEHİRCİLİK VE İKLİM DEĞİŞİKLİĞİ İL MÜDÜRLÜĞÜ	0286 217 11 97
28	KIYI EMNİYETİ GENEL MÜDÜRLÜĞÜ ÇANAKKALE ŞUBE MÜDÜRLÜĞÜ	0286 213 55 70 0286 213 50 25

ANNEX-4 GENERAL SITUATION PLAN OF THE AREAS WHERE DANGEROUS CARGOES ARE HANDLED



PREPARED BY	APPROVED BY	APPROVED BY
DANGEROUS GOODS SAFETY ADVISER	PORT SERVICES DIRECTOR	GENERAL MANAGER

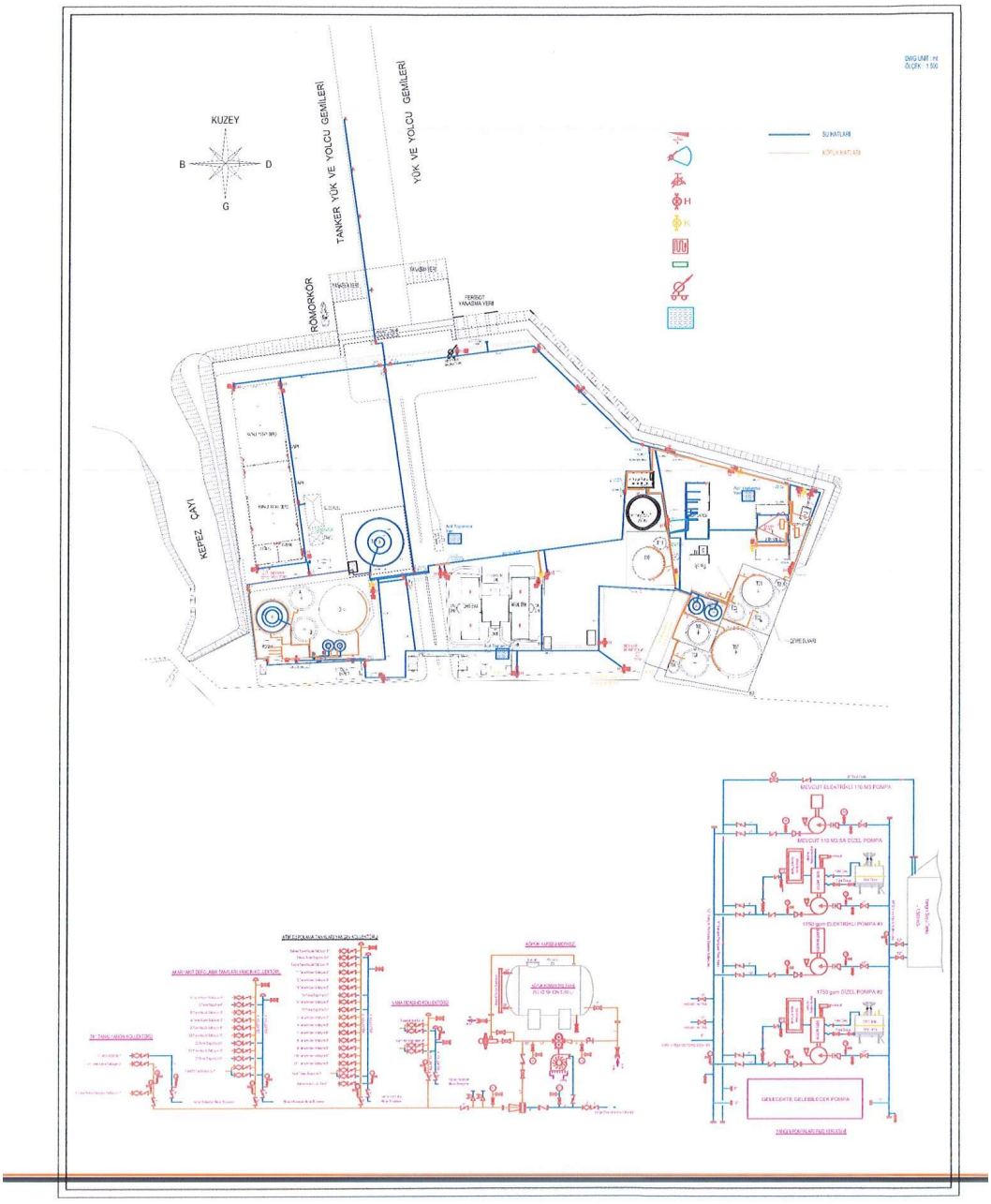
ANNEX-5 FIRE PLAN OF AREAS WHERE DANGEROUS CARGO IS HANDLED



SERDEMİR MÜHENDİSLİK
İNŞ SAN TAAH VE TİC LTD ŞTİ
Seymen Mah D-130 Karayolu Cad
No 114/A Başiskele / KOCAELİ
Tepecik VD [illegible] info@serdemir.net
Mersis No 0762028786700014

PREPARED BY	APPROVED BY	APPROVED BY
DANGEROUS GOODS SAFETY ADVISER	PORT SERVICES DIRECTOR	GENERAL MANAGER

ANNEX-6 GENERAL FIRE PLAN OF THE PORT FACILITY



SERDEMİR MÜHENDİSLİK
İNŞ SAN TAAH VE TİC LTD ŞTİ
Seymen Mah. D-130 Karayolu Cad
No 11/A Başiskele / KOCAELİ
Tepecik VD [illegible] info@serdemir.net
Mersis No 0762028786700014

ANNEX-7 EMERGENCY PLAN

It is kept as a separate document at the port facility and the Emergency Plan prepared within the scope of the Regulation on Emergency Situations in Workplaces published in the Official Gazette dated 18/6/2013 and numbered 28681 is revised to include the issues specified in Annex-9 of the Directive on the Issuance of Minimum Port Facility Dangerous Cargo Conformity Certificate as a separate title. This plan is kept up-to-date and implements when necessary. The part of the plan containing the issues specified in Annex-9 is updated every maximum two years and renewed every maximum 2 years. The details of the Contingency Plan are as follows.

a) Name, title and contact details of the person/organization preparing the emergency procedures and procedures.
b) Emergency response organizational chart.
(c) to coordinate the activities of responding to emergencies that may occur at the port facility and to act as the port authority; where there is no port authority, the name, title and contact information and duties and responsibilities of the authorized person appointed to liaise with the regional port authority and other relevant institutions and organizations.
d) Coordination methods to be provided with emergency teams outside the port facility in case of emergency.
d) The names and duties of the teams designated to respond to emergency situations and the names, duties and responsibilities of the personnel assigned to these teams.
(e) the nature, capacity and location of the resources, equipment and equipment to be used by the port facility to respond to emergencies.
f) The measures to be taken as a result of the risk assessment and the actions to be taken in order to control the serious conditions that may foresee to cause emergencies and to minimize the negative effects that they may cause and the existing facilities, capabilities and capacity of the facility in this regard.
g) The nature of the measures and warnings to be taken in order to prevent or minimize the possible risks to the persons in the port facility in the event of any emergency, and the arrangements regarding the methods of announcement and the arrangements to be made by the persons in the face of warnings.
ğ) In case of emergency, the notification procedures to be carried out in accordance with the Notification and Special Authorization Directive on Dangerous Cargo Transported by Sea published by the Minister's Consent dated 12/4/2019 and numbered 29486.
h) Trainings to be received by the personnel to be employed in emergency situations.
i) The nature and period of the exercises to be carried out for emergency situations.

2. In order to properly provide the necessary medical first aid to persons affected by the damages of dangerous cargoes and to health problems caused by accidents involving these cargoes, a medical first aid guide covering all the cargo handled and/or temporarily stored at the facility is added to the relevant part of the Emergency Plan by making use of the Medical First Aid Guide (MFAG) in the IMDG Code annex.

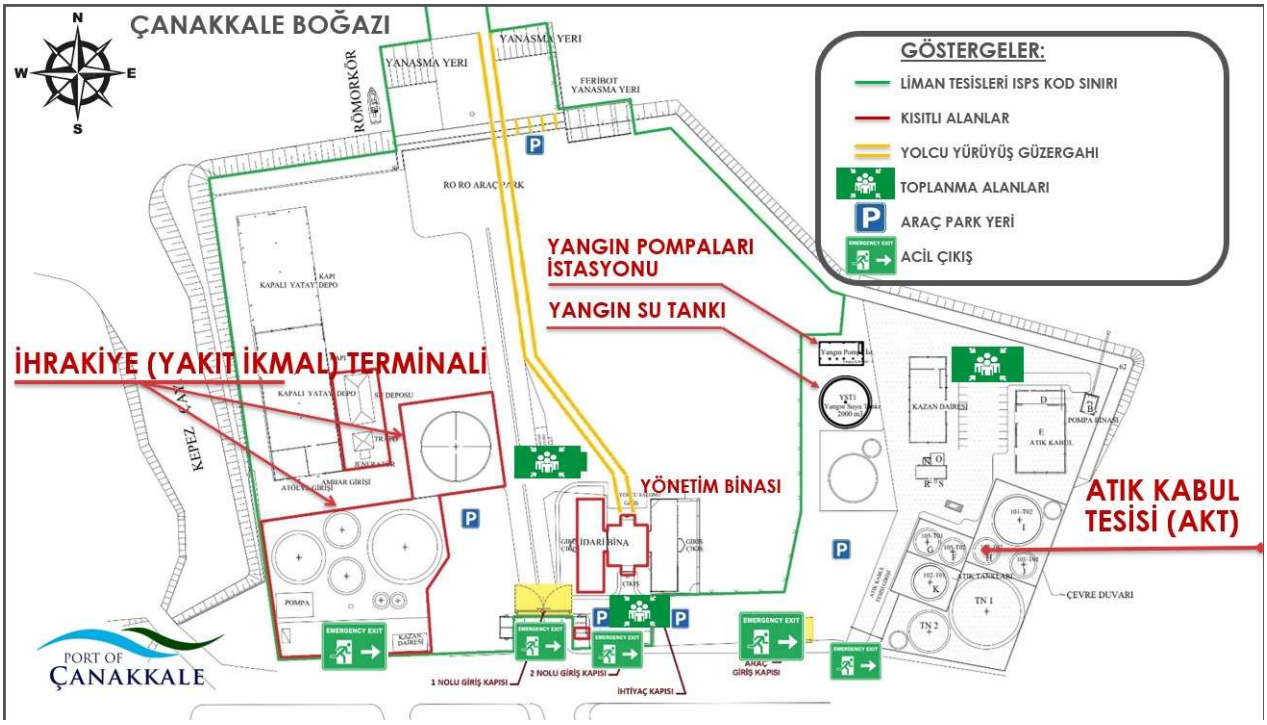
General medical recommendations for packaged dangerous cargoes are specified on the basis of load classes.

3. If a new dangerous cargo handling is to be carried out, the procedure including the first aid applications for this cargo before handling is prepared, added to the relevant part of the Emergency Plan and the port authority is informed. All relevant personnel are told how to use the medical first aid guide in the emergency trainings carried out at the facility.

4. The relevant part of the Contingency Plan covers each of the following emergencies:

a) Fires and explosions of facilities, equipment, sites and ships.
(b) Cargo fires of each hazard load class and subhazard classes permitted for handling and/or temporary storage at the port facility, or the leakage, leakage or spillage of dangerous cargoes.
(c) Marine pollution caused by dangerous cargoes.
ç) Gas leakage.
d) Power outage.
e) Earthquake and flood.

ANNEX-8 PLAN OF EMERGENCY ASSEMBLY POINT AREA



ANNEX-9 EMERGENCY RESPONSE TEAMS HIERARCHICAL ORGANIZATIONAL CHART

CRISIS AND MANAGEMENT COORDINATION MANAGER
Serkan Yardımcı (General Manager)
Tel: +90 549 177 13 93

▼

EMERGENCY RESPONSE COORDINATOR
Primary: Serkan Yardımcı | Secondary: Evren Beceren
Tel: +90 549 177 13 93 | +90 533 300 27 53

▼

PORT FACILITY SECURITY OFFICER Primary: Muhammed Yıldırım Tel: +90 549 839 09 21 Secondary: S. Suat Edin Tel: +90 549 839 09 22	**FIREFIGHTING TEAM** Primary: Evren Beceren Tel: +90 533 300 27 53 Secondary: Cengiz Şenöz Tel: +90 533 051 42 30	**RESCUE TEAM** Primary: Evren Beceren Tel: +90 533 300 27 53 Secondary: Cengiz Şenöz Tel: +90 533 051 42 30
PROTECTION TEAM Primary: Evren Beceren Tel: +90 533 300 27 53 Secondary: Onur Köse Tel: +90 533 030 68 46	**FIRST AID TEAM** Team Leade: Dr. Firuz Erdil Tel: +90 532 411 25 26] External Support: 112 Acil Çağrı	**AKT SHIFT SUPERVISORS** Shift Response Coordinators Tel: +9 0536 510 33 29
CRITICAL DOCUMENTS AND DIGITAL RECORDS PROTECTION TEAM Primary: Kenan Acar Tel: +90 535 464 18 85 Secondary: Kadir Kurt Tel: +90 534 261 29 26		**BLACK LEAK / SPILL TEAM** Primary: Evren Beceren Tel: +90 533 300 27 53 Secondary: Cengiz Şenöz Tel: +90 533 051 42 30

ANNEX-10 DANGEROUS CARGO MANUAL

It is attached.

ANNEX-11 LEAK DETECTION AREAS AND EQUIPMENT FOR CTU AND PACKAGES, INLET/OUTLET DRAWINGS

CTU and package handling are not provided.

ANNEX-12 INVENTORY OF PORT SERVICE VESSELS

GEMİ ADI	CİNSİ
CLIAS 1	Palamar Botu
CLIAS 23	Acente Botu
CLIAS 4	Atık Alma Gemisi
CLIAS 5	Atık Alma Gemisi
CLIAS 7	Atık Alma Gemisi
DARDANOS	Atık Alma Gemisi
CLIAS 8	Yakıt İkmal Barcı

ANNEX-13 MARITIME COORDINATION OF PORT ADMINISTRATIVE BOUNDARIES, BREWING PLACES AND GUIDE KAPTAN LANDING/BOARDING POINTS

The guide captain pick-up and drop-off places specified in Article 45 of the Turkish Straits Maritime Traffic Order Regulation enacted by the Council of Ministers Decision No. 98/11860 dated 8/10/1998 shall be used. In addition to these coordinates; 40º 24' 00" N - 026º 40' 00" E point is used.

A) Port administrative area boundary

The port administrative area of the Çanakkale Port Authority is the sea and coastal area between the line connecting the coordinates (a), (b), (c) and (d) and the line connecting the coordinates (e), (f), (g), (h), (ı), (j) and (k).

a) 40º 33′ 00" N - 026º 58′ 12" E
b) 40º 28′ 48" N - 026º 58′ 12" E
c) 40º 27′ 42" N - 026º 55′ 00" E
d) 40º 24′ 24" N - 026º 55′ 00" E
e) 39º 50′ 27" N - 026º 08′ 15" E (Kum Burnu)
f) 39º 56′ 21" N – 026º 04′ 48" E (Tavsan Island Palamut Burnu)
g) 39º 56′ 27" N – 026º 03′ 39" E (Northwest of Tavsan Island)
h) 40º 13′ 00" N - 026º 10′ 30" E
i) 40º 23′ 00" N – 026º 00′ 00" E
j) 40º 34′ 42" N - 026º 40′ 00" E
k) 40º 38′ 36" N - 026º 43′ 33" E

B) Anchorage sites

a) mooring site No. 1 (Dark Harbor); The area of anchoring in case of emergency for all ships transiting the Bosphorus and the mooring area for military ships is the sea area formed by the following coordinates. Except for military ships, this anchor is anchored and lifted by the guide captain instead of this anchor.
1) 40° 00'.841 N - 26° 15'.070 E
2) 40° 01'.641 N - 26° 17'.370 E
3) 40° 03'.010 N - 26° 18'.921 E
4) 40° 02'.490 N - 26° 19'.771 E
5) 40° 01'.340 N - 26° 18'.720 E
6) 40° 00'.240 N - 26° 15'.171 E

b) Mooring Area No. 2: The mooring area of ships that will remain at anchor for a short time, ships to refuel and ships to give waste is the sea area formed by the following coordinates.
1) 39º 51' 30" N - 026º 08' 00" E
2) 39th 52' 24" N - 026º 08' 00" E
3) 39th 52' 24" N - 026º 07' 00" E

c) Anchorage area no. 3: The mooring area of the ships coming to the port facilities in Çanakkale is the sea area formed by the following coordinates.
1) 39th 54' 18" N - 026º 08' 54" E
2) 39º 53' 12" N - 026º 09' 18" E
3) 39º 53' 12" N - 026º 08' 06" E
4) 39th 54' 18" N - 026º 08' 15" E

d) Anchorage area no. 4: The mooring area of ships and military ships that do not carry dangerous goods is the sea area formed by the following coordinates.
1) 40° 32'.707 N - 26° 56'.034 E (Beach)
2) 40° 31'.400 N - 26° 56'.500 E
3) 40° 30'.000 N - 26° 53'.000 E
4) 40° 31'.268 N - 26° 52'.415 E (Beach)

d) Mooring Area No. 5: The mooring area of ships and military ships not carrying dangerous goods is the sea area formed by the following coordinates.
1) 40° 30'.243 N - 26° 49'.854 E (Beach)
2) 40° 29'.050 N - 26° 50'.500 E
3) 40° 27'.350 N - 26° 46'.000 E
4) 40° 28'.501 N - 26° 44'.246 E (Beach

e) Mooring Area No. 6: The mooring area of ships carrying dangerous goods, ships that will give waste and ships that will refuel is the sea area formed by the following coordinates.
1) 40º 26′ 42" N - 026º 52′ 42" E
2) 40º 24′ 48" N - 026º 52′ 42" E
3) 40º 24′ 42" N - 026º 51′ 18" E
4) 40º 26′ 18" N - 026º 51′ 18" E

f) Mooring Area No. 7: The mooring area of ships and military ships that do not carry dangerous goods is the sea area formed by the following coordinates.

1) 40º 25′ 48" N - 026º 49′ 36" E
2) 40º 24′ 36" N - 026º 49′ 36" E
3) 40º 24′ 42" N - 026º 51′ 18" E
4) 40º 26′ 18" N - 026º 51′ 18" E

BOZCAADA PORT ADMINISTRATIVE BOUNDARIES AND RAILING PLACES

A) Port administrative area boundary

The port administrative area of the Bozcaada Port Authority is the coastal and marine area bordered by the adjacent Turkish Territorial Waters between the line connecting the following coordinates (a), (b) and (c) and the line drawn from the coordinate (c) to the true west (270º) direction and the line drawn from the coordinate (d) to the true west (270º).

a) 39º 50′ 27" N – 026º 08′ 15" E (Kum Burnu)
b) 39th 56′ 21" N - 026º 04′ 48" E
c) 39th 56′ 27" N - 026º 03′ 39" E
d) 39th 28′ 48" N - 026º 03′ 54" E (Baba Burnu)

B) Anchorage sites

a) Mooring Area No. 1: The mooring area of ships that will refuel and receive waste reception services and ships that do not carry dangerous goods smaller than 5000 GT is the sea area formed by the following coordinates.

1) 39º 54′ 09" N - 025º 57′ 48" E
2) 39º 52′ 45" N - 026º 00′ 00" E
3) 39º 51′ 03" N - 026º 02′ 42" E
4) 39º 51′ 48" N - 026º 03′ 36" E
5) 39º 54′ 18" N - 026º 02′ 26" E

b) Mooring Area No. 2: The mooring area of ships carrying dangerous goods, military ships operating with nuclear power and ships to be quarantined and ships to be degassed is the sea area formed by the following coordinates.

1) 39th 49′ 06" N - 026º 00′ 00" E
2) 39th 46′ 00" N - 025º 57′ 24" E
3) 39th 46′ 57" N - 025º 55′ 18" E
4) 39º 50′ 27" N - 025º 53′ 24" E
5) 39th 54′ 09" N - 025º 57′ 48" E
6) 39th 52′ 45" N - 026º 00′ 00" E
7) 39th 50′ 24" N - 025º 57′ 57" E

c) Anchorage area no. 3: The mooring area of ships and military ships that do not carry dangerous goods is the sea area formed by the following coordinates.

1) 39th 47′ 42" N - 026º 04′ 42" E
2) 39th 44′ 00" N - 026º 01′ 57" E
3) 39th 46′ 00" N - 025º 57′ 24" E
4) 39th 49′ 06" N - 026º 00′ 00" E

C) Place of pick-up and drop-off of the guide captain

39th 50' 00" N - 026º 06' 00" E

ANNEX-14 EMERGENCY RESPONSE EQUIPMENT FOR MARINE POLLUTION AT THE COASTAL FACILITY

At the Çanakkale Kepez Port facility, the materials and equipment required to be present at the port under the AMP

Equipment Name	Quantity (1.st Level)	Quantity (2.nd Level)	Quantity (3.rd Level)	Technical Specifications & Equipment Details
Containment Boom	645 m	1290 m		1. Inflatable/cylindrical filled containment booms with a length equal to at least 3 times the LOA (Length Overall) of the largest vessel calling at the facility for Level 1. 2. Tensile Strength: >22 kN 3. Draft: Cannot be less than the Freeboard value. 4. Friboard: Boom selection shall comply with the conditions of Circular No. 2009/6. 5. Buoyancy-to-Weight Ratio: ≥ 4:1 6.Deployment/Operation method:Operational capacity under Sea State 4(Beaufort Force 4) using tugboats and mooring boats. 7. Deployment Time:20 minutes following launching into the sea. 8. Chain anchoring/securing points on the bottom skirt for marine anchoring. 9. Towing unit for towing and positioning the boom. 10. Backpack-mounted blower/pump for inflatable booms. 11. ASTM-Z standard end connectors.
Mandatory Auxiliary	5 Anchors 5 Buoys	10 Anchors 10 Buoys		Conventional type anchors and additional connection accessories.

Support Equipment for Booms	100 m Rope 100 m Chain 4 Towing Heads 2 Towing Bridles	150 m Rope 150 m Chain 2 Mooring Units 4 Towing Heads		
Oil Skimmer	1 Unit (20 m^3/h capacity)	2 Units (20 m^3/h capacity)		Drum, brush, or disc type oil skimmer equipped with a hydraulic diesel power pack, pump, and hose assembly.
Shoreline Protection Boom	200 m			1. Friboard: 40 cm 2. Draft: 40 cm 3. Height: 85 cm (with a water ballast section of at least 50 meters). 4. Used during level 1,level 2, and level 3 spill response operations to clean up pollution washed ashore by deploying booms from the shoreline.Furthermore, this boom is used in conjunction with filled/inflatable containment booms for deflection and diversion purposes.
Gas Detectors / Gas Measurement Devices	2 Units	3 Units	5 Units	Portable gas measurement devices for explosive and flammable gas control in gas clouds formed in the field. Detectors capable of measuring H2S, CO, O2, and LEL (HC) gases.
High-Pressure Washer Machine	1 Unit	2 Units		Capable of diesel, hot,and cold water pressure spraying.Available immediately on-site in case of an incident via a lease agreement.
Sorbent Materials	**Quantity (1.st Level)**	**Quantity (2.nd Level)**	**Quantity (3.rd Level)**	**Designed with hydrophobic properties that do not hinder effective response. Minimum oil absorption ratio shall be 5 times its weight (minimum 10 times for sorbent booms).**
Sorbent Boom	250 Units	500 Units		1 Unit = 3 m length, 13 cm and 20 cm indiameter. *Sorbent booms—which are utilized primarily for deflection and containment purposes and deployed only when necessary—demonstrate higher operational efficiency when coordinated with skimmer operations (Page 4-49). Since these units generate substantial hazardous waste post-operation, sorbent equipment must be deployed carefully

				and in limited quantities to avoid creating an excessive waste load.
Sorbent Ped	2000 Adet	4000 Adet		40 cm x 50 cm
Mobile Communication Equipment	**Quantity (1.st Level)**	**Quantity (2.nd Level)**	**Quantity (3.rd Level)**	**Mobile communication systems that can be continuously used by field and organization personnel, providing full coverage without blind spots within the site.**
Radios / Transceivers	5 Units	10 Units	12 Units	Toz çarpma ve suya karşı dayanıklı kompakt boyutlu taşınabilir nitelikte. Deniz ve kara arasında sağlıklı bir haberleşmeyi sağlayabilecek kapasitede. 2. ve 3. Seviye için hava ve deniz frekanslı olacaktır
Telefon	8 Units	10 Units	12 Units	Mobile phone and landline telephone.
Personal Protective Equipment (PPE)	**Quantity (1.st Level)**	**Quantity (2.nd Level)**	**Quantity (3.rd Level)**	**Durable protective gear sets providing body, hand, foot, and eye protection suitable for oil spill response operations, resistant to oil and petroleum derivatives, complying with regulatory standards, stored in individual carrying bags prepared per person. *(At least 1/4 of the materials shall be Level B PPE).***
Lifejacket	9 Units	13 Units	16 Units	Vest-type or collar-type lifejackets for personnel working in marine operations *(at least one master, one deckhand)* and emergency response team members included in the Facility Response Plan.
Protective Helmet	9 Units	13 Units	16 Units	Classic-style Protective Helmet
Helmet Light / Headlamp	9 Units	13 Units	16 Units	Explosion-proof (Ex-proof) helmet light adaptable to all types of safety helmets.
Raincoat	9 Units	13 Units	16 Units	Oil-resistant, breathable foul weather gear / raincoat for personnel working in marine operations (at least 1 master, 1 deckhand) and Terminal personnel on the emergency response team.
Safety Boots	9 Units	13 Units	16 Units	Oil and petroleum-resistant, slip-resistant, steel-toe and steel-midsole long shaft safety boots providing high mobility in contaminated and unsuitable ground conditions; anti-static.
Gloves	9 Units	13 Units	16 Units	Above-wrist, short and long type PVC protective gloves.

Half-Mask Respirator with Filters	9 Units	13 Units	16 Units	Half-mask respirator made of durable TPE material with bayonet connection, capable of accommodating dual filter cartridges.
Protective Safety Goggles	9 Units	13 Units	16 Units	Durable polycarbonate clear lens with anti-fog inner coating and extra anti-scratch outer coating, face-fitting, protecting against liquids, gases, and dust, with an adjustable elastic headband and wide field of view.
Protective Coverall / Hazmat Suit	9 Units	13 Units	16 Units	High-protection level suit with double-zipper flap (self-adhesive), compatible with full-face masks, snug-fit, elasticated hood; protective against organic chemicals and high-concentration inorganic chemicals; resistant up to 5 bar pressure, 100% particulate-tight, protective against radioactive particles; elasticated cuffs and ankles; Category III, sizes L and XL.
Tyvek Suit / Chemical Protective Suit	10 Units	20 Units	30 Units	Specialized protective suits.
Ex-Proof Flashlight / Torch	2 Units	3 Units	4 Units	
Logistics Equipment	**Quantity (1.st Level)**	**Quantity (2.nd Level)**	**Quantity (3.rd Level)**	**Technical Specifications & Equipment Details**
Vacuum Tank Truck	1 Unit	2 Units		Vacuum tanker truck used for liquid waste transportation, equipped with suction and discharge pumping capabilities. Available immediately on-site in case of an incident via lease agreement.
Marine Craft / Support Vessels	1 Unit	2 Units		For the 1 st level: One workboat used for boom deployment and retrieval, sorbent deployment and retrieval, gas measurements, and sampling. For the 2.nd and 3rd level: Marine support craft with high maneuverability.

Rehabilitation Equipment	Quantity (1.st Level)	Quantity (2.nd Level)	Quantity (3.rd Level)	Technical Specifications & Equipment Details
Cardboard Box with Lid	10 Units	15 Units	20 Units	Ventilated boxes of appropriate dimensions intended to be used for

				the transfer of oiled/contaminated birds.
Plastic Bag	10 Units	15 Units	20 Units	Plastic bags to collect and store unrescued/deceased wildlife. *(1 unit per living organism)*
Label	10 Units	15 Units	20 Units	Water-resistant labels to record information regarding the species of rescued wildlife, where, when, and how they were found.
Waste Equipment	**Quantity (1.st Level)**	**Quantity (2.nd Level)**	**Quantity (3.rd Level)**	**Equipment related to the collection, storage, transport, and disposal of wastes**
Floating Storage Bladders / Tanks	1 x 15 m^3	2 x 15 m^3		Portable and leak-proof floating storage tanks designed to store collected oil/waste during marine skimmer response operations, easily towable on the water surface by a vessel whether empty or full, equipped with separate filling and discharge valves, collapsible, with valves for ventilation/pressure relief. *For the 2.nd and 3.rd level responses, the floating storage tank filled on-site is emptied via on-site vacuum trucks while the other floating storage tank is being filled. Operations proceed rotationally in this manner.
Impermeable Material / Geomembrane	30 m^2	40 m^2	90 m^2	Impermeable material (geomembrane) to prevent contamination/oiling of the ground where waste is collected.
Plastic Drum	5 Units	10 Units	12 Units	1 Units = 125-150 lt
Plastic Bag	10 Units	20 Units	30 Units	70 cm x 90 cm (black with handles)
Plastic Barrel	5 Units	10 Units	12 Units	1 Units =250 lt
Greenhouse Plastic / Tarpaulin Sheet	4 Rolls	5 Rolls	6 Rolls	1Rollsp = 4 x 80 m

Miscellaneous / Other Equipment	Quantity (1.st Level)	Quantity (2.nd Level)	Quantity (3.rd Level)	Technical Specifications & Equipment Details
Wheelbarrow	5 Units	7 Units	10 Units	
Bucket	5 Units	7 Units	10 Units	Standard type for shoreline operations
Rake	5 Units	7 Units	10 Units	Standard type for shoreline operations
Pickaxe	5 Units	7 Units	10 Units	Standard type for shoreline operations
Shovel	5 Units	7 Units	10 Units	Standard type for shoreline operations
Warning Tape / Caution Tape	100 m	250 m	500 m	Standard
Sampling Containers / Jars	5 Units	10 Units	15 Units	Sterile glass jars with PTFE (Teflon) lined caps *(approx. 1 Liter)*

ANNEX-15 PERSONAL PROTECTIVE EQUIPMENT (PPE) USAGE MAP

KİŞİSEL KORUYUCU DONANIM (KKD)
KULLANIM HARİTASI

PORT OF ÇANAKKALE

	BARET	FOSFORLU YELEK	S2 TABAN AYAKKABI	YALITKAN AYAKKABI	KAYDIRMAZ AYAKKABI	TOZ MASKESİ	YÜZ MASKESİ	GAZ/ KİMYASAL MASKE	SAHA GÖZLÜĞÜ	KORUYUCU KENARLIKLI GÖZLÜK	KAYNAKÇI GÖZLÜĞÜ	EMNİYET KEMERİ	İŞ ELBİSESİ	YALITKAN ELDİVEN	SAHA TİPİ ELDİVEN	KULAKLIK
GENEL SAHA	X	X	X			G		G *	X			G*	X		X	G*
ATÖLYE	X	X	X	G**		G*	G*	G*	G*	G*	G*	G*	X	G*	X	G*
YÜKSEKTE ÇALIŞMA	X	X	X	G**	G				X	G*	G	X	X	G*	X	
TRAFO*	X(Antistatik)	X		X				G*	G*				X	X		
ELEKTRİK İŞLERİ	X(antistatik)	X		X			G*	G*		G*	G*	G*	X	X		
AKARYAKIT İSTASYONU	X(antistatik)	X		X				G*				G*	X(antistatik)	X		
MOBİL VİNÇ	X	X	X			G*		G*				X	X		X	G*
FORKLİFT	X	X	X			G*		G*				X	X		X	
DİĞER İŞ MAKİNELERİ	X	X	X			G*		G*	X			X	X		X	
DENİZ ARAÇLARI	X	X			X								X		X	
DÖKME GEMİ AMBAR İÇİ	X	X	X			X	G*	G*		X		G*	X		X	
GEMİ ÜSTÜ	X	X	X			G*			X			G*	X		X	
ATIK TESİSİ	X	X		X			G*	G*			G*	G*	X		X	
YOLCU TERMİNALİ	X	X	X										X		X	
GÜVENLİK	X	X	X			G*		G*	G*				X			
YEMEKHANE					X								X			

AÇIKLAMALAR:

YEMEKHANE: Yemek servisi esnasında bone, eldiven, maske kullanılmalıdır.

TRAFO: Trafolarda yalıtkan baret, ıstaka ve sehpa kullanılmalıdır.

AKARYAKIT İSTASYONU: Antistatik ayakkabı ve elbise kullanılır.

DENİZ ARAÇLARI: Deniz Araçlarında fosforlu yelek yerine Can Yeleği kullanılır.

G: GEREKLİ GÖRÜLEN HALLERDE, X: ZORUNLU KKD

G*: İhtiyaç Halinde

ANNEX-16 DANGEROUS CARGO EVENTS NOTIFICATION FORM

ÇANAKKALE LİMAN İŞLETMESİ SANAYİ VE TİCARET A.Ş. "TEHLİKELİ YÜK OLAY BİLDİRİMİ" **TARİH:**
1. Kazanın meydana geldiği zaman:
2. Kazanın biliniyorsa nasıl meydana geldiği ve sebebi:
3. Kazanın meydana geldiği yer (kıyı tesisi ve/veya gemi), pozisyonu ve etki alanı: **Kazaya karışan gemi varsa bilgileri (adı, bayrağı, IMO no, donatanı, işleteni, yükü ve miktarı, kaptanın adı ve benzeri bilgiler),**
4. Meteorolojik koşullar,
5. Tehlikeli yükün UN numarası, uygun taşıma adı (tehlikeli yükün tanımında belirtilen mevzuat esas alınacak) ve miktarı: **Tehlikeli yükün tehlike sınıfı veya varsa alt tehlike bölümü:** **Tehlikeli yükün varsa paketleme grubu:** **Tehlikeli yükün varsa deniz kirletici gibi ilave riskleri:** **Tehlikeli yükün işaret ve etiket detayları:** **Tehlikeli yükün varsa taşındığı ambalaj, yük taşıma birimi ve konteynerin özellikleri ve numarası:** **Tehlikeli yükün üreticisi, göndereni, taşıyanı ve alıcısı:**
6. Meydana gelen zararın/kirliliğin boyutu:
7. Kazada ölü ve yaralı sayısı (varsa):
8. Kazaya nasıl müdahale edildiği:
9. Hangi kuruluşlardan yardım talep edildiği:
10. Kazadan etkilenebilecek diğer gemi veya komşu tesisler:
FORMU HAZIRLAYAN: **Adı Soyadı :** **Görevi :** **İmza :**

ANNEX-17 NOTIFICATION FORM FOR INSPECTION RESULTS OF CARGO TRANSPORT UNITS (CTUs) CARRYING DANGEROUS GOODS

There is no transport within the CTU.

ANNEX-18 OTHER ADDITIONS NEEDED

PORT OF ÇANAKKALE

GEMİ İLK BİLDİRİM FORMU

GEMİNİN ADI			
SEFER NO			
BAYRAĞI			
GEMİNİN CİNSİ			
GROSS TONU			
D.W.T			
ÇAĞRI İŞARETİ			
IMO NUMARASI			
DONATANI			
TAM BOYU(LOA)			
ENİ			
YANAŞACAĞI YER			
GELİŞ DRAFTI FWD-AFT			
GİDİŞ DRAFTI FWD-AFT			
VARIŞ TARİH&SAAT			
GELDİĞİ LİMAN			
GİDECEĞİ LİMAN			
YÜKÜN FİRMASI			
YÜK CİNSİ			
YÜK MİKTARI(TAHLİYE)			
YÜK MİKTARI(YÜKLEME)			
IMDG CLASS & MİKTARI			
YOLCU SAYISI			
GEMİ VİNÇ DONANIMSIZ	DONANIMLI ☐		DONANIMSIZ ☐
GEMİ VİNÇ DONANIM LOKASYONU	İSKELE ☐	MERKEZ ☐	SANCAK ☐
NOT			

1- İş bu form da yer alan bilgiler gemi acentası/donatanı tarafından eksiksiz bir şekilde doldurulması gerekmektedir.Eksik bilgi içeren formlar liman işletmesi tarafından dikkate alınmayacaktır.(1)
2- Acenteliğinize bağlı olan geminin limanımıza ilk uğranın belli olmasından sonra Gemi İlk Bildirim Formu ops@portofcanakkale.com e-mail adresine gönderilecektir.
3- Gemi Bildirim Formunda yazan Geminin Adı , Bayrağı , Gross Tonu , Çağrı İşareti , Imo Numarası , Geminin Tam Boyu ve Eni bilgilerinin geminin Uluslararası Tonaj Sertifikasında yazan bilgilerin aynı olması gerekmektedir.
4- Gemilerin ETA güncellemeleri geminin gelişinden önce 72-48-24-12 ve 6 saat bildirimleri olarak ops@portofcanakkale.com e-mail adresine gönderilecektir.
5- İş bu formda yer alan bilgilerin doğrulunu beyan ederim. Yukarıdaki bilgilerin yanlış olması durumunda her türlü idari/para cezası ve oluşabilecek olan tüm ticari ziyanın tarafımıza ait olduğunu beyan ve taahhüt ederiz.
6- Gemi Bildirim Formunu yollayan kişinin Adı ,Soyadı, İmza ve Kaşeli olarak PDF Formatında tarafımıza yollayacaktır

Adı ve Soyadı
Kaşe İmza ve Tarih

ENVIRONMENTAL AND OHS ACCIDENT AND EMERGENCY REPORT

ÇEVRE VE İSG KAZASI VE ACİL DURUM RAPORU

Kaza/Olay/ Kazaya Ramak Kalma/Acil Hal Tanımı:

Bildirimi Yapan :
Adı – Soyadı :
Görevi :

Rapor No :
Bildirim Tarihi :
İmza :

Etkilenen/Etkilenebilecek Çevre:

İlk Müdahale ve Olayın Gelişimi:

Kazanın/Olayın/Kazaya Ramak Kalma/Acil Halin Tekrarını Önleyecek Düzeltici Faaliyet ☐ Gerekli ☐ Gerekli Değil

Faaliyet	Sorumlu	Termin

Düzeltici Faaliyetin Amacına Ulaşıp, Ulaşmadığı:

Kontrol tarihi	Ulaştı	Ulaşmadı, sebebi	Referans

Düzeltici Faaliyet Sonucu Oluşan/Değişen Doküman:

ANNEX-19 DANGEROUS CARGO HANDLING GUIDE ADDITIONAL CARGO NOTIFICATION

The cargo notification that is not specified in the Dangerous Cargo Guide in force of the facility and planned to be handled at the facility is made to the relevant Port Authority by filling out the form below. The port facility must demonstrate that according to the code to which the cargo in question is subject and the attached safety data sheet, there are equipment required to be present in the facility, that all necessary measures such as first aid, fire, safety, etc. to be taken have been implemented, and that the necessary updates have been made in the Dangerous Cargo Handling Guide and other procedures.

Uygun sevkiyat adı	
Varsa UN Numarası ve Class ID/Karakteristik tablosundaki gruplar	

Yükün türü ve tabii olduğu kod	Tehlikeli Sıvı Dökme Yükler (Petrol ve Petrol Türevleri-MARPOL Ek-1)	
	Tehlikeli Sıvı Dökme Yükler (Kimyasal ve Benzeri-IBC Kod)	
	Tehlikeli Sıvı Dökme Yükler (Sıvılaştırılmış Gaz-IGC Kod)	
	Paketli Tehlikeli Yükler (IMDG Kod)	
	Tehlikeli Katı Dökme Yükler (IMSBC Kod)	

Ek: Güvenlik Bilgi Formu (SDS)

Tehlikeli Madde Güvenlik Danışmanı

Ad/Soyad/İmza

Kıyı Tesisi Yetkilisi

Ad/Soyad/İmza

12 .ABBREVIATIONS

AFAD: Disaster and Emergency Management Presidency

ASTM: Amerikan Test ve Malzemeler Kurumu (American Society for Testing and Materials) (ASTM International, 100 Barr Harbor Drive, PO Box C700, West Conshohocken, PA, 19428-2959, ABD),

ACEP: Approved Ongoing Inspection Program (located on the container plate),

B.B.B. : Not otherwise specified (dangerous goods are included at the end of the appropriate shipping names),

CGA: Sıkıştırılmış Gaz Birliği (Compressed Gas Association) (CGA, 14501 George Carter Way, Suite 103, Chantilly, VA 20151, ABD),

CCC: IMO Freight and Container Transport Subcommittee,

CSC: International Safe Container Convention as amended,

CTU Code: IMO/ILO/UNECE Application Code for Packing Freight Units (MSC.1/Circ.1497),

CTU: Cargo transport unit (Similar units used in intermodal transportation such as freight container, swap body, truck, wagon)

DSC: IMO Subcommittee on Dangerous Goods, Solid Cargo and Containers,

ECOSOC: Economic and Social Council (UN),

EmS: Revised Emergency Response Procedures for Ships Carrying Dangerous Goods,

EN (standard): European standard published by the European Committee for Standardization (CEN, AvenueMarnix 36, B-1050 Brussels, Belgium),

FAO: Food and Agriculture Organization (FAO, Viale delle Terme di Caracalla, 00100 Rome, Italy),

HNS Convention: International Convention on Liability for Damage and Compensation for the Carriage of Dangerous and Hazardous Substances (IMO),

IAEA: International Atomic Energy Agency (IAEA), (IAEA, P.O. Box 100 - A - 1400 Vienna, Austria),

IBC Code: International Code on Construction and Equipment of Ships Carrying Dangerous Chemical Cargo in Bulk,

ICAO: International Civil Aviation Organization (ICAO, 999 University Street, Montreal, Quebec H3C 5H7, Canada),

IEC: International Electrotechnical Commission (IEC, 3 rue de Varembe, P.O. Box 131, CH-1211 Geneva 20, Switzerland),

IGC Code: International Code on Construction and Equipment of Ships Carrying Liquefied Gas in Bulk State,

ILO: International Labour Organization/Office (ILO, 4 route des Morillons, CH-1211 Geneva 22, Switzerland),

IMDG Code: International Code for Dangerous Goods Transported by Sea,

IMGS: International Medical Guidelines for Ships,

IMO: International Maritime Organization (IMO, 4 Albert Embankment, London SE1 7SR, United Kingdom),

IMSBC Code: International Maritime Solid Bulk Cargo Code International Code for Solid Bulk Cargo Transported by Sea,

INF Code: International Code for the Safe Carriage on Ships of Packaged, Irradiated Nuclear Fuel, Plutonium and High-Level Radioactive Waste,

ISO (standard): An international standard published by the International Organization for Standardization (ISO, 1, ch de la Voie-Creuse, CH-1211 Geneva 20, Switzerland),

ISPS Code: International Ship and Port Facility Security Code,

MARPOL: International Convention for the Prevention of Pollution of the Seas by Ships of 1973, as amended by the relevant protocols 1978 and 1997,

MAWP: Maximum permissible working pressure,

MEPC: Committee for the Protection of the Marine Environment (IMO),

MFAG: Medical First Aid Guide for Use in Accidents Involving Hazardous Substances,

MSC: Maritime Safety Committee (IMO),

PEAR: Harmful to People, the Environment, Property and Reputation

SADT: Self-accelerating decay temperature,

SAPT: Self-accelerating polymerization temperature,

SDS: Safety Data Sheet

SOLAS: The International Convention for the Safety of Life at Sea, as amended 1974,

UNECE: United Nations Economic Commission for Europe (UNECE, Palaisdes Nations, 8-14 avenue de la Paix, CH-1211 Geneva 10, Switzerland)

UN Number: The four-digit United Nations Number on dangerous and harmful substances, materials and items frequently transported,

UNEP: United Nations Environment Programme (United Nations Avenue, Gigiri, PO Box 30552, 00100, Nairobi, Kenya),

UNESCO/IOC: UN Educational, Scientific and Cultural Organization/Intergovernmental Oceanographic Commission (UNESCO/IOC, 1 rue Miollis, 75732 Paris Cedex 15, France),

VHF: Seaband Radio

WHO: World Health Organization (Avenue Appia 20, CH-1211 Geneva 27, Switzerland),

WMO: World Meteorological Organization (WMO, 7bis, avenue de la Paix, Case postale No 2300, CH-1211 Geneva 2, Switzerland),

expresses.

13. DEFINITIONS

Interface means the dock, breakwater, breakwater, breakwater, dock, pier, marine terminal, or similar structure (floating or not) to which a ship can be attached. This includes any facility or property other than the ship used directly or indirectly for the loading or unloading of dangerous cargo.

Port Facility means any person or institution that controls a port operation on a daily basis.

Cargo (Cargo) means cargo intended for carriage without an intermediate compartment for storage in a tank permanently fixed on or inside the Vessel or in the cargo area which is a structural part of a ship.

Cargo companies means a shipper (shipper), carrier, forwarder, groupage agent, packaging center or any person, company or institution involved in any of the following activities: the receipt of cargoes at the port, their transportation by sea and having control over the cargo at all times in relation to the identification, storage, packaging, packaging, safekeeping, labeling, installation or documentation of dangerous cargoes.

Certificate of Conformity means a document issued by or on behalf of the Administration in accordance with the relevant laws for the structure and equipment of the ship certifying that the structure and equipment of the ship are suitable for dangerous cargoes to be transported on board.

Dangerous cargoes, whether or not transported in packaged, bulk packaged or bulk form, mean any of the following cargoes, for the purposes of the following documents:

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

2) Packaged transported articles and objects given in Section 3 of the IMDG Code,

3) Bulk cargoes marked "B" and "A and B" in the group box in the characteristic table of the loads given in Annex 1 of the IMSBC Code,

4) liquid substances marked "S" or "S/P" in column "d" of the table given in Chapter 17 of the IBC Code titled "hazards",

The term dangerous goods includes any uncleaned packaging that has been filled with a substance that is not classified as hazardous or that has been degassed to neutralize any hazard and that previously transported dangerous cargo if the residues of dangerous cargo have not been sufficiently cleaned (tank-container storage, bulk section intermediate containers (IBCs), bulk packaging, portable tanks or tank vehicles).

Certificate of Conformity means a document issued by or on behalf of the Administration to a ship carrying dangerous goods in solid form or packaged form in bulk form under SOLAS regulation II-2/19.4 which constitutes evidence that the construction and equipment comply with the requirements of the regulation.

Flexible pipe refers to flexible hose and end connections containing tools with sealed ends used for the transfer of dangerous cargo.

Handling, including interim storage of dangerous cargoes in the port area during their transport from the point of origin to the destination route for the purpose of changing the means and methods of transport and movement within the port that forms part of the transport supply chain for cargoes, and the loading or unloading operations from a ship, railway wagon, vehicle, freight container or other means of transport, Intermediate carriage between ships or other modes of carriage or transfer made within a ship or in a hold or terminal area is included. This term has been extended to cover the entire range of operations related to dangerous cargoes in the port area.

Hot work means open fire and flame, electrical appliances or hot rivets, grinding, welding, burning, cutting, welding or other repair work involving heat or causing the formation of sparks, which may become dangerous due to the presence of dangerous loads or their proximity to them.

A captain means a person who has the command of a ship. Pilot not included.

Packaging means loading and filling the packaging of dangerous cargo into buyers, intermediate containers for bulk transport (IBCs), freight containers, tank containers, portable tanks, railway wagons, bulk containers, vehicles, ship-borne barges or other cargo handling units.

Pipeline means all pipes, connections, valves and other auxiliary facilities, apparatus and equipment in a port relating to or used for the loading of liquid dangerous cargo, but shall not include any pipes, apparatus or pieces of equipment, flexible pipes, loading arms of the ship, except for the ends of the pipes, apparatus or parts of the ship's pipes, apparatus or equipment to which the flexible pipes are attached.

Port area means the land and sea area determined by the legislation.

Note: Some port areas may overlap and legal requirements must be taken into account for this situation. When creating the definition of the port area in legal regulations, care must be taken to ensure that the law applies to all facilities that may be involved.

The Port Authority is the organization authorized to carry out effective control on behalf of the Administration in the port area.

Administration(s) means the national, regional or local authority that has the authority to enforce legal requirements and is authorized to enforce legal requirements in relation to a port area.

Responsible Person means a person appointed by a ship captain or a seafront employer who has been certified or otherwise recognised by the Regulatory Authority where necessary, who has sufficient knowledge and experience for this purpose, who has the authority to make all decisions in relation to a specific task.

Ship means any vessel used for the carriage of dangerous cargo, including those used in inland waters, which may or may not be suitable for sailing to the open sea.

Responsible person means a person who has up-to-date knowledge, experience and competence to perform a specific task.

Stacking means the positioning of packages, intermediate bulk containers (IBCs), freight containers, tank containers, portable tanks, bulk containers, vehicles, ship-borne barges, other cargo transport units and bulk cargo on the deck, warehouses, sheds or other areas of the ship.

Transshipment means moving in the Port areas by one or more means of transport.

Unstable substance refers to a substance that, due to its chemical structure, tends to give dangerous reactions under some temperature conditions or otherwise under certain temperature conditions or when in contact with the catalyst. Reducing this trend can be achieved through specific shipping conditions or by using a sufficient amount of chemical inhibitors or stabilizers in the product.

14.PRESENTATION

This Dangerous Cargo Handling Guide applies to the entry and availability of dangerous cargoes in port areas, both on board and on the beach. These are intended to be made available to all ships visiting a port, regardless of their flag. It should not be applied to ships' provisions and equipment, or to troop transport ships and warships.

The purpose of this section is to help the persons and institutions preparing the legal requirements to ensure that these requirements are made as effective as possible without establishing validity for exceptional cases, specifying all possible situations of hazardous loads in the cargo areas.

It is important that definitions are carefully examined and used in a way that avoids misunderstanding.