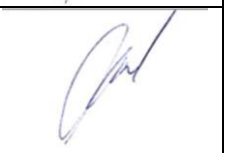
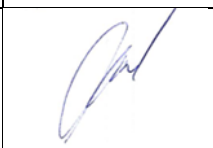
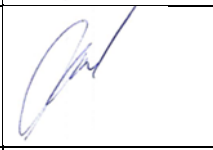
Ulusoy Çeşme Port Authority Dangerous Goods Guide

Ulusoy Çeşme Port Management Inc.

30.06.2025

Ulusoy Çeşme Liman İşletmesi A.Ş.
Özgür Altınkaya

No.	Revision No.	Description of Revision	Date of Revision	Person Responsible	
				Name Surname	Signature
1	**001**	TYUB Renewal	**03.08.2022**	**Gözde KAVAS (IMDG)**	
2	**002**	TYUB Renewal Waste Reception Facility Capacity Revised	**30.06.2025**	**Gözde KAVAS (IMDG)**	
3	003	3.Rules which are applied by Port Facility is revised	26.08.2025	Gözde KAVAS (IMDG)	
4	004	Dangerous Goods Codes Revised	09.09.2025	Gözde KAVAS (IMDG)	
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8					
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10					
11					
12					
13					
14					
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16					
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19					
20					

Table of Content

1 INTRODUCTION

The recommendations provided in this guide are limited to dangerous goods present within the port area as part of the transport chain. These recommendations do not apply to dangerous substances stored in the port area for general warehousing purposes or used within the port area. However, the Administration may wish to verify whether such storage and use operations comply with applicable national legal requirements.

This guide has been prepared with reference to the IMDG Code, ERG 2012, and IMO Circular 1216 documents, and information from these sources has been utilized.

Facility Information Form
General information regarding the facility has been submitted to the relevant authorities within the scope of the Shore Facility Operation Permit, and its public disclosure has been restricted.

1	Name/Title of Facility Operator	Ulusoy Çeşme Port Management Inc.		
2	Contact Information of the Facility Operator (Address, Phone, Fax, E-mail, Website)	Musalla Mah. 1107 Sokak No:2/A Çeşme İzmir +90 232 712 87 49 +90 232 712 04 27 cesmeport@ulusoysealines.com www.ulusoysealines.com		
3	Name of the Facility	Ulusoy Çeşme Port		
4	Province Where the Facility Located	İzmir		
5	Contact Information of the Facility (Address, Phone, Fax, E-mail, Website)	Musalla Mah. 1107 Sokak No:2/A Çeşme İzmir +90 232 712 87 49 +90 232 712 04 27 cesmeport@ulusoysealines.com www.ulusoysealines.com		
6	Geographical Region	Aegean Region		
7	Affiliated Port Authority and Contact Details	Çeşme Port Authority / 0232 712 60 05		
8	Affiliated Municipality and Contact Details	Çeşme Municipality/ +90 (232) 750 0 750		
9	Name of Free Zone or Organized Industrial Zone (if applicable)			
10	Validity Date of the Shore Facility Operating Permit / Temporary Operating Permit	07.12.2026		
11	Operational Status of the Facility	Third-party cargo and own cargo(…)	Own cargo only (…)	Third-party cargo only (X)
12	Name and Contact Details of Facility Responsible Person	Celal ULAŞ 533 765 66 38 celal.ulas@ulusoysealines.com		
13	Name and Contact Details of Dangerous Cargo Operations Supervisor	Dündar Bakırcı Tel: 0533 257 42 08 e-mail: dundar.bakirci@ulusoysealines.com		
14	Name and Contact Details of Dangerous Goods Safety Advisor (DGSA)	Yaşar BOZKURT 553 914 42 40 yasar.bozkurt@atlastmgd.com.tr		
15	Marine Coordinates of the Facility	38°19.426'N - 26°17.545'E (WGS84)		
16	Types of Dangerous Goods Handled at the Facility (within the scope of MARPOL Annex-I, IMDG Code, IBC Code, IGC Code, IMSBC Code, Grain	IMDG Code		

	Code, TDC Code, including asphalt/bitumen and scrap cargoes)	
17	Dangerous goods handled at the facility (excluding IMDG Code items listed in item 16; additional cargo requests must be submitted to the affiliated port authority via Annex-1 and added to TYER upon approval)	Packaged Dangerous Goods
18	IMDG Code classes of dangerous goods handled	Class 2, Class 3, Class 4.1, Class 4.3, Class 5.1, Class 5.2, Class 5.3, Class 6.1, Class 8, Class 9
19	Groups of dangerous goods handled under IMSBC Code (based on characteristic table)	
20	Types of vessels that can berth at the facility	Ro-Ro, Passenger Ships, Mega Yachts
21	Distance from main road (km)	1 km
22	Distance to railway (km) or railway connection (Available/Not Available)	Not Available
23	Name of nearest airport and distance to the facility (km)	91 km
24	Cargo handling capacity of the facility (Ton/Year; TEU/Year; Vehicles/Year)	70000 Vehicles/ Year
25	Is scrap cargo handled at the facility?	No
26	Is there a border gate?	Yes
27	Is there a bonded area?	Yes
28	Cargo handling equipment and capacities	2 Reach Stackers (45-ton capacity), 20 Mafi Trailers
29	Storage tank capacity (m^3)	
30	Open storage area (m^2)	26931 m^2 + 53333 m^2 = 80264 m^2
31	Semi-enclosed storage area (m^2)	
32	Closed storage area (m^2)	
33	Designated fumigation and/or degassing area (m^2)	
34	Pilotage and tugboat service provider information	In-house pilotage organization. 2 senior pilots employed. 2 tugboats with 30-ton bollard pull available.
35	Has a security plan been developed?	Yes
30	Open storage area (m^2)	26931 m^2 + 53333 m^2 = 80264 m^2
36	Waste reception facility capacity (to be arranged per waste type)	**Type of Waste**: Sludge: 61 m^3 Bilge Water: 103 m^3 Waste Oil: 20 m^3 Sewage: 10 m^3 Garbage: 59.2 m^3

37	Characteristics of Quay / Berthing Areas				
Quay No.	Lenght (Meter)	Width (Meter)	Max. Water Depth (Meter)	Min Water Depth (Meter)	Max. Vessel Size (DWT / GT / Length in m)
Quay no. 1	323	15	8	16	
Quay no. 2	213	8,6	9	16	
Quay no. 3	50	5	4	7	

Pipeline name (if available at the facility)	Quantity (pcs)	Length (meter)	Diameter (inch)

1.2. Procedures for Loading/Unloading, Handling, and Storage of Dangerous Goods Temporarily Stored and Handled at the Port Facility

1.2.1. Procedure for Safe Handling Operations of Packaged Dangerous Goods

1.2.1.2 Packaged Dangerous Goods

a. Packaged dangerous goods will be handled at the quay area of our port facility using supalan (supalan forklift or similar equipment).

b. Necessary warnings will be issued to ensure trucks do not exceed their maximum permissible load capacity, and responsible personnel will exercise due care in this matter.

c. Drivers shall remain at designated safe points away from vehicles during loading and unloading operations. It will be verified that drivers possess the required personal protective equipment (PPE).

1.2.1.3 Requirements

a. Our port facility is equipped with firefighting installations connected to water tanks of sufficient volume, fire pumps of adequate power and capacity, fire hydrants and fire cabinets with hoses of sufficient number and diameter, backup power generators of sufficient capacity, and an adequate number of foam-based (for buildings and excluding liquefied gas fires) and dry chemical/powder portable and fixed fire extinguishers, as detailed in Section 8.10.

b. Personnel involved in the loading/unloading operations of packaged dangerous goods at the port facility shall be provided with 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 procedures.

1.2.1.4 Documentation

a. Vessels carrying packaged dangerous goods must carry a special list or manifest identifying the dangerous goods, marine pollutants, and their stowage locations on board. Such a list or manifest may be a detailed stowage plan indicating the classification and location of dangerous goods and marine pollutants on board. The IMO FAL Form 7

provides a format for such a manifest.

b. The list or manifest of dangerous goods and/or marine pollutants shall be based on the documentation and certification required by Section 5.4 of the IMDG Code, and must include the stowage location and total quantity of the dangerous goods and/or marine pollutants on board the vessel. This information shall be notified to our facility by the agent.

1.2.1.5 General Transportation Precautions

Within their areas of responsibility, the port operator shall:

a. Take necessary measures to prevent unauthorized personnel from accessing transportation areas during the transport of dangerous goods..

b. If there are any issues regarding the containment of dangerous goods, ensure that applicable steps are taken to minimize risks to individuals and adverse impacts on the environment.

c. Packaging and containers used in the replacement, repair, or repackaging of damaged cargo units shall be suitable for the nature of the dangerous substance and manufactured and certified in accordance with the provisions of Section 6 of the IMDG Code.

d. Loading, handling, and temporary storage operations shall be conducted in compliance with the segregation rules set out in Table 1 (Segregation Table for Dangerous Goods in Port Areas) of the Annex to IMO MSC/Circ.1216 “Recommendations on the Safe Transport of Dangerous Goods and Related Activities in Port Areas,” as specified in Section 4.

2 RESPONSIBILITIES

All parties involved in the transport of dangerous goods are obligated to carry out transportation safely, securely, and in an environmentally friendly manner, to prevent accidents, and to take all necessary measures to minimize damage in the event of an accident.

General Responsibilities

a) Responsible for conducting transportation safely, securely, and environmentally harmlessly, preventing accidents, and taking all necessary precautions to minimize damage should an accident occur.

b) In emergencies such as fire, leakage, or spillage during the transport of dangerous goods, they shall refer to the Emergency Response Procedures for Ships Carrying Dangerous Goods and the Emergency Schedules provided in the EmS Guide.

c) For appropriate medical first aid to persons affected by dangerous goods or resulting accidents, they shall refer to the Medical First Aid Guide (MFAG) annexed to the IMDG Code.

Responsibilities of the Cargo Interested Party

a) Prepare or have prepared all mandatory documents, information, and certificates related to dangerous goods, and ensure these documents accompany the cargo throughout the transportation process.

b) Ensure that dangerous goods are properly classified, packaged, marked, labeled, and placarded in accordance with their nature.

c) Ensure that dangerous goods are loaded, stowed, and secured safely and in compliance with the regulations, using approved packaging and cargo transport units.

c) Ensures that dangerous goods are loaded, stowed, and securely lashed in approved packaging and cargo transport units in accordance with the regulations.

Responsibilities of the Carrier

a) Requests mandatory documents, information, and certificates related to dangerous goods from the cargo owner and ensures these accompany the cargo throughout the transport operation.

b) Verifies that dangerous goods classified, packaged, marked, labeled, and placarded by the cargo owner comply with applicable regulations.

c) Checks that dangerous goods are properly packaged using approved packaging and cargo transport units, safely loaded into the cargo unit, and securely fastened.

Responsibilities of the Port Facility Operator

a) Does not allow vessels carrying dangerous goods to berth at the facility without permission from the Port Authority.

b) Provides the vessel berthed at the facility with written information about facility rules, cargo handling regulations, and relevant legislation.

c) Does not handle dangerous goods without handling permission from the Authority; plans accordingly so as not to inconvenience vessels scheduled to berth.

ç) Requests mandatory documents, information, and certificates related to dangerous goods from the cargo owner and ensures their presence with the cargo. If the cargo owner fails to provide these, the port facility is not obliged to accept or handle the dangerous goods.

d) Shares all necessary data regarding the cargo with the shipowner and conducts loading or unloading operations according to the agreed plan; does not make changes without shipowner consent.

e) Sets operational limits by considering the safe working capacity of the facility and weather forecasts; takes necessary measures to ensure the vessel remains safely moored and cargo handling is safely conducted.

f) Checks transport documents that verify dangerous goods are properly classified, packaged, marked, labeled, placarded, and safely loaded into the cargo transport unit.

g) Ensures that personnel involved in handling and planning dangerous goods handling receive and document appropriate training; does not assign personnel lacking certification to these operations.

ğ) Ensures dangerous goods handling equipment at the facility is operational and that staff are trained and certified to use this equipment.

h) Implements occupational health and safety measures at the facility and ensures personnel use personal protective equipment appropriate to the physical and chemical properties of the dangerous goods.

ı) Conducts dangerous goods activities in designated quays, piers, and storage areas suitable for such operations.

i) Equips quays and piers reserved for loading or unloading liquid bulk dangerous goods with appropriate installations and equipment.

j) Maintains up-to-date lists of all dangerous goods in closed and open areas onboard berthed vessels and within the facility, and provides this information to relevant parties upon request.

k) Reports to the Port Authority the immediate risks posed by dangerous goods handled or temporarily stored at the facility and the measures taken.

l) Reports accidents related to dangerous goods, including those occurring at facility entrances or within closed areas, to the Port Authority.

m) Provides necessary support and cooperation during inspections and audits conducted by the Authority and Port Authority.

n) Ensures prompt removal of dangerous goods classified as Class 1 (except Compatibility Group 1.4S), Class 6.2, and Class 7, for which temporary storage is not

permitted, from the port facility; applies to the Authority for permission if temporary storage is necessary.

o) Temporarily stores cargo transport units carrying dangerous goods in accordance with segregation and stacking rules and takes fire, environmental, and other safety precautions appropriate to the class of dangerous goods; keeps fire-fighting systems and first aid units in handling areas ready for immediate use and conducts regular inspections.

ö) Obtains permission from the Port Authority before any hot work operations are performed in areas where dangerous goods are handled or temporarily stored.

p) Prepares an emergency evacuation plan for removing vessels from the port facility in case of emergencies, submits it to the Port Authority, and informs relevant parties about the approved plan.

r) Ensures that internal loading of cargo transport units is performed in accordance with load securing regulations.

Responsibilities of the Shipowner

a) Ensures the cargo to be carried is certified suitable for transport and that cargo holds, tanks, and handling equipment are appropriate for cargo transport.

b) Requests all mandatory documents, information, and certificates related to dangerous goods from the cargo owner and ensures their presence with the cargo during transport.

c) Ensures that documents, information, and certificates required by legislation and international agreements are appropriate and up to date onboard the vessel.

ç) Checks that cargo transport units loaded on board are properly marked, placarded, and safely loaded according to transport documentation.

d) Informs relevant ship personnel about the risks of dangerous goods, safety procedures, safety and emergency measures, and response methods.

e) Keeps current lists of all dangerous goods on board and declares them to interested parties upon request.

f) Ensures the loading program, if any, is approved, documented, and operational onboard.

g) Notifies the Port Authority and port facility of any immediate risk posed by dangerous goods on board the vessel berthed at the facility and the measures taken.

ğ) Does not accept dangerous goods cargo if leakage occurs or is suspected.

h) Reports dangerous goods-related accidents occurring onboard during navigation or at the port facility to the Port Authority.

ı) Provides necessary support and cooperation during inspections and audits conducted by the Authority and Port Authority.

i) Does not accept dangerous goods not listed in ship certificates issued by relevant authorities.

j) Ensures ship personnel involved in handling dangerous goods use personal protective equipment appropriate to the physical and chemical properties of the cargo during handling.

k) Ensures compliance with cargo securing requirements for cargo loaded onboard.

Responsibilities of the Dangerous Goods Safety Advisor

a. Monitors compliance with requirements related to the transport of dangerous goods.

b. Provides recommendations to the port facility regarding the transport of dangerous goods.

c. Prepares an annual report on the activities of the port facility operator concerning the transport of dangerous goods. (Annual reports are retained for 5 years and presented to the Authority upon request.)

3 RULES AND PRECAUTIONS TO BE IMPLEMENTED BY THE PORT FACILITY

Coastal facility operators holding a Dangerous Goods Compliance Certificate shall take the following measures.

a) Coastal facility operators shall ensure that hazardous substances are transported outside the port facility as soon as possible without delay in the port area if they cannot be stored in the area where they are unloaded at the pier or quay.

b) Hazardous substances shall be properly packaged, and the packaging shall bear information identifying the hazardous substance and information on risk and safety measures.

c) Coastal facility personnel, ship personnel, and other authorized persons involved in the handling of hazardous substances shall wear protective clothing appropriate to the physical and chemical properties of the cargo during loading, unloading, and storage.

ç) Persons responsible for firefighting in the hazardous substance handling area shall be equipped with firefighting equipment, and fire extinguishers, first aid units, and equipment shall be kept ready for use at all times.

d) Coastal facility operators shall prepare an emergency evacuation plan for the evacuation of ships and marine vessels from coastal facilities in case of emergency and submit it to the port authority for approval.

e) Coastal facility operators shall be responsible for taking fire, safety, and security measures.

f) Personnel who do not have the necessary training and certification in accordance with the Regulation on Training and Authorization within the Scope of the International Code for the Carriage of Dangerous Goods by Sea, published in the Official Gazette dated January 22, 2016, and numbered 29601, are not permitted to participate in dangerous cargo handling operations, work in such operations, or enter the areas where these operations are carried out.

g) Coastal facility operators shall not handle dangerous goods for which they have not obtained a handling permit from the Administration and shall not cause any inconvenience to ships calling at the port by making plans in this regard. Your permit obtained from the Administration; Dangerous goods for which a handling permit has been obtained under the IMDG Code: Class 2 (gases), Class 3 (flammable liquids), Class 4.1, Class 4.2, Class 4.3 (Flammable solids, self-reactive substances, polymerizing substances, and desensitized solid explosives), Class 5.1 (oxidizing substances), Class 5.2 (organic peroxides), Class 6.1 (toxic substances), Class 8 (corrosive substances), Class 9 (miscellaneous dangerous goods and objects). Only authorized hazardous cargoes are handled, as stated in the “Hazardous Cargo Handling Guide” and the “Hazardous Cargo Compliance Certificate” published on our website. Furthermore, information is provided during customer meetings upon request.

In emergency situations such as FIRE, LEAKAGE, FIRST AID, and INCIDENT/ACCIDENT REPORTING involving dangerous goods, the port operator shall apply its own emergency plans and procedures. Additionally, emergency response methods specified in the "Emergency Response Procedures for Ships Carrying Dangerous Goods (EmS Guide)", which is included in the IMDG Code Supplement, shall also be utilized.

To ensure proper medical first aid can be administered to individuals affected by dangerous goods and to address health problems resulting from accidents involving such cargoes, the “Medical First Aid Guide (MFAG)” provided in the IMDG Code Supplement shall be used.

Contaminated Waste

The port facility shall ensure that wastes contaminated by dangerous goods are immediately collected and disposed of in accordance with the requirements of the Competent Authority.

Sludge – UN 3082
Bilge Water – UN 3082
Waste Cooking Oil(liquid) – UN 3082
Operational Waste(liquid) – UN 3082
Operational Waste(solid) – UN 3077

Waste Lithium Batteries – UN 3091
Electronic Waste Containing Lithium Batteries – UN 3481

Dangerous Goods Handling Areas

Areas where dangerous goods are handled shall be kept under **constant surveillance** by relevant facility personnel and/or security staff.

In temporary storage areas for dangerous goods, **segregation and stowage requirements** shall be fully implemented.

These areas shall be **equipped** with necessary tools and devices to prevent the potential harmful effects of dangerous goods.

To enable **timely intervention in case of emergencies**, access routes to and from areas where dangerous goods are handled must be kept **clear at all times**. If dangerous goods are stacked or stored throughout the facility, **unobstructed access to cargo transport units** containing dangerous goods must be ensured.

Designated Areas for Damaged Dangerous Goods and Contaminated Waste
Special designated areas shall be provided for the temporary storage of:

Damaged dangerous goods, and
Wastes contaminated by dangerous goods
until they are removed or safely disposed of.

These areas must be:
Surfaced and have impermeable flooring, Equipped with drainage shut-off valves,sumps, or retention basins, Provided with means to discharge contaminated water to treatment facilities, Fenced off to prevent unauthorized Access, Outfitted with communication

equipment for security personnel if a control point is established.

Damaged Container Tracking and Removal Procedure

Damaged containers are repaired by authorized repair companies outside the port area, with the necessary permissions obtained by the shipping companies they belong to. The shift supervisor records the ID number of the damaged container into the system and informs the handling personnel and the vessel's second officers. In case the same container with the same ID number returns to the port, the handling personnel check the ID numbers of the containers. The manufacturer's certificate indicating that the container arriving to retrieve the damaged one is a rescue container is checked by the yard operations officer. The repair test certificate issued by the repair company is checked for the container whose ID number has been verified. Containers that do not meet the necessary qualifications are not allowed to operate.

Pollution caused by dangerous goods in the containment basin;

If the quantity is high, it is collected with a licensed waste receiving tanker, or if the quantity is low, it is collected from the basin using absorbent materials and transferred to the temporary waste storage area in containers such as IBCs or barrels. Then, based on the UN number and MSDS information of the product, the waste code is determined.

Depending on whether the waste is of inorganic or organic origin, it is sent to licensed recovery/disposal companies under the following two codes:

16 03 03* Inorganic wastes containing hazardous substances
16 03 05* Organic wastes containing hazardous substances

160303	Inorganic waste containing hazardous substances	UN 3082
160305	Organic waste containing hazardous substances	UN 3082

4 CLASSES, TRANSPORTATION, LOADING/UNLOADING, HANDLING, SEGREGATION, STOWAGE AND STORAGE OF DANGEROUS GOODS

4.1 Classification of Dangerous Goods

Classification is carried out by the consignor/shipper or the competent authority. As of 2022, the Proper Shipping Name, UN Number, Class, Packing Code, and Quantity information of dangerous goods arriving at and departing from the port are recorded in the port's computer system.

The IMDG Code classifies dangerous goods as follows:

According to the IMDG Code, the Classes and Subdivisions of Dangerous Goods are described in Volume 1, Chapter 2 of the IMDG Code and are as follows:

IMDG Code	Class	Class Name
Section 2.0	–	Explosives
Section 2.1	Class 1	Gases
Section 2.2	Class 3	Flammable Liquids
Section 2.4	Class 4.1	Substances Liable to Spontaneou Combustion
	Class 4.2	Substances Which, in Contact with Water, Emit Flammable Gases
Section 2.5	Class 5.1	Oxidizing Substances
Section 2.6	Class 5.2	Organic Peroxides
Section 2.7	Class 6.2	Infectious Substances
Section 2.9	Class 8	Corrosive Substances
Section 2.10	–	Miscellaneous Dangerous Substances and Articles, Environmentally Hazardous

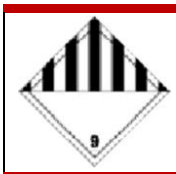
Tablo A

Class 1		
	**1**	Explosive substances and products used to produce explosions or pyrotechnic effects
Sub-Classes		
	**1.1**	Explosives with a mass explosion hazard
	**1.2**	Explosives with a severe projection hazard
	**1.3**	Explosives with a fire, blast, or projection hazard, but not a mass explosion hazard

	**1.4**	Explosives with a minör fire or projection hazard
	**1.5**	Very insensitive substances with a mass explosion hazard
	**1.6**	Extremely insensitive articles
Class 2		
	**2.1**	Flammable gas
	**2.2**	Non-flammable compressed gas
	**2.3**	Toxic or poisonous gas
Class 3		
	**3**	Flammable liquids
Class 4		
	**4.1**	Flammable Solids, Self-Reactive Substances, Desensitized Explosives
	**4.2**	Substances Liable to Spontaneous Combustion
	**4.3**	Substances which, in contact with water, emit flammable gases

Class 5		
	**5.1**	Oxidizing substance
	**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)
	**arçalana bilir**	Critically Safety Index Label (symbol 7E)
Class 8		
	**-**	Corrosive Substances
Class 9		

	-	Miscellaneous Dangerous Substances and Articles

Classification Codes and Hazardous Cargo Classification Codes are as follows.

Class 1 Subgroups	1.1	Substances and objects that pose a mass explosion hazard (A mass explosion is an explosion that can affect almost the entire load at once).
	1.2	Substances and objects that pose a projection hazard but not an explosion hazard in terms of mass.
	1.3	Substances and objects that pose a fire hazard or a risk of minor explosion or minor projection, or both, but do not pose a mass explosion hazard. These substances and objects (a) generate significant radiant heat when burned, or (b) burn in succession, creating a minor explosion or projection effect.
	1.4	Substances and objects that pose only a low risk of explosion if ignition or reaction occurs during transport. The effects are largely confined to the packaging, and it is not expected that significant particles will be ejected to significant distances. An external fire will not cause almost all of the contents of the packaging to explode at once.
	1.5	Substances that pose a mass explosion hazard but, under normal transport conditions, have a very low probability of initiating a reaction or transitioning from a burning state to an explosive state. As a minimum requirement, they must not explode in an external fire test.
	1.6	Objects that do not pose an explosion hazard by mass and have an extremely low level of sensitivity. These objects primarily contain extremely insensitive substances, and the likelihood of accidental ignition or propagation is negligible. The risk posed by objects in Subgroup 1.6 is limited solely to the explosion of a single object.
Class 1 Compliance Groups	A	Primary explosive substance
	B	An object containing a primary explosive substance and lacking two or more effective protective features. Although they do not contain a primary explosive substance, detonators, detonator assemblies, and ignition fuses, as well as demolition capsules, fall into this category.
	C	Object containing propellant or other slow-burning explosive substance or similar explosive substance.
	D	As applicable to each individual case, a secondary explosive substance without an ignition device or propellant, an object containing black powder or a secondary explosive substance, or an object containing a primary explosive substance and having two or more effective protective features.
	E	Object containing a secondary explosive substance without an ignition device (other than those containing a propellant substance, such as flammable liquid, gel, or hypergolic liquid).
	F	An object containing a secondary explosive substance with a self-igniting mechanism, with or without a propellant (other than a flammable liquid or gel or hypergolic liquid).

	G	Object containing pyrotechnic material or pyrotechnic technical material, or an object containing both an explosive substance and an illuminating, incendiary, tear-producing, or smoke-producing substance (excluding objects activated by water or objects containing white phosphorus, phosphides, pyrophoric substances, flammable liquids or gels, or hypergolic liquids).
	H	An object containing both explosive substance and white phosphorus.
	J	An object containing both explosive substance and flammable liquid or gel.
	L	An object containing explosive substance and posing a special risk (e.g., due to reactivity with water or the presence of hypergolic liquids, phosphites, or pyrophoric substances) and therefore requiring the isolation of each type.
	N	Objects containing predominantly extremely insensitive materials.
	S	A substance or object packaged or designed in such a way that any hazardous effects resulting from accidental activation are confined within the packaging; in the event of fire damage to the packaging, any explosion or ejection effects are limited so as not to significantly impede firefighting or other emergency response efforts in the immediate vicinity of the packaging.
Class 1 Subgroups	1	Compressed gas: Substances that are completely gaseous at -50 °C when packaged under pressure for transport; all gases with critical temperatures equal to or lower than -50 °C fall into this category.
	2	Liquefied gas: A gas that is partially liquid at temperatures above -50 °C when packaged under pressure for transport. The following distinctions are made: High-pressure liquefied gas: A gas with a critical temperature above -50 °C and equal to or less than +65 °C; Low-pressure liquefied gas: A gas with a critical temperature above +65 °C.
	3	Liquefied gas: Gas that is partially liquefied due to its low temperature when packaged for transport.
	4	Dissolved gas: A gas dissolved in a liquid solvent when packaged under pressure for transport.
	5	Small, gas-containing aerosol sprayers and containers (gas cartridges).
	6	Other objects containing gas under pressure.
	7	Non-pressurized gases subject to special conditions (gas samples).
	8	Pressurized chemicals: Liquids, pastes, or powders pressurized with a propellant that meets the definition of a compressed or liquefied gas, and mixtures thereof.
	9	Adsorbed gas: A gas adsorbed onto a solid porous material in such a way that it will exert an internal container pressure of less than 101.3 kPa at 20 °C and less than 300 kPa at 50 °C when packaged for transport.
	A	Asphyxiant
	O	Oxidizing
	F	Flammable
	T	Toxic
	C	Corrosive (for UN 1950 and chemicals under pressure)
	CO	Corrosive, oxidizing (for UN 1950)
	FC	Flammable, corrosive (for UN 1950 and chemicals under pressure)
	TF	Toxic, flammable
	TC	Toxic, corrosive
	TO	Toxic, oxidizing
	TFC	Toxic, flammable, corrosive

	TOC	Toxic, oxidizing, corrosive
	2.1	Flammable gases (corresponds to groups indicated by a capital F).
	2.2	Non-flammable, non-toxic gases (corresponding to groups designated by the letters A or O).
	2.3	Toxic gases (corresponding to groups denoted by a capital T; such as TT, TF, TC, TO, TFC, and TOC).
Class 3 Subgroups	F	Flammable liquids, objects containing these substances with no secondary risk: F1 Flammable liquids with a flash point of 60 °C or below; F2 Flammable liquids with a flash point above 60 °C, transported or transferred for transport at or above the flash point (high-temperature substances); F3 Objects containing flammable liquids;
	TF	Flammable liquids, toxic: FT1 Flammable liquids, toxic; FT2 Pesticides;
	FTC	Flammable liquids, corrosive;
	D	Desensitized liquid explosives.
Class 4.1 Subgroups	F	Flammable solids, no secondary risk: F1 Organic; F2 Organic, melted; F3 Inorganic; F4 Objects;
	FO	Flammable solids, oxidizing;
	FT	Flammable solids, toxic FT1 Organic, toxic; FT2 Inorganic, toxic;
	FC	Flammable solids, corrosive; FC1 Organic, corrosive; FC2 Inorganic, corrosive;
	D	Non-secondary risk desensitized solid explosives;
	DT	Desensitized solid explosives, toxic;
	SR	Self-reacting substances: SR1 Those not requiring temperature control; SR2 Those requiring temperature control.
	PM	Polymerizing agents: PM1 Those that do not require temperature control; PM2 Those that require temperature control.
Class 4.2 Subgroups	S	Non-flammable substances with no secondary risk: S1 Organic, liquid; S2 Organic, solid; S3 Inorganic, liquid; S4 Inorganic, solid; S5 Organometallic;
	SW	Substances that are prone to spontaneous combustion and release flammable gases when they come into contact with water;
	SO	Spontaneously combustible substances, oxidizing;
	ST	Self-igniting substances, toxic: ST1 Organic, toxic, liquid; ST2 Organic, toxic, solid; ST3 Inorganic, toxic, liquid; ST4 Inorganic, toxic, solid;

	SC	Self-igniting substances, corrosive: SC1 Organic, corrosive, liquid; SC2 Organic, corrosive, solid; SC3 Inorganic, corrosive, liquid; SC4 Inorganic, corrosive, solid;
Class 4.3 Subgroups	W	Objects containing substances that release flammable gases when in contact with water and similar substances that do not pose a secondary risk: W1 Liquid; W2 Solid; W3 Objects;
	WF1	Substances that release flammable gases when in contact with water, liquid, flammable;
	WF2	Substances that release flammable gases when in contact with water, solid, flammable;
	WS	Substances that release flammable gases when in contact with water, solid, self-heating;
	WO	Substances that release flammable gases when in contact with water, oxidizing agents, solids;
	WT	Substances that release flammable gases when in contact with water, toxic: WT1 Liquid; WT2 Solid;
	WC	Substances that release flammable gases when in contact with water, corrosive: WC1 Liquid; WC2 Solid;
	WFC	Substances that release flammable gases when in contact with water, flammable, corrosive.
Class 5.1 Subgroups	O	Oxidizing substances, non-hazardous secondary substances, and objects containing such substances: O1 Liquid; O2 Solid; O3 Objects;
	OF	Oxidizing substances, solid, flammable;
	OS	Oxidizing substances, solid, self-heating;
	OW	Oxidizing substances, solid, which, in contact with water, emit flammable gases;
	OT	Oxidizing agents, toxic: OT1 Liquid; OT2 Solid;
	OC	Oxidizing agents, corrosive: OC1 Liquid; OC2 Solid;
	OTC	Oxidizing agents, toxic, corrosive.
Class 5.2 Subgroups of Organic Peroxides	P1	Organic peroxides, no temperature control required.
	P2	Organic peroxides, requiring temperature control.

Class 6.1 Subgroups	T	Toxic substances, no secondary risk: T1 Organic, liquid; T2 Organic, solid; T3 Organometallic substances; T4 Inorganic, liquid; T5 Inorganic, solid; T6 Liquid, used in pesticides; T7 Solid, used in pesticides; T8 Samples; T9 Other toxic substances;
	TF	Toxic substances, flammable: TF1 Liquid; TF2 Liquid, used in pesticides; TF3 Solid;
	TS	Toxic substances, self-heating, solid;
	TW	Toxic substances that release flammable gases when in contact with water: TW1 Liquid; TW2 Solid;
	TO	Toxic substances, oxidizing: TO1 Liquid; TO2 Solid;
	TC	Toxic substances, corrosive: TC1 Organic, liquid; TC2 Organic, solid; TC3 Inorganic, liquid; TC4 Inorganic, solid;
	TFC	Toxic substances, flammable, corrosive;
	TFW	Toxic substances, flammable, releases gases when in contact with water.
Class 6.2 Subgroups	I1	Contaminants affecting humans;
	I2	Contaminants affecting only animals;
	I3	Clinical waste;
	I4	Biological substances.
Class 8 Subgroups	C1-C4	Acidic substances: C1 Inorganic, liquid; C2 Inorganic, solid; C3 Organic, liquid; C4 Organic, solid;
	C5-C8	Basic substances: C5 Inorganic, liquid; C6 Inorganic, solid; C7 Organic, liquid; C8 Organic, solid;
	C9-C10	Other abrasive substances: C9 Liquid; C10 Solid;
	C11	Objects;

	CF	Abrasive substances, flammable: CF1 Liquid; CF2 Solid;
	CS	Abrasive substances, self-heating: CS1 Liquid; CS2 Solid;
	CW	Abrasive substances that release flammable gases when in contact with water: CW1 Liquid; CW2 Solid;
	CO	Abrasive substances, oxidizing: CO1 Liquid; CO2 Solid;
	CT	Corrosive substances, toxic substances, and objects containing these substances: CT1 Liquid; CT2 Solid; CT3 Objects;
	CFT	Abrasive substances, flammable, liquid, toxic;
	COT	Abrasive substances, oxidizing agents, toxic substances.
Class 9 Subgroups	M1	Substances that can endanger health when inhaled as fine dust;
	M2	Substances and objects that can produce dioxins in case of fire;
	M3	Substances that emit flammable vapors;
	M4	Lithium batteries;
	M5	Life-saving equipment;
	M6-M7	Environmentally hazardous substances: M6 Water pollutant, liquid; M7 Water pollutant, solid; M8 Genetically modified microorganisms and organisms;
	M9-M10	High-temperature substances: M9 Liquid; M10 Solid;
	M11	Other substances and objects that do not conform to the definitions in another class but pose a hazard during transport.

4.2 Packaging and Packages of Dangerous Goods

The packaging of dangerous goods is defined in the IMDG Code. In this context, numbers are used for packaging types, and capital letters are used for material types.

The risks posed by dangerous goods in maritime transport are related to their packaging, therefore the packaging must be safe, well-designed, manufactured, and in good condition.

Packages/containers must comply with the following conditions:

- Must not be affected by the cargo they carry.

- Must be stong enough to withstand the rough handling and risks associated with maritime transport
- Must be resistant to rain, wind, and seawater. They must be usable and sufficient fort he cargo they carry.
- Must be properly marked, labeled, and placarded.

Packages

Packaged Dangerous Goods
Limited Quantity

Those involved in the transport of dangerous goods must clearly indicate the UN Number and the proper shipping name on the cargo. In the presence of marine pollutants, the words "marine

pollutant" must be included in the accompanying transport documentation. This requirement is especially important for determining appropriate emergency procedures in case of accidents involving such goods. In the presence of marine pollutants, the ship's master must comply with the requirements of MARPOL 73/78.

Liman tesisine gelecek olan tehlikeli yük ihtiva eden ambalajlar ve tüm Yük Taşıma Birimleri (CTU) IMDG kod bölüm 5.2 ve 5.3 kapsamında markalanacak, etiketlenecek ve plakartlanacaktır.

Packages containing dangerous goods and all Cargo Transport Units (CTUs) arriving at the port facility shall be marked, labeled, and placarded in accordance with IMDG Code sections 5.2 and 5.3.
The IMDG Code proposes a system based on labels and placards specifically designed to ensure that anyone working near such cargo can immediately recognize the nature of the hazard, regardless of the packaging.

The method used for affixing labels or applying stencils on packages must ensure that labels or stencils remain legible even after being submerged in seawater for three months. When deciding on proper labeling methods, the durability of the packaging material and surface must be considered.

4.3 The shapes and colors of labels and placards are as shown in Section 4.1: Classification of Dangerous Goods.

Markings and Packaging Groups of Dangerous Goods

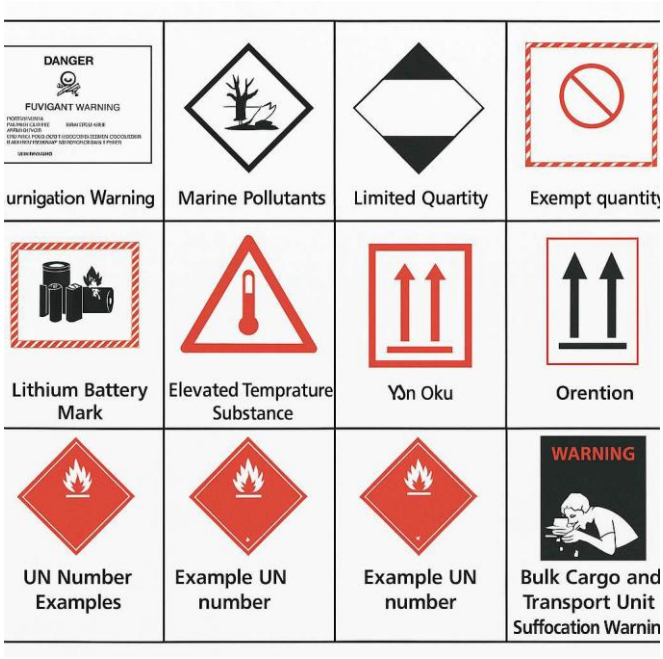
Except for Classes 1, 2, 5.2, 6.2, and 7, and self-reactive substances in Class 4.1, all classes of dangerous goods are divided into **three "packing groups"** according to the degree of danger they present.
For Class 3, Class 4, Class 5.1, Class 6.1, Class 8, and Class 9, there are three types of packing groups:

Packing Group I: Substances presenting high danger
Packing Group II: Substances presenting medium danger
Packing Group III: Substances presenting low danger

The letters X, Y, and Z found in UN-approved packaging codes for the transport of hazardous substances determine the packaging's durability. The letter X denotes the most durable packaging and can be used for all Packaging Groups. The letter Y indicates medium-strength packaging and can be used for Packaging Groups II and III, and the letter Z indicates the least durable packaging and should only be used for Packaging Group III.
The packaging group to which dangerous goods belong is specified in the List of Dangerous Goods in section 3.2 of the IMDG Code.
Class-specific labels are provided in Table A of Section 4.1.

The packing group to which a particular dangerous good belongs is specified in the **Dangerous Goods List in Section 3.2 of the IMDG Code**.

Other signs and labels to be used when necessary:



4.4 Segregation Tables for Dangerous Goods According to Their Classes on Ship and Port.

One of the most important aspects of transporting dangerous goods is their **proper stacking and segregated storage**. Dangerous substances must not be stored together with other substances with which they may react and pose a hazard.

Incompatible dangerous goods must be placed separately during transportation and storage. Improper stacking of dangerous goods may lead to **toxic fumes, fire, spillage**, or **deterioration in product quality**. Therefore, the IMDG Code defines rules on stacking and segregation under **Volume 1, Section 7**, titled "Provisions Concerning Transport Operations".
The general segregation table for dangerous goods is provided below:

4.5.1. Principles of Segregated Storage and Stacking

The following conditions may lead to majör chemical accidents during stacking and segregated storage:

- Quality assurance issues – lack of container inspection certificates
- Inadequate understanding of the chemical composition of the substances
- Insufficient chemical inventory records across different terminal zones
- Inadequate labeling and registration of chemicals
- Poor Housekeeping – absence of fire extinguishing equipment in work areas

The IMDG Code requires storage and segregation of dangerous goods based on their hazard, class, and compatibility characteristics. It also provides detailed guidance on **where dangerous goods should be stacked** and **how they must be segregated from other cargo types**.
In the following paragraph, the **five stowage categories** prescribed by the IMDG Code are listed.
Stowage Categories for Classes 2 to 9
For dangerous goods classified under Class 2 to 9 and for **limited quantities of Class 1.4**

compatibility group S, these goods shall be stowed according to one of the categories listed below, as indicated in **column 16a of the Dangerous Goods List**.
Stowage Categories:

Category	A	B	C	D	E
Cargo ships carrying up to 25 Passengers	On or under deck	On or under deck	On deck only	On deck only	On or under deck
Passenger ships carrying more than 25 passengers	On or under deck	On deck only	On deck only	Prohibited	Prohibited

Stowage Categories for Class 1
Class 1 dangerous goods, **except for limited quantities of Class 1.4 compatibility group S**, shall be stowed according to one of the categories indicated in **column 16a of the Dangerous Goods List**, as outlined below:

	Stowage Category 01	Stowage Category 02	Stowage Category 03	Stowage Category 04	Stowage Category 05
Cargo ships (maximum 12 passengers)	Under deck or on deck in closed cargo transport unit	Under deck or on deck in closed cargo transport unit	Under deck or on deck in closed cargo transport unit	On deck in closed cargo transport unit or under deck in closed cargo transport unit	On deck only in closed cargo transport unit
Passenger ships	Under deck or on deck in closed cargo transport unit	On deck in closed cargo transport unit or under deck in closed cargo transport unit in accordance with 7.1.4.4.6	Prohibited except in accordance with 7.1.4.4.6	Prohibited except in accordance with 7.1.4.4.6	Prohibited except in accordance with 7.1.4.4.6

4.5 Segregation Distances Terminology for Dangerous Goods in Cargo Holds

4.5.1 Segregation

The IMDG Code uses four distinct segregation terms:

1. "Away from" (Minimum segregation distance between two incompatible goods)
2. "Separated from"

3. "Separated by a complete compartment or hold from"
4. "Separated longitudinally by an intervening complete compartment or hold from" (maximum segregation between two incompatible goods)

General provisions regarding segregation between different classes of dangerous goods are specified in the Segregation Table below:

CLASS		1.1 1.2 1.5	1.3 1	1.	2.	2.	2.	3	4.	4.	4.	5.	5.	6.	6.	7	8	9
Explosives	**1.1, 1.2,**	*	*	*	4	2	2	4	4	4	4	4	4	2	4	2	4	X
Explosives	**1.3, 1.6**	*	*	*	4	2	2	4	3	3	4	4	4	2	4	2	2	X
Explosives	**1.4**	*	*	*	2	1	1	2	2	2	2	2	2	X	4	2	2	X
Flammable gases	**2.1**	4	4	2	X	X	X	2	1	2	X	2	2	X	4	2	1	X
Non-toxic, flammable gases	**2.2**	2	2	1	X	X	X	1	X	1	X	X	1	X	2	1	X	X
Toxic gases	**2.3**	2	2	1	X	X	X	2	X	2	X	X	2	X	2	1	X	X
Flammable liquids	**3**	4	4	2	2	1	2	X	X	2	1	2	2	X	3	2	X	X
Flammable solids (including self-reactive substances and desensitized solid explosives)	**4.1**	4	3	2	1	X	X	X	X	1	X	1	2	X	3	2	1	X
Substances liable to spontaneous combustion	**4.2**	4	3	2	2	1	2	2	1	X	1	2	2	1	3	2	1	X
Substances which, in contact with water, emit flammable gases	**4.3**	4	4	2	X	X	X	1	X	1	X	2	2	X	2	2	1	X
Oxidizing substances (agents)	**5.1**	4	4	2	2	X	X	2	1	2	2	X	2	1	3	1	2	X
Organic peroxides	**5.2**	4	4	2	2	1	2	2	2	2	2	2	X	1	3	2	2	X
Toxic substances	**6.1**	2	2	X	X	X	X	X	X	1	X	1	1	X	1	X	X	X
Infectious substances	**6.2**	4	4	4	4	2	2	3	3	3	2	3	3	1	X	3	3	X
Radioactive material	**7**	2	2	2	2	1	1	2	2	2	2	1	2	X	3	X	2	X
Corrosive substances	**8**	4	2	2	1	X	X	X	1	1	1	2	2	X	3	2	X	X
Miscellaneous dangerous substances and articles	**9**	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

(This table applies to unitized dangerous goods such as pallets, drums, boxes, crates and similar packages. It does not apply to containers carrying dangerous goods.)

This numbers and symbols defined in this section relate to the following conditions:

1	Keep away	3 meters
2	Keep seperated	6 meters
3	"Separated by a compartment or stored in seperate locations"	12 meters
4	"Separated longitudinally by a complete compartment or stored in separate locations"	24 meters
X	If separate stowage is required, it is shown in the Dangerous Goods List	-

Explosives require special stowage depending on their compatibility group. Explosives marked with the same letter may be stowed together, regardless of their subdivision. Although the nature of the substance, material, or product of the same class may vary

greatly, it is always important to first refer to the Dangerous Goods List to determine appropriate separate stowage requirements.

4.5.2 Separated Stowage of Cargo Transport Units

Dangerous goods that require separation from others should not be stowed together within the same cargo transport unit (container). However, goods that must be kept "away from" others may be shipped within the same cargo transport unit upon the authorization of the relevant authority. In such cases, an equivalent level of safety must be maintained.

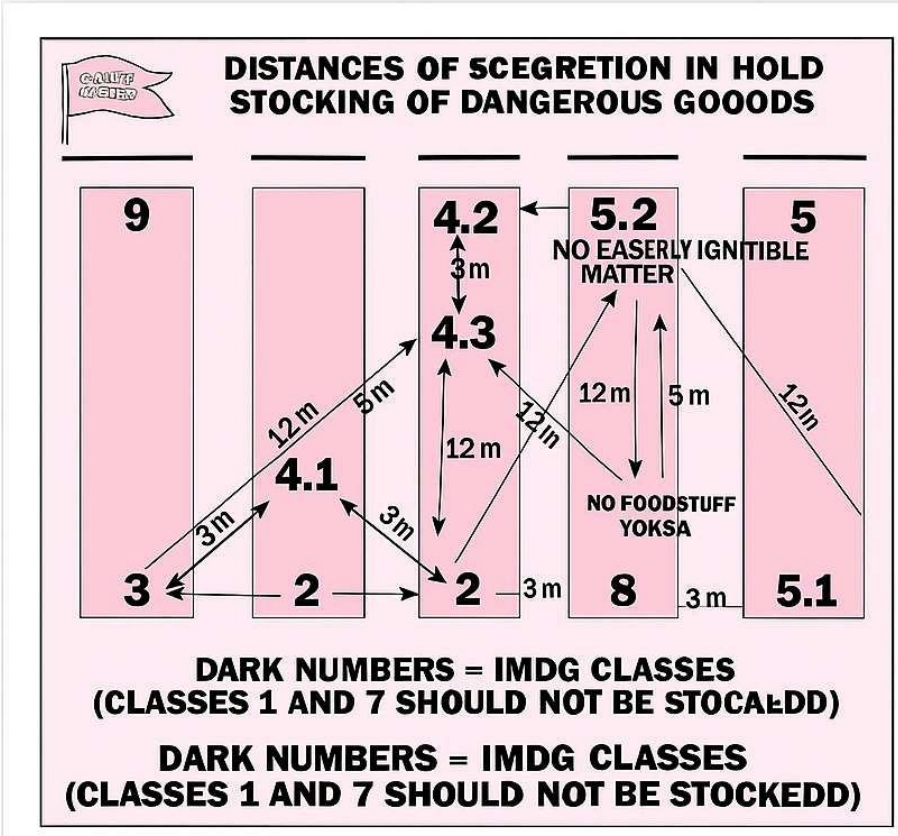
4.5.3 Separate Storage in Port Areas

The IMO Maritime Safety Committee (MSC), through Circular 1/1216 dated 26 February 2008, established revised various recommendations for the safe transport of dangerous goods and related activities within port areas.
MSC Circular 1216 (2008) sets forth the principle that containers carrying dangerous goods should not be stowed on top of others. Containers carrying dangerous goods belonging to the same class are exempt from this rule. However, this exemption does not apply to Class 8 (corrosive substances) if the contents differ. In other words, if the Class 8 cargo consists entirely of the same substances, they may be stacked on top of each other. Containers should always be stowed in a way that facilitates access to their For dangerous goods stored in special areas or within the custody of stevedores, the separation between different classes must be observed. The chart specified by the IMDG Code shall guide stacking on vessel decks. The IMO Port Recommendations also provide the separation chart below for storage in port areas.

		2.1	2.2	2.3	3	4.1	4.2	4.3	5.1	5.2	6.1	8	9
Yanıcı Gazlar	2.1	0	0	0	S	A	S	0	S	S	0	A	0
Yanıcı ve Zehirli Olmayan Gazlar	2.2	0	0	0	A	0	A	0	0	A	0	0	0
Zehirli Gazlar	2.3	0	0	0	S	0	S	0	0	S	0	0	0
Yanıcı Sıvılar	3	S	A	S	0	0	S	A	S	S	0	0	0
Yanıcı Katı Maddeler	4.1	A	0	0	0	0	A	0	A	S	0	A	0
Kendi Kendine Yanan Katı Maddeler	4.2	S	A	S	S	A	A	A	S	S	A	A	0
Suyla Temas Halinde Yanıcı Gazlar Çıkaran Katı Maddeler	4.3	0	0	0	A	0	A	0	S	S	0	A	0
Oksitleyici Maddeler	5.1	S	0	0	S	A	S	S	0	S	A	S	0
Organik Peroksitler	5.2	S	A	S	S	S	S	S	S	0	A	S	0
Zehirli (Toksik) Maddeler	6.1	0	0	0	0	0	A	0	A	A	0	0	0
Aşındırıcı (Korozif) Maddeler	8	A	0	0	0	A	A	A	S	S	0	0	0
Farklı Tehlikeli Madde ve Nesneler	9	0	0	0	0	0	0	0	0	0	0	0	0

The chart specifies only three separate storage categories in terms of storage within port areas.
"0" indicates pairs of dangerous goods that must be stored separately from each other (unless otherwise specified by separate entries in the numerical list of

dangerous goods, which must always be checked).
"A" indicates a requirement to "keep away from..." (3 meters) for separate storage between classes within this pair.
"S" imposes a "separated from..." storage category requirement between the classes in this pair.
Class 1 goods (except paragraph 1.4 S), 6.2, and 7 are generally only permitted in port areas for direct shipment or delivery. These classes are not included in the table. However, in the event of unforeseen circumstances, these goods must be temporarily stored in designated areas. The requirements for separate storage of different classes of goods under the IMDG Code must be considered by the port authority when establishing specific conditions.
Since the only dangerous goods stored at our port consist of waste oil, bilge water, and sludge waste, no separation is necessary. However, as general information, in the event that another type of dangerous good is present, separation within the ship's hold should be carried out in accordance with the diagram below.



5. HANDBOOK ON DANGEROUS CARGOES HANDLED AT THE PORT FACILITY

In order to contribute to the safe execution of loading/unloading, handling, and temporary storage activities of dangerous cargoes, the port facility prepares and provides a Dangerous Goods Handbook in pocket size, which includes the following topics:
A pocket-sized Dangerous Goods Handbook has been prepared and is attached herewith. It includes the following topics: classes of dangerous goods, packages of dangerous goods, packagings, labels, markings, and packing groups, segregation tables for dangerous cargoes on ships and in port based on their classes, segregation distances for dangerous goods in warehouse storage, segregation terms, dangerous cargo documentation, and emergency response flowchart for dangerous goods.

6. OPERATIONAL ISSUES

6.1 Procedures for safe berthing, mooring, loading/unloading, sheltering, or anchoring of ships carrying dangerous goods during daytime and nighttime.

The responsibility of directing a vessel carrying any dangerous cargo on deck regarding when and where it will anchor within the port area, whether it can be moored with a tug, where it can berth and stay—considering the nature and quantity of dangerous goods present, environmental conditions, population, and weather—is under the jurisdiction of the port authority.

In case of an emergency, the relocation of a vessel carrying dangerous goods or the removal of the vessel and its crew from the port area for safety purposes can be decided by the ship's master, the port operator, and approved by the port authority.

Determining any additional requirements according to local conditions and the type and quantity of dangerous goods involved is also the responsibility of the port authority.

Port facility operators must ensure:

The provision of adequate and safe mooring facilities and adequate and safe Access between the ship and shore

6.2 Procedures for additional precations to be taken based on seasonal condition during loading/unloading of dangerous cargoes.

Hazardous substances are generally affected by high temperatures (during summer months) and rain, strong winds (throughout the year). Due to its geographical location, the port facility is rarely exposed to snow and ice effects during winter months.

Cargo requiring temperature-controlled transport is stacked in such a way that it is not exposed to direct sunlight during the summer months and extreme heat, and is protected from direct sunlight.

In the event of snow and ice, port machinery and transfer vehicles are not permitted to operate until the slippery conditions are eliminated. Once environmental safety is ensured, vehicles carry out operations at the safest speed.

In the event of a wind of 5 Beaufort or higher, loading and unloading operations involving dangerous cargoes at the facility are prohibited.

6.3 Procedures to keep flammable, combustible, and explosive substances away from spark-generating/potentially spark-generating operations and to prohibit the use of spark-producing tools, equipment, or vehicles in handling, stacking, and storage areas for dangerous cargoes.

1. Purpose:

The purpose of this procedure, which outlines the principles for hot work to be performed in areas where hazardous substances are handled within the ship and port facility, is to specify the principles to be applied for welding and similar hot work that may be required urgently on the ship and quay.

Legislation:

The Ports Regulation Article 22 (9) establishes the basis for hot work as follows: "Without permission from the port authority, ships and marine vessels in port areas may not perform repairs, scraping and painting, welding and other hot work, launching lifeboats and/or boats, or other maintenance work. Vessels and marine craft that will have these works carried out must coordinate with the coastal facility operator if they are at the coastal facility."

Article 33 specifies the following matters:

(1) Ships and marine vessels that will perform degassing operations for maintenance or repair purposes using hot and cold processes shall comply with the provisions of the Regulation on Degassing of Ships and Watercraft published in the Official Gazette dated 1/2/2022 and numbered 31737.

(2) If no anchorage area has been designated for degassing operations in port administrative areas, such operations shall

be carried out in anchorage areas designated for ships carrying dangerous cargo or in locations deemed suitable by the port authority based on geographical and meteorological conditions.
b. The minimum safety requirements for hot work operations and procedures are specified in Annex 1, Article 21 of the Guidelines for the Issuance of Hazardous Substance Compliance Certificates.
c. Minimum Safety Requirements for Performing Hot Work, as contained in Annex 4 of MSC.1/Circ.1216, which includes Revised Recommendations on the Safe Transport of Hazardous Cargoes in Port Areas and Related Activities.

3. Principles Regarding Hot Work and Operations in Port Facilities:

a. The Port Authority will only grant permission for hot work or other maintenance or repair work on deck or ashore that could pose a hazard due to the presence of dangerous cargo when such a request is submitted to them, provided that it does not create a hazard. Permission for work to be carried out in areas where dangerous goods are handled will be obtained from the Port Authority by the Facility Manager.
b. The requirement for permission and advance notification of the period during which hot work is to be performed will enable all emergency services, such as the fire department, to be informed, allowing them to provide information regarding additional precautions or restrictions. In addition, the OHS Unit will be informed in advance regarding the process during which hot work will be performed at our facility.
c. Persons authorized to perform hot work and operations shall take the following precautions in conjunction with their operational/shift responsibilities before commencing work.

(1) They shall frequently inspect the local area and adjacent areas, including tests conducted by accredited testing organizations, to verify that the areas where the work will be performed are free from flammable and/or explosive environments and, where applicable, are not deficient in oxygen.
(2) Hazardous cargo and other flammable substances shall be removed from areas where hot work will be performed and adjacent areas. These substances include lime, slag, sediment, and other potentially flammable materials.
(3) Flammable structural elements (e.g., beams, wooden partitions, floors, doors, wall and ceiling coverings) in areas where hot work is performed and adjacent areas shall be effectively protected against accidental ignition.
(4) In order to prevent flames, sparks, and hot particles from spreading from the work areas to adjacent or other areas, open pipes, pipe passages, valves, joints, gaps, and open parts shall be made leak-proof.
(5) The hot work permit and safety measures shall be easily visible and clearly understandable to the persons performing the hot work.

d. A sign stating “the documentation of your work and the safety measures to be taken” shall be posted in the work area and at all entrances to the work area, and these shall be clearly understandable to the personnel who will be performing and working on the task. The Occupational Safety and Health (OSH) unit shall ensure that this matter is carried out in accordance with the relevant procedures.

e. When hot work is being carried out at the port facility, the OHS Unit and Operations/Shift supervisors shall pay attention to the following points.

(1) The current situation in the workplace will be continuously monitored to see if it changes.
(2) At least one fire extinguisher or other suitable firefighting equipment, complete with all accessories, shall be readily available for immediate use during hot work.
f. Once hot work and operations are completed, fire control will be carried out in the area where the hot work was performed and in adjacent areas by the OHS Unit officials and Operations/Shift supervisors.
4. Summary Table:

Step	Requirement
1	Written permission granted by the Port Authority
2	Determination of additional safety measures (testing, protection, removal)
3	Posting of permission documents in the work area and at entrances
4	Continuous monitoring of conditions, provision of fire extinguishers

5 Provision of post-work fire watch
5 Referencing bibliographic sources for additional information

6.4 Procedures related to fumigation, gas measurement, and gas decontamination work and processes

Fumigation, gas measurement, and gas decontamination procedures will not be performed.

.1 A copy of the hot work permit and the safety precautions shall be posted at the entrance to each work area as well as in adjacent areas. These documents must be displayed in a location where all personnel involved in the hot work can clearly see and understand them.

.5While performing hot work:

a) Inspections shall be carried out to ensure that conditions have not changed; and

b) At least one appropriate fire extinguisher or other suitable fire-extinguishing equipment must be kept on hand and ready for immediate use at the hot work site.

.6During and for a sufficient time after completion of the hot work, effective fire control shall be conducted in the hot work area and adjacent areas where heat transfer could pose a fire hazard.

.7 For additional and detailed information and procedures regarding hot work, reference shall be made to the "International Safety Guide for Oil Tankers and Terminals (ISGOTT)." Works to be carried out on the facility and berth shall be subject to permission in accordance with ISGOTT and the Work Permit Procedure. The Port Facility Job Safety Procedure shall also be applied.

7. DOCUMENTATION, CONTROL AND RECORDS

7.1 Procedures for identifying all mandatory documents, information, and records related to dangerous goods, as well as their provision and control by the relevant parties

The following documents related to Dangerous Goods are kept up to date:
IMDG Code (International Maritime Dangerous Goods Code)
MARPOL 73/78 as amended (International Convention for the Prevention of Pollution from Ships, 1973/78)
SOLAS 74 as amended (International Convention for the Safety of Life at Sea, 1974)
"International Safety Guide for Oil Tankers and Terminals (ISGOTT)"
Regarding Dangerous Goods handled at our port, the Operations Department will:
Keep complete records of dangerous goods arriving at and departing from the port,
Maintain records of dangerous goods temporarily stored at the port,
Store all records in a way that they can be presented upon request.
Records of dangerous goods are limited to personnel on a need-to-know basis.

7.2. Records of dangerous goods are limited to personnel on a need-to-know basis.

• Records of dangerous goods handled at our port are entered into a system maintained by the Operations Department and contain the following information:

- ✓ UN Number
- ✓ PSN name (Proper Shipping Name)
- ✓ Class (including subsidiary hazards)
- ✓ Packing Group (Class 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9)
- ✓ Whether it is a marine pollutant
- ✓ Consignee
- ✓ Shipper
- ✓ Container/Packaging number
- ✓ Seal number
- ✓ Additional Information (flash point, viscosity,etc.)

- ✓ Storage location within the port facility
- ✓ Duration of stay at the port
- ✓ Safety Data Sheets

7.3 Procedures for checking and reporting whether incoming dangerous goods have been properly identified, correctly declared with proper shipping names, certified, packaged/packed, labeled, and declared, and whether they have been safely loaded into and transported in approved and compliant packages, containers, or cargo transport units

- Planning and Operations jointly verify the accuracy of the information on the Dangerous Goods documents issued by the Shipper for dangerous cargoes to be accepted into the port:

- ✓ UN Number
- ✓ PSN name (Proper Shipping Name)
  Class (Including subsidiary hazards)
- ✓ Packing Group (Class 3, 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9)
- ✓ Whether it is a marine pollutant
- ✓ Container/Packaging number, Seal number
- ✓ Additional Information (flash point, viscosity, etc.)
- ✓ Where it will be stored at the port

- This information is shared by the Operations Officer with Yard Supervisors, handling personnel, and other relevant staff through Terminals/Documents for verification of incoming dangerous goods.

If discrepancies are found between the operational data and the cargo, the Operations Department is immediately informed. The Shipper is instructed to verify the details regarding the dangerous cargo/vehicle/container and correct any missing or incorrect labels/markings.

7.4. Procedures regarding the provision and retention of Safety Data Sheets (SDS).

• As of 1 January 2014, it is mandatory under Turkish legislation to carry a Dangerous Goods Safety Data Sheet (SDS) with all dangerous goods transported by all modes (road, rail, air, and sea), containing the following information:
UN Number
PSN name (Proper Shipping name) (Required for sea transport)
Class (Including subsidiary hazards)
Packing Group (Class 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9)
Whether it is a marine pollutant
Tunnel Restriction Code (Required for road transport)

• For all Dangerous Goods to be accepted into the port, the presence of this document is checked together with the cargo.
SDSs are recorded in the system established at the port.

7.5. Procedures for keeping records and statistics of dangerous goods

Reports containing information on dangerous goods handled at our port facility have been entered into a computer program used by the port since 2022 and can be retrieved from the system as needed.

7.6 Information on the Quality Management System

Ulusoy Port holds an integrated management system certified with ISO 9001, ISO 14001, and ISO 45001

8. EMERGENCIES, EMERGENCY PREPAREDNESS AND RESPONSE

8.1. Procedures for responding to dangerous goods and hazardous situations involving dangerous goods that pose or may pose risks to life, property, and/or the environment

Protective action decisions in specific scenarios depend on several factors. In some cases, evacuation may be the best option. In others, shelter-in-place might be more appropriate. Sometimes, both actions can be combined. In any emergency, public authorities must be prepared to issue instructions rapidly. The public will need continuous information and guidance while being sheltered or evacuated.

Protective Actions, refer to steps that must be taken by emergency response teams and the public to ensure health and safety in the event of a dangerous substance release.

Isolation and Denial of Entry, means keeping everyone who is not directly involved in emergency operations away from the affected area. Unprotected emergency personnel must not be allowed to enter the isolated zone.

The purpose of this isolation is primarily to control the area where operations will be conducted. This step forms the foundation for any subsequent protective actions.

Evacuate means moving everyone from a threatened area to a safer location. For evacuation to be effective, there must be enough time to alert, prepare, and move people. If time allows, evacuation is the best protective measure.

Shelter-in-Place: means keeping people inside a building and protected until the danger has passed. This measure is used when evacuation poses a greater risk or is not feasible. People inside should be instructed to close all doors and windows and shut down all ventilation, heating, and cooling systems.

Information on the coastal facility's emergency response capabilities and capacity

a. The facility has an approved **Fire Plan**. Firefighting teams are designated for each shift. Both scheduled and unscheduled drills are conducted under various scenarios, with reports and records maintained. All firefighting equipment specified in the approved plan is available, maintained, and tested regularly.

b. The facility also has an approved **Environmental and Marine Pollution Response Plan**. Two drills per year are conducted based on planned scenarios, with proper reporting and documentation. Equipment for environmental and marine pollution response is stored on-site, counted, and inspected regularly.

c. Spill response teams will be assigned in accordance with this guide and the **IMDG Code** requirements in the event of a hazardous material release.

8.3 Regulations for initial response to accidents involving dangerous goods (Procedures for initial intervention, first aid capabilities, etc.)

a. In the event of an emergency or signs of an emergency at the port, the **Emergency Coordinator** initiates appropriate actions in accordance with the Emergency Management System and relevant plans. The **Emergency Management Group** reviews and implements decisions based on ISGOTT and IMDG Code. The group continues to monitor developments and, if necessary, decides on higher-level measures

or external assistance.

Facility-level Emergency Management will be maintained using safe, rapid internal and external communication capabilities, supported by well-designed organization, trained and drilled personnel, and Emergency Plans that include procedures and documentation. The following measures will be implemented as fundamental aspects of Emergency Management, with the process being monitored and controlled.

PROCEDURES TO BE FOLLOWED	Relevant Departments
WARNING: Reporting that an emergency or unexpected situation has occurred or is likely to occur	All Personnel and Ship
CALL FOR HELP: Contacting the relevant authorities and relaying the necessary information	All Personnel
INTERVENTION: Responding to the emergency as quickly as possible with the correct equipment and trained personnel specified in the Emergency Plan	Emergency Response Teams
FIRST AID: Performing first aid activities until professional support teams arrive	First Aid Personnel
RESCUE: Rescuing materials, vehicles, information, documents, and other important paperwork belonging to the Port Facility	All Personnel
PROTECTION: Placing rescued materials, vehicles, information, documents, and other important papers under protection	Security Personnel
INFORMATION: Sending the necessary explanations to customers, other persons involved in the business relationship, and the press	Press and Public Relations
MANDATORY NOTIFICATIONS: Sending notifications required by law to public authorities	Management

Activities that must be carried out by planning in emergencies;

I. PRIORITY	II. PRIORITY
Search and rescue	Healthcare services
Damage assessment	Transportation/burial of the deceased
Wreckage Removal	Psychological support
Evacuation	Identification and care of elderly people, children, and disabled persons in need of assistance
First aid	Fulfillment of food, beverage, and clothing needs
Security	Shelter: Temporary housing
Preventing secondary disasters	
Communication	
Infrastructure services:	
Transportation,water, sewerage,	
natural gas, electricity,	
communication network	
Insurance and damage compensation procedures	
Public relations	

8.4 Notifications to Be Made Internally and Externally During Emergencies.

a) Time of the incident/accident
b) Known cause and how the incident occured (if known)
c) Location of the incident (within the port facility and/or on board a ship) including position and area affected
ç) In case a vessel is involved (Name of the vessel, Flag, IMO number, owner, operator, cargo type and quantity, name of the master)
d) Meteorological conditions
e) UN number, proper shipping name (PSN) of the hazardous substance (in accordance with the applicable legislation) and the quantity involved

f) Hazard class of the dangerous goods and any subsidiary hazard(s), if applicable

g) Packaging group, if applicable

ğ) Additional hazards, if any (e.g if the substance is a marine pollutant)

h) Marking and labeling details of the hazardous substance

ı) Type and identification number of the packaging, cargo transport unit(CTU) or container,if applicable

i) Name and contact details of the manufacturer, shipper, carrier, and consignee of the dangerous goods

j) Extent of the damage and/or pollution caused
k) Number of casualties, injures, or missing person, if any
Emergency response actions taken by the portfacility in relation to the incident.

8.5 Incident Reporting Procedures.

a) Communication methods to be used within and outside the port facility in the event of an emergency, ensuring effective management;
- Fixed and mobile telephones
- Computers
- Radios (VHF/UHF)
- Sirens

b) In any emergency occurring at the port, secure communication shall be established as quickly as possible with the competent authorities, neighboring facilities, and other relevant parties.

c) The **Emergency Response Management Center** shall operate the reporting system to notify the competent authorities accurately and promptly. The system shall also ensure proper documentation of all reports containing required information regarding the emergency.

d) **All incidents involving dangerous goods must be reported to the Harbour Master's Office.**

8.6 Method of Coordination, Support, and Cooperation with Official Authorities

Emergency Disconnection System - Preparation
a) All emergency situtations must be reported to the Port Authority.
b) If it is decided that the vessel needs to be urgently unberthed, the Port Authority must identify safe locations to whick the vessel can be moved under controlled conditions.
c) In cases requiring emergency disconnection, the vessel's Master and the terminal representative shall reach a mutual agreement to initiate the emergency unberthing process and inform the Port Authority as soon as possible. Where the severity and timing of the emergency allow, a consensus shall be reached prior to the disconnection by a representative of the Port Authority (or the Port Director), the Terminal Manager/Operator, the Vessel Master, and the Pilot regarding the timing and method of the operation.
d) The vessel's engines, steering gear, and mooring release systems must be immediately made ready for use.
e) All cargo discharge and ballast operations must be stopped, and the vessel must be made ready for disconnection.
f) The vessel's fire main must be charged, and water mist systems must be activated for strategic areas.
g) In all emergencies exceeding the response capabilities of the terminal, local police or fire brigade must be notified immediately.
h) The decision to unberth the vessel under control shall be based on the principle of preserving life and must also consider the following:
- ✓ Adequacy of tugboats
- ✓ Vessel's ability to maneuver under its own powery

- ✓ Availability of safe locations to which the vessel can proceed or be towed
- ✓ Adequate firefighting capability
- ✓ Proximity of other vessels

i) While the vessel is at the terminal, fire mooring lines must be maintained at the bow and quarter on the seaward side. The eye of the line must be lowered to sea level, and the line above the deck must be wrapped at least five turns around a bollard and kept taut. A heaving line must be tied just before the eye, and the eye must be positioned approximately three meters above sea level. The line must be maintained at this level throughout the vessel's stay at the terminal.

Execution of Emergency Disconnection

a) If all the above preparations have been checked and deemed appropriate, the emergency unberthing operation will be initiated.

b) Emergency disconnection procedures will be executed by following the steps below in order.

c) Close coordination and cooperation are required between terminal personnel, vessel crew, and port authorities at each stage.

d) Emergency Disconnecting Steps:

- Sounding of alarm
- Communication of emergency via VHF and telephone
- Initial assessment between the vessel's Master and terminal representative
- Implementation of the port facility and ship emergency response plans, deterioration of the current situation, and existence of the emergency disconnection conditions stated above.
- Situation assessment among vessel's Master, terminal representative, port authority representative or Port Director, and Pilot
- Decision to proceed with emergency disconnection
- Notification of adjacent facilities and nearby vessels
- Positioning of tugs around the vessel for emergency disconnection, completion of preparations, and confirmation of readiness
- Completion of vessel preparations and confirmation of readiness by the vessel's Master and authorization by the responsible person to release the quick-release hooks

ATTENTION

Emergency disconnection must be considered only as a last resort. Unless all necessary precautions are taken and the above conditions are fully met, quick-release hooks must not be disengaged.

After Emergency Separation

e) After the emergency separation operation, the vessel's towing and the location to which it will be transferred shall be decided and declared.

f) The vessel shall proceed to / be moored at the designated area either with the assistance of tugs or under its own power.

g) The Port Facility shall inspect its premises and identify any potential damage or deficiencies.

h) An assessment shall be made regarding the time when the ship and the port facility will be ready for cargo handling operations again.

i) Any negative occurrences during the emergency separation shall be shared.

An agreement has been reached between the pilotage and towage organization and the

coastal facility authorities regarding emergency situations such as fire, explosion, etc., which may occur during loading/unloading operations.

Depending on weather and sea conditions, tugs of adequate pulling capacity, equipped for firefighting, will reach the incident area as soon as possible in emergencies as per the protocol made with the authorized company to promptly remove the vessel from the facility and tow it to a safe location.

8.7 Procedures for handling and disposal of damaged dangerous goods and waste contaminated with dangerous goods

Waste generated is collected separately in designated waste bins according to the types of waste and transported for proper storage. Waste resulting from maintenance activities is also handled within this scope.

If an additional waste category is defined beyond the existing ones, it will be integrated into the system.

Collected waste is classified as hazardous or non-hazardous, and is removed from the facility by contracted entities in compliance with legally approved recovery/disposal methods.

All contractors and transporters involved in waste management are reviewed for their capacity to transport and/or dispose of waste using appropriate methods.

8.9 Emergency drills and their records

Emergency drills to be conducted are carried out as indicated in the emergency action plan and are recorded.

Since container transport is carried out, there are 2 Container Spill Ponds in the port area.

8.10 Information regarding fire protection systems

Emergency and firefighting equipment is as follows:

Fire Hydrants
Fire Extinguishers
Fire Cabinets and Fire Hoses
Fire Alarm Detectors on the field
Electric Fire Pumps
Diesel Fire Pumps

Emergency and firefighting equipment includes the following:

Location	Type	Quantity	Type	Quantity	Type	Piece
Fuel Station	Foam	2 pcs	50 Kg KKM	5 pcs	6 Kg KKM	7 pcs
Port Gate 3					6 Kg KKM	1 pcs
Chewing Gum Pier	Fire Cabinet	2 pcs	50 Kg KKM	1 pcs	6 Kg KKM	2 pcs
Tugboat Pier	Fire Cabinet	3 pcs			6 Kg KKM	3 pcs
Pier 1-2	Fire Cabinet	5 pcs			6 Kg KKM	5 pcs
Hazardous Cargo	Fire Cabinet	1 pcs			6 Kg	1 pcs

Area					KKM	
Port 6	Fire Foam	1 pcs			6 Kg KKM	1 pcs
Pier 3-4	Fire Cabinet	5 pcs			6 Kg KKM	5 pcs
Maintenance Workshop					6 Kg KKM	1 pcs
Plumber's Workshop					6 Kg KKM	3 pcs
Terminal Tractor Garage	Fire Cabinet	2 pcs			6 Kg KKM	2 pcs
Waste Area			50 Kg KKM	1 pcs	6 Kg KKM	2 pcs
Cafeteria	Fire Cabinet	2 pcs			6 Kg KKM	2 pcs
Export Area	Fire Cabinet	15 pcs			6 Kg KKM	15 pcs
Weighbridge 1-2					6 Kg KKM	2 pcs
Terminal Tractor Garage	Fire Cabinet	2 pcs			6 Kg KKM	2 pcs
X-Ray	Fire Cabinet	2 pcs			6 Kg KKM	2 pcs
Search Hangar					6 Kg KKM	6 pcs
Solar Energy System					6 Kg KKM	6 pcs
Security 3 Passenger Entrance					6 Kg KKM	1 pcs
Terminal Building	CO2	1 pcs	12 Kg KKM	1 pcs	6 Kg KKM	7 pcs
Agency					6 Kg KKM	2 pcs
Port Operations Building	Fire Cabinet	5 pcs	CO2	3 pcs	6 Kg KKM	14 pcs

WARNING: In the event of a large-scale dangerous goods fire, the port operator will not intervene; the fire department will be called immediately.

In case of a fire involving dangerous goods, emergency response methods specified in the **EmS Guide** (Emergency Schedules) in the Supplement of the IMDG Code will be utilized. In case of any leakage or fire, first the UN Number of the dangerous good will be identified. With the UN Number, the relevant EmS schedule for the leaking or burning material will be determined from Column 15 of the Dangerous Goods List in Volume 2 of the IMDG Code.
Emergency Schedules for different types of dangerous goods in case of leakage or fire are as follows:

FIRE SCHEDULES	EXPLANATION
F – A	GENERAL FIRE SCHEDULE
F – B	EXPLOSIVE SUBSTANCES AND ARTICLES
F – C	NON-FLAMMABLE GASES
F – D	FLAMMABLE GASES
F – E	FLAMMABLE LIQUIDS NOT REACTING WITH WATER
F – F	TEMPERATURE-CONTROLLED ORGANIC PEROXIDES
F – G	SUBSTANCES REACTING WITH WATER
F – H	OXIDIZING SUBSTANCES WITH EXPLOSIVE POTENTIAL
F – I	RADIOACTIVE MATERIAL
F – J	SELF-REACTIVE ORGANIC PEROXIDES NOT UNDER TEMPERATURE CONTROL

The fire inventory is as stated in the Emergency Response Plan.

8.11 The fire extinguishing and fire protection equipment available at the facility are subject to periodic maintenance, and such maintenance activities are duly recorded.

8.12 Measures to be taken when fire protection systems are not operational.

In cases where the fire protection systems are not working or are insufficient, assistance shall be requested from the local fire department.

OCCUPATIONAL HEALTH AND SAFETY

9.1. Occupational health and safety measures.

The Port Facility Operator is responsible for taking all necessary precautions to prevent workers from being affected by hazardous chemical substances during operations, and where prevention is not possible, to minimize exposure and protect workers from the dangers of such substances.

9.1.1 Risk assessment

The Port Facility Operator is obliged to determine whether hazardous chemical substances are present at the facility, and if so, to identify the potential adverse effects on workers' health and safety, in accordance with the provisions of the Regulation on Occupational Health and Safety Risk Assessment published in the Official Gazette dated 29/12/2012 and numbered 28512.

9.1.2 Emergencies

The Port Facility Operator shall ensure the training and informing of employees and their representatives, without prejudice to the provisions of the Regulation on the Procedures and Principles of Occupational Health and Safety Training of Employees published in the Official Gazette dated 15/05/2013 and numbered 28648.

9.1.3 Training and information of employees

The Port Facility Operator shall ensure the training and informing of employees and their

representatives, without prejudice to the provisions set forth in the Regulation on the Procedures and Principles of Occupational Health and Safety Training of Employees dated 15/5/2013 and numbered 28648.

9.2 Information about personal protective clothing and procedures for their use.

Personal Protective Equipment for Response Teams

Level A

Usage area : For incidents requiring a high level of protection for skin, respiratory system, eyes, etc.

- ✓ Gas-tight suit
- ✓ Positive pressure Self-Contained Breathing Apparatus (SCBA)
- ✓ Fully encapsulating chemical protective suit
- ✓ Inner gloves, chemical-resistant
- ✓ Outer gloves, chemical-resistant
- ✓ Boots or safety shoes, chemical-resistant with steel toe
- ✓ Inner dlothing, long-sleeved and long-legged cotton underwear
- ✓ Hard hat/helmet
- ✓ Two-way radio communication (Intrinsically safe)

Level B

Minimum level required for entry and exit to the incident area, mostly for liquid splashes or spills

- ✓ Positive pressure Self-Contained Breathing Apparatus (SCBA)
- ✓ Chemical-resistant protective suit
- ✓ Inner gloves, chemical-resistant
- ✓ Outer gloves, chemical-resistant
- ✓ Boots or safety shoes, chemical-resistant with steel toe
- ✓ Hard hat / helmet
- ✓ Two-way radio communication (Intrinsically safe)
- ✓ Face mask

Level C

Used when the chemical in the environment is known, its concentration is determined, and it is concluded that there is no risk to the skin or eyes. However, continuous monitoring must be performed.

→Full facepiece mask with air-purifying filter

→Chemical-resistant protective suit

→Inner gloves, chemical-resistant

→ Outer gloves, chemical-resistant

→Boots or safety shoes, chemical-resistant with steel toe

→Hard hat / helmet

→ Two-way radio communication (Intrinsically safe)

→Face mask

Level D

Work uniform (for emergency response teams). Requires long sleeves and safety boots/shoes. Other personal protective equipment may vary depending on the situation. **If there is a risk of skin contact, personnel must not enter the incident area with this type of clothing.**

Helmet	EN 397 ABS	15	Emergency Response Room
Chemical Eye Protection	EN 166	15	Emergency Response Room
Chemical Suit	Tip 3-4-5-6 EN 14605,13982,13034 14126,1149-5	15	Emergency Response Room
Chemical Work Gloves	EN 388:4102X-EN374-1 EN 374-5	15	Emergency Response Room
Chemical Protective Boots	SRC NON-SLIP BASE	15	Emergency Response Room
Face Shield	EN 163211	15	Emergency Response Room
Clean Air Supply Respirator	SCBA	2	Emergency Response Room
Full Face Gas Mask	EN 136 -EN14387 ABEK1	15	Emergency Response Room
Dust Mask	EN FFP2	15	Emergency Response Room
Cotton Long Sleeve Garment	Cotton fabric	15	Emergency Response Room
Reflective Vest		15	Emergency Response Room

10. OTHER ISSUES

10.1 Validity of the Dangerous Cargo Compliance Certificate
The Shore Facility Dangerous Cargo Compliance Certificate is valid until 14.09.2025.

***10.2* Duties Assigned to the Dangerous Goods Safety Adviser (DGSA)**
Within the scope of the "Directive on the Issuance of Dangerous Cargo Handling Certificate for Port Facilities" dated 31/05/2022 and numbered 330837:

ARTICLE 10 - (1) The DGSA shall have knowledge of the IBC Code, IGC Code, IMSBC Code, and MARPOL 73/78 applications, in addition to the IMDG Code, concerning the dangerous cargoes handled at the port facility, as appropriate, and the overall dangerous cargo operations of the facility. The DGSA shall monitor whether dangerous cargoes handled at the facility are managed in compliance with the relevant rules and shall inform the port facility accordingly.
(2) DGSAs shall prepare quarterly reports in a format determined by the Administration regarding the responsibilities of the port facilities in which they serve or provide services, as stipulated in the Regulation and Directive, and shall submit these reports to the Administration. If any deficiencies or inaccuracies are identified in the reports, the Administration or the Harbour Master's Office is authorized to conduct inspections at the port facility. The Administration may also implement a system for entering these reports via e-Government.
(3) The DGSA must be present and actively participate in the inspection processes conducted under Article 7 regarding the issuance of the Dangerous Cargo Handling Certificate (TYUB). If the DGSA is not present during the inspection, the inspection shall not be carried out, and the inspection fee will not be refunded. In such cases, the port facility must reapply under Article 6 and pay the inspection fee again.
(4) DGSAs working at or providing services to the port facility must be able to reach the facility within a maximum of 2 (two) hours when called upon by the Harbour Master's Office, or in emergencies by the facility or the cargo operator, while dangerous cargo is being stored or handled. Failure to comply shall result in administrative sanctions by the Harbour Master's Office in accordance with the Regulation.
(5) The DGSA working at or providing services to the port facility shall prepare the Dangerous Cargo Handling Guide in cooperation with the port facility and verify its accuracy. The guide must bear the signature of the DGSA.

10.3 Requirements for Road Vehicles Carrying Dangerous Goods to/from the Port Facility (Required documents for road vehicles transporting dangerous goods to enter/exit the port or port facility area, required equipment and devices on these vehicles, speed limits within the port area, etc.)

<u>The following are required for transport within the scope of ADR:</u>
Valid SRC 5 certificate suitable for transport

- ADR written instructions
- Valid Vehicle Conformity Certificate suitable for transport
- Transport documents
- CSC Certificate for container transport
- Certificate proving compliance of heat-treated wood used in CTU/load securing, if applicable

- Load securing certificate indicating that the cargo inside the container or vehicle has been secured properly in accordance with the IMDG Code (excluding bulk or consolidated cargoes that cannot move freely)

Documents that must be issued by the relevant parties during the transport of dangerous goods:
Dangerous Goods Declaration

- Dangerous Goods Transport Waybill
- Multimodal Dangerous Goods Form
- Dangerous Goods Manifest
- Packing and Container/Vehicle Loading Certificate
- Material Safety Data Sheet (MSDS)
- Exemption transport documents under ADR/RID/IMDG Code Sections 3.4 and 3.5
- Exemption transport documents under ADR Section 1.1.3.6
- Compulsory third-party liability insurance for the transport of dangerous goods and hazardous waste
  Dangerous cargoes may not be transported to or from port facilities without the mandatory transport documents listed above. Cargo not properly secured in accordance with the IMDG Code shall also be treated as dangerous cargo.

The speed limit within the port area is 20 km/h.

10.4 Matters Concerning the Carriage of Dangerous Goods by Sea to/from the Port Facility (e.g., day/night signals to be displayed by ships and marine vessels carrying dangerous goods at the port or terminal, procedures for hot and cold work on board, etc.).

10.4.1. Arrival by Sea

Bulk Dangerous Cargoes (liquid or solid):

a) The name and IMO number of the vessel, its agent, and the estimated time of arrival (ETA), normally at least 24 hours prior to arrival;

b) A list indicating the product names of the dangerous bulk cargoes and the required additional information, including the applicable IMO Code;

c) A valid **International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk**, or a valid **Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk**, whichever is applicable, along with an **International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk (NLS Certificate)** and/or **International Oil Pollution Prevention Certificate**, as required for the cargo;

d) Dangerous goods that will remain on board must be indicated by referencing their corresponding numbers in the submitted list;

e) Additional information may be requested by the port authority before dangerous goods are brought into or removed from the port area, in accordance with Section B of the ISPS Code. Examples of additional information required for packaged dangerous goods may include:

.1 Container number
.2 Transport license number or reference (particularly for IMDG Code Class 1 or 7)
.3 Name and contact details of consignee or local carrier (if available).

10.4.2. Departure by Sea

Bulk Dangerous Cargoes (liquid or solid):

a) The name and IMO number of the vessel, its agent, and the estimated time of departure (ETD), as required by the relevant authorities;)

b) A list indicating the product names of the dangerous bulk cargoes and the required additional information, including the applicable IMO Code;

c) A valid **International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk**, or a valid **Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk**, whichever is applicable, along with an **International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk (NLS Certificate)** and/or **International Oil Pollution Prevention Certificate**, as required for the cargo;

d) The stowage location or arrangement of dangerous goods on board the vessel.

10.5 Additional Matters to Be Added by the Port Facility

10.5.1 Training

Under the IMDG Code, general awareness, function-specific training, and safety training must be obtained.

General awareness, task-specific training, and safety training under the IMDG code were provided on 05.02.2025.

On 26.05.2025, measures to be taken in hazardous substance accidents and accident drills were conducted.

10.5.2 Accident Prevention Policy

ULUSOY CESME LIMAN ISLETME A.S.

ACCIDENT PREVENTION AND HAZARDOUS SUBSTANCE POLICY

1. Purpose of the Policy

As the management of Ulusoy Çeşme Liman İşletme A.Ş., we are aware that all operations carried out at our port inherently involve various risks and potential hazards that could lead to accidents. However, in line with our Occupational Health and Safety and Environmental Policy, and based on our unwavering belief that accidents are entirely preventable, we have adopted it as our duty and responsibility to manage all operations to the highest standards and to protect our employees, subcontractors, visitors, neighbors, and the environment.

2. The Policy's Fundamental Commitment

Our objectives are to ensure the continuous development of the personnel working at our facility and to comply with relevant national and international legislation and standards. In order to achieve these objectives, we commit to fulfilling the following requirements.

3. Implementation Principles

1. High-level security measures are taken to protect people and the environment around the port facility, and all necessary resources are provided for this purpose.
2. Risk assessments based on quantitative analyses are carried out and continuously updated for the identification and evaluation of accidents within the scope of normal and abnormal operations.
3. Maintenance, repairs, and temporary shutdowns related to identified risks are carried out, and the necessary procedures are prepared and implemented.

4. Technological developments are monitored to prevent accidents and reduce their potential effects, and the necessary support is provided to continuously improve safety measures at the facilities.

5. Risk assessments are performed and acceptability is carefully evaluated before implementing the necessary arrangements and controls for planned changes and new facility and process designs.

6. Systematic analyses are used to identify potential emergencies in advance, emergency plans are prepared for these situations, and they are regularly audited and reviewed in drills.

7. Compliance with the targets set within the framework of Quality Management Systems is monitored regularly, and corrective actions are investigated in cases of non-compliance.

8. Personnel with the appropriate knowledge, skills, training, and experience are assigned to positions that may affect operational business processes; in addition, training is provided to ensure that our employees continuously improve themselves.

4. Measures to be Applied During the Handling, Loading, and Unloading of Hazardous Substances

1. For all hazardous substances to be loaded, unloaded, and handled at our facility, Material Safety Data Sheets (MSDS) are first obtained, and the following aspects specific to each substance are analyzed in detail:

- o Hazards,
- o First aid and fire prevention measures,
- o Intervention methods in case of leaks/spills,
- o Special conditions for handling,
- o Personal exposure precautions,
- o Environmental protection measures

2. The necessary equipment and tools are provided to prevent potential harmful effects.

3. Areas where hazardous substances are handled are kept under constant supervision by the relevant facility personnel and security guards, and monitoring arrangements and alarm systems are checked thoroughly.

4. The continuous development of the personnel on duty is supported.

5. Adequate access and exit points are provided to the areas for rapid response in emergencies.

6. This policy is a fundamental responsibility for our facility employees, and all personnel working with our facility are made aware of this policy and its implementation.

5. Enforcement and Liability

This policy is in effect across all departments of Ulusoy Cesme Liman Isletme A.S., and facility management is responsible for its implementation.

- Subcontractors and visitors working with our facility are also obligated to comply with the policy and its rules.

46.5.1 Hot Work Procedure

a. The Ports Regulation Article 22 (9) defines the basis for hot work as follows: 'Without permission from the port authority, ships and marine vessels in port areas may not carry out repairs, scraping and painting, welding and other hot work, launching lifeboats and/or boats into the sea, or other maintenance work. Vessels and marine craft requiring such work to be performed must coordinate with the coastal facility operator if they are located at a coastal facility.'

Article 33 contains the following provisions:

(1) Vessels and watercraft that will perform degassing operations for the purpose of maintenance or repair using hot and cold processes shall comply with the provisions of the Regulation on Degassing of Vessels and Watercraft published in the Official Gazette dated 1/2/2022 and numbered 31737.

(2) If no anchorage area has been designated for degassing operations in port administrative areas, this operation shall be carried out in anchorage areas designated for ships carrying dangerous cargo or in locations deemed appropriate by the port authority based on geographical and meteorological conditions.

b. The minimum safety requirements for hot work operations and procedures are specified in Annex 1, Article 21 of the Guidelines on the Issuance of Hazardous Substance Compliance Certificates.
c. Annex 4 of MSC.1/Circ.1216, which contains Revised Recommendations for the Safe Transport of Hazardous Cargoes in Port Areas and Related Activities, specifies the minimum safety requirements for performing hot work.

1. Hot work to be performed on vessels is not permitted. However, in compulsory situations, necessary permits must be obtained by the ship's agent in accordance with legal regulations, and the work must be carried out under the control of the port facility. Hot work must be performed at least 50 meters away from the dangerous cargo area. No hot work is allowed within 50 meters of the dangerous cargo area. If wind strength reaches Beaufort scale 5 or above, no hot work shall be performed at the facility.
2. Before starting any hot work and procedures at the port facility, written permission must be obtained from the port authority confirming that the proposed hot work may be performed. The permission shall include details of the location where the hot work is to be carried out and the safety measures to be applied.

The Hot Work Form includes the following:

a) Frequent inspections of the work area and adjacent areas, including tests carried out by accredited testing institutions, to confirm that there is no flammable or explosive atmosphere and that there is sufficient ventilation and oxygen in the area,
b) Removal of dangerous goods and other flammable materials from the work area and adjacent areas (this includes lime, sludge, sediment, and other possible flammable substances to be removed from these areas.)
c) Combustible structural materials (e.g., beams, wooden partitions, floors, doors, wall and ceiling coverings) shall be effectively protected against accidental ignition, and in order to prevent the spread of flames, sparks, and hot particles to adjacent or other areas, any open pipes, pipe passages, valves, joints, gaps, and exposed parts shall be sealed and made airtight,

3. At the work area and at all entrances to the work area, a sign showing the hot work permit and the safety precautions to be taken must be posted. The permit and safety precautions must be easily visible and clearly understandable by all personnel conducting the hot work.
4. The following points must be observed during hot work:

a) Checks will be carried out to verify that the conditions in the work environment have not changed.
b) During hot work, at least one fire extinguisher or other suitable fire-fighting equipment, complete with all attachments, must be readily available at an easily accessible location.

5. During and after the completion of hot work and for a sufficient period thereafter, effective fire control must be performed in the area where the hot work was conducted and in adjacent areas where a hazard may arise due to heat transfer.
6. For additional detailed information and procedures related to hot work and operations, reference should always be made to the **"International Safety Guide for Oil Tankers and Terminals (ISGOTT)"** document.

(Sıcak Çalışma Talep Formu)
(Form of Requesting Hot Work Permission)

Geminin Adı *Ship's name*	Tipi *Type of Ship*	IMO No: *IMO Nr.*	Bayrak Devleti *Flag State*	Ordino tarih ve no *Date and no of the berthing order*

Yükün Cinsi *Type of Cargo*	Miktarı *Quantity of Cargo*	İşlem (Yükleme/Boşaltma) *Operation(loading/discharging)*	Sıcak çalışma anında gemide mevcut olacak tahmini miktar. *Quantity of cargo at the time of hot working*

SICAK ÇALIŞMA İŞLEMLERİ HAKKINDA BİLGİ *(Details about hot working operation)*

GEREKÇE *(Reasons)*:
Aşağıda belirtilen ve/veya varsa başka gerekçelerinizi belirtiniz (Mark one of the reason below or explain if other than those stated below)

- ☐ *Yükleme/Boşaltma anında oluşan hasarların giderilmesi(Repairing the damage occured during loading/discharging)*
- ☐ *Yük atölyesi/ bağlı amacıyla mapa vb. ekipmanların montajı(Fixing cabolo etc. for lashing and securing)*
- ☐ *PSC Denetimi sonucu tespit edilen eksikliklerin giderilmesi(Rectifying deficiencies found during PSC inspection)*

PLANLANAN SICAK ÇALIŞMA İŞLEMLERİ *(Explanation of Hot Working Operations - Date, Working Hours and Duration must be included)*
(Tarih, Çalışma Saatleri ve Süresi Belirtilecektir)

1	
2	
3	
4	
5	

ÇEŞME LİMAN BAŞKANLIĞINA
(HARBOUR MASTER OF ÇEŞME)

The Master and or the agent of the above mentioned vessel declare that:

1- There will be no flammable/ explosive or dangerous cargo on board during hot working operation
2- Necessary precautions will be taken according to safety management system.
3- Additional precautions will be taken if requested by the port facility.
4- In case of using external maintenance team necessary permission will be taken from the custom office and checkings/controls in the frame of ISPS code will be done.
5- No any other hot works other than those stated above will be done,
and kindly request your permission.

Yukarıda adı ve karakteristik bilgileri verilen gemide;
1- Sıcak çalışma anında yanıcı parlayıcı tehlikeli yük bulunmayacağını,
2- Gemi içerisinde ISM Cod çerçevesinde gerekli tedbirlerin tesis ve tanzim edileceğini,
3- Yanaşık durumda olduğumuz Liman İşletme Tesisince gerek görüldüğünde ilave tedbirlerin Tesis Sorumlusu nezaretinde tanzim ve tesis edileceğini,
4- Harici bir Tamir Ekibi kullanılması halinde Ilgili Gümrük Idaresinden gerekli izinlerin alınacağını ve ISPS Cod çerçevesinde gerekli denetimlerin yapılacağını,
5- Yukarıda belirtilen/planlanan sıcak çalışma işlemleri haricinde başkaca bir sıcak çalışma ameliyesi yapılmayacağını, taahhüt eder müsaadelerinizi arz ederiz.

Gemi Kaptanı *(Master name-signature/ stamp/date)* Adı – Mühür/Kaşe Tarih – Imza	ve/veya (and/or)	Acentesi (Agent-Name-Date-Stamp& Signature) Adı – Mühür/Kaşe Tarih – Imza

LIMAN IŞLETME TESISI UYGUN GORUŞU:

Yukarıda adı geçen gemide planlanan ve müsaade istenen sıcak çalışma işlemleri esnasında;
1- Konu gemiye yanıcı, parlayıcı, tehlikeli yük tahmil tahliyesi yapılmayacak,
2- Konu gemiye yağ-yakıt ikmaline izin verilmeyecek,
3- Konu gemiye emniyetsiz bir mesafede yanıcı, parlayıcı, tehlikeli yük elleçlemesi yapılmayacak,
4- Gerek görüldüğünde ilave tedbirler tesis edilecek,
5- Harici bir Tamir Ekibi kullanılmasına izin vermemiz halinde ISPS Cod gerekleri yerine getirilecek olup

talepte belirtilen/planlanan sıcak çalışma işlemleri haricinde başkaca bir sıcak çalışma ameliyesi yapılmaması kaydıyla uygun görülmüştür.

Liman Işletme Tesisi Yetkilisi
Adı – Mühür/Kaşe
Tarih – Imza

Çalışmaların sonuçlanmasını müteakip, acentesi tarafından Başkanlığımıza bilgi verilmesi ve yukarıda belirtilen kriterlere riayet edilmesi kaydıyla uygun görülmüştür.

Çeşme Liman Başkanı

Hot work permit may only be issued by obtaining the approvals of the port operator and the port authority, respectively, by the authorized representative of the company that will carry out the hot work. In this context, the primary responsibility lies with the real or legal persons who perform or have the work performed.

10.6 Responsibilities of Personnel Assigned to Operations

10.6.1 Operations Supervisor

1. **In Export Operations:** The list of dangerous goods to be loaded onto the vessels shall be sent in advance by the assigned Operations Supervisor to the gate registration personnel, port security officer, yard operations personnel, and the cargo officer of the vessel.
2. The yard personnel shall check the compliance of the dangerous goods according to the segregation table and direct them to the dangerous goods area. If the positioning of the dangerous goods does not comply with the segregation plan, the Operations Supervisor shall instruct the mafi operator to correct it.

In Import Operations:

1. The list of dangerous goods to be discharged from vessels and the documents within the scope of ADR shall be communicated in advance by the Operations Supervisor to the yard operations personnel for temporary port storage and to the gate exit security officer for ADR-related inspections (ANNEX-1).
2. The yard personnel shall check the compliance of the dangerous goods according to the segregation table and direct them to the dangerous goods area. If the positioning of the dangerous goods does not comply with the segregation plan, the Operations Supervisor shall instruct the mafi operator to correct it.

10.6.2 Yard Operations Personnel

Ensures environmental safety.

Takes necessary fire precautions and checks that the system is operational.
Checks the presence of required warning and caution signs.

Ensures that dangerous goods are positioned in the dangerous goods area according to the segregation table.

10.6.3 Mafi Operators

1. İ In import operations, they ensure the discharge of dangerous goods from the vessel and transfer them to the stacking area according to the vessel loading plan provided by the operations supervisor.
2. In export operations, they ensure the positioning of dangerous goods on the vessel according to the instructions of the operations supervisor and the vessel loading officer.

10.7 EmS (Emergency Response Procedures for Ships Carrying Dangerous Goods) and MFAG (Medical First Aid Guide)

In emergency situations, it is important to use all available information from the IMDG Code, EmS, and MFAG, as well as the IMSBC and IBC Codes for dangerous goods.

10.7.1 EmS

In the event of a fire or spillage of dangerous goods, EmS contains procedures for actions to be taken.

EmS includes both specific action procedures for certain products and general procedures that apply to entire classes of substances.

The EmS Guide provides information on the required protective equipment and types of extinguishing agents that can be used to extinguish fires involving dangerous goods "in case of emergency action."

EmS is divided into two sections: for spillages and for fires. In the Dangerous Goods List, column 15 contains EmS reference numbers for each UN number. It is not mandatory to indicate the EmS number on the Dangerous Goods Declaration.

Emergency plans have been prepared for two different types of emergency situations:

Emergency Plan for Fire (EmS for fire)

Emergency Plan for Spillage (EmS for spillage)

- When any spillage or fire is detected, the UN Number of the dangerous substance is first identified,

Using the UN Number, the corresponding EmS chart for the spilled or burning substance is identified from column 15 of the Dangerous Goods List located in Volume 2 of the IMDG Code Book.

Emergency Charts for spillage or fire incidents involving different types of dangerous goods are as follows:

FIRE SCHEDULES	DESCRIPTION
F – A	GENERAL FIRE SCHEDULE
F – B	EXPLOSIVE SUBSTANCES AND ARTICLES
F – C	NON-FLAMMABLE GASES
F – D	FLAMMABLE GASES
F – E	FLAMMABLE LIQUIDS NOT REACTIVE WITH WATER
F – F	HEAT-CONTROLLED ORGANIC PEROXIDES
F – G	SUBSTANCES REACTIVE WITH WATER
F – H	OXIDIZING SUBSTANCES WITH EXPLOSIVE POTENTIAL
F – I	RADIOACTIVE MATERIAL
F – J	ISELF-REACTIVE ORGANIC PEROXIDES NOT UNDER TEMPERATURE CONTROL

SPILLIGE SCHEDULES	DESCRIPTIONS
S – A	TOXIC SUBSTANCES
S – B	CORROSIVE SUBSTANCES
S – C	FLAMMABLE CORROSIVE LIQUIDS
S – D	FLAMMABLE LIQUIDS
S – E	FLAMMABLE LIQUIDS FLOATING ON WATER
S – F	WATER-SOLUBLE MARINE POLLUTANTS
S – G	FLAMMABLE SOLIDS AND REACTIVE SUBSTANCES
S – H	FLAMMABLE SOLIDS (MELTABLE TO REPACKAGE)
S – I	FLAMMABLE SOLIDS (POSSIBLE TO REPACKAGE)
S – J	WETTED AND SELF-HEATING EXPLOSIVE SUBSTANCES

10.7.2 MFAG

MFAG table numbers are not mandatory to be indicated in the Dangerous Goods Declaration. MFAG forms a flowchart showing the procedures to be followed according to the symptoms when a person is exposed to a certain type of dangerous substance. However, it is important that employees are trained in advance to use MFAG in emergency situations.
Employees should also contact a doctor for assistance in treating an injured person.

11. APPENDICES

1- General layout plan of the shore facility
2- General appearance photographs of the shore facility
3- Emergency Contact Points and Communication Information
4- General layout plan of areas where dangerous goods are handled
5- Fire plan of areas where dangerous goods are handled
6- General fire plan of the facility
7- Emergency plan
8- Emergency assembly points plan
9- Emergency management chart
10- Dangerous goods manual
11- Leakage areas and equipment for CTUs and packages, entry/exit drawings
12- Inventory of port service vessels
13- Administrative boundaries of the Port Authority, anchorage areas, and sea coordinates of pilot boarding/disembarking points
14- Emergency response equipment against marine pollution at the shore facility
15- Personal Protective Equipment (PPE) usage map
16- Dangerous goods incident notification form
17- Inspection result notification form for dangerous goods transport units (CTUs)
18- Other necessary appendices
19- Additional Dangerous Goods Handling Guide Load Notification (when required)

12. ABBREVIATIONS

VHF: Very High Frequency Marine Radio
CTU: Cargo Transport Unit
IMDG: International Maritime Dangerous Goods Code
IMO: International Maritime Organization
ILO: International Labour Organization
UN: United Nations
PEAR: Persons, Environment, Assets and Reputation (Hazardous to)
UATF: National Waste Transport Form
AFAD: Disaster and Emergency Management Presidency

13. PREFACE

This Guide applies to the entry and presence of dangerous goods in port areas both onboard ships and onshore. It is intended to apply to all ships visiting a port regardless of their flag state. It should not apply to ship's stores and equipment or to military transport and warships.
Careful review and use of definitions is important to prevent misunderstandings.

14. DEFINITIONS

Interface means a dock, mole, breakwater, quay, pier, marine terminal or similar structure (whether floating or not) at which a ship can berth. It includes any facility or property, other than a ship, used directly or indirectly in the loading or unloading of dangerous cargoes.

Port Facility means any person or organization that has day-to-day control of port operations.

Bulk means cargoes intended to be carried without intermediate containment in a tank permanently secured on or in the ship or in a cargo space forming part of a ship's structure.

Cargo Companies means a shipper, carrier, forwarder, consolidator, packing center or any person, company or organization involved in any of the following activities: identification, containment, packaging, packing, securing, labelling, placarding or documentation of dangerous cargoes in relation to the receipt, carriage by sea, and ongoing control of the cargo at all times within the port.

Certificate of Fitness means a certificate issued by or on behalf of the Administration in accordance with applicable laws to attest that the construction and equipment of the ship are suitable for the carriage of dangerous cargoes intended to be transported on board.

Dangerous Cargoes means any of the following cargoes whether packaged, in bulk-packaged form or in bulk, within the scope of the following documents:

- Oils covered by Annex I of MARPOL 73/78;
- Gases covered under laws applicable to the structure and equipment of ships carrying liquefied gases in bulk;
- Toxic liquid substances/chemicals, including wastes, covered under Annex II of MARPOL 73/78 and laws related to the construction and equipment of ships carrying dangerous chemicals in bulk;

- Solid bulk cargoes covered under Group B of the BC Code, including wastes containing chemical hazards in bulk (MHBs) and solid dangerous materials;
- Harmful substances in packaged form (covered under Annex III of MARPOL 73/78); and
- Dangerous goods, materials or substances covered under the IMDG Code.

The term **Dangerous Cargoes** also includes any uncleaned packaging previously used to carry dangerous cargoes, which has not been sufficiently cleaned of residues or inerted, or which has been filled with a substance not classified as dangerous (tank container enclosures, intermediate bulk containers (IBCs), bulk packages, portable tanks or tank vehicles).

Document of Compliance means a certificate issued by or on behalf of the Administration under SOLAS regulation II-2/19.4 for a ship carrying dangerous goods in solid bulk or packaged form, serving as evidence that the structure and equipment comply with the regulation's requirements.

Flexible Hose means a flexible hose and end connections containing means to prevent spillage, used for the transfer of dangerous cargoes.

Handling includes operations such as loading or unloading from a ship, rail wagon, vehicle, freight container or other transport unit, transfer between ships or between other modes of transport, or within a ship, warehouse or terminal area, including temporary storage of dangerous cargoes in port areas during transfer from origin to destination as part of the transport chain. The term is expanded to include the full range of operations involving dangerous cargoes in port areas.

Hot Work means repair work involving flame, spark or heat generation, such as open flames, electric tools, hot riveting, grinding, welding, burning, cutting, or similar activities, which could become hazardous due to the presence or proximity of dangerous cargoes.

Master means a person having command of a ship. The term does not include a pilot.

Packing means the placing, loading or filling of dangerous cargoes into packages, intermediate bulk containers (IBCs), freight containers, tank containers, portable tanks, railway wagons, bulk containers, vehicles, lighters or other cargo transport units for transport by sea.

Pipeline means all pipes, connections, valves, and other ancillary facilities, appliances and equipment in a port used in connection with or for loading of dangerous cargoes, excluding shipboard piping, appliances or equipment, and loading arms to which flexible hoses are connected.

Port Area means the land and sea areas defined by regulations. *Note: Some port areas may overlap, and legal requirements must account for such overlap. Care must be taken when defining a port area in legislation to ensure that all facilities which may be involved are subject to the law.*

Harbour Master means any person or organization authorized to exercise effective control within the port area.

Administration/Authorities means national, regional, or local authorities empowered to enforce legal requirements and authorized to apply such requirements in relation to a port area.

Responsible Person means a person designated by a ship's master or by an employer on the shore side, who has sufficient knowledge and experience for the specific duty and is certified or otherwise recognized by the Regulatory Authority where required, and is empowered to make all decisions regarding that duty.

Ship means any sea-going or non-sea-going vessel, including those operating in inland waters, used for the transport of dangerous cargoes.

Ship's Stores means materials located on the ship and used for maintenance, upkeep, safety, operation or navigation of the ship (excluding fuel and compressed air used for the ship's main propulsion engines or fixed auxiliary equipment), or for the safety or comfort of passengers or crew. It includes items that a ship might reasonably require for routine operations and crew/passenger comfort, but excludes substances carried for the specialized functions of a ship, e.g., explosives carried by a deep-sea recovery vessel or dangerous goods used by a well stimulation vessel.

Responsible Person also means a person who possesses current knowledge, experience, and competence to carry out a specific duty.

Stowage means the positioning of packages, intermediate bulk containers (IBCs), freight containers, tank containers, portable tanks, bulk containers, vehicles, lighters carried on board, other cargo transport units and bulk cargoes on a ship's deck, in holds, shelters or other areas.

Transport means movement within port areas using one or more transport units.

Unstable Substance means a substance that, due to its chemical structure, is liable to undergo dangerous reactions such as polymerization under certain temperature conditions or in contact with a catalyst. This tendency may be reduced by special transport conditions or by incorporating adequate amounts of chemical inhibitors or stabilizers in the product.