



Ulusoy Çeşme Liman İşletmesi A.Ş.

## DANGEROUS LOAD HANDLING GUIDE



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For Revisions See Revisions page

Özgür Altınkaya

Signature

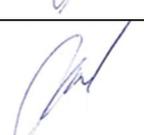
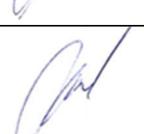
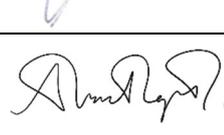
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**REVISION PAGE**

Serial Number	Revision No.	Content of the Revision	Revision Date	The person who revised it	
				Name Surname	His signature
1	001	TYUB Renewal	August 3, 2022	Gozde KAVAS (IMDG)	
2	002	FACILITY INFORMATION FORM Waste acceptance facility capacity renewed	June 30, 2025	Gozde KAVAS (IMDG)	
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## ABBREVIATIONS

**IMO**, International Maritime Organization

**UN** is a unique number assigned by the United Nations to each chemical material that can be considered dangerous. The IMDG code is a four-digit number located in column 1 of the dangerous goods list.

**VHF**, Marine Band Radio

**CTU CODE** Safe loading of load handling units

**CSS Code** Load Stacking and Safe Implementation Code

**IBC CODE:** Dangerous goods transported in bulk (liquid).

**IMDG CODE**, International Code for Dangerous Goods Transported by Sea

**IMSBC Code:** International Code for Solid Dangerous Bulk Loades Carried by Sea

**GRAIN CODE** Bulk grains

**TDC CODE** Timber goods

**IGC CODE** Liquefied gases

**DGSA** Dangerous Goods Safety Advisor

**IBC (OHK)** Medium Volume Container

**AFAD**, Disaster and Emergency Management Presidency

**SDS/GBF**, Safety Data Sheet

**MOTAT** , Mobile Dangerous Waste Tracking System

**CSC**, International Convention for Safe Containers, 1972, as amended.

**MARPOL:** International Convention for the Prevention of Pollution from Ships

**SOLAS 74** , as amended, 1974, International Convention for the Safety of Life at Sea.

**IMO/ILO/UNECE** Guidelines for filling load transport units ( CTUs ).

**TYUB** Coastal Facility Dangerous Load Compliance Certificate

**ISPS Code:** International Ship and Port Facility Security Code

**BLU Code:** Code of Practice for the Safe Loading and Unloading of Bulk Carriers,

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## DEFINITIONS

**Packaging:** The transport container in which the dangerous goods are placed, as defined in IMDG Code Part 6.

**Ministry:** The Ministry of Transport and Infrastructure,

**Bulk load:** Solid, liquid, and gaseous substances that are part of the ship's structural system or contained in a tank or hold permanently fixed within or on the ship, and intended to be transported without direct containment.

**Fumigation :** The process of introducing a specific amount of a gaseous fumigant into a closed environment at a specific temperature and keeping it there for a certain period of time in order to kill harmful organisms.

**Boat:** Vessels that fall within the scope of our legislation or international agreements to which we are a party ,

**Ship's stakeholders:** The owner, operator, charterer, captain, or their agents, as well as any natural or legal person authorized to represent the owner.

**Administration:** General Directorate of Maritime Affairs,

**Coastal facility:** A port, quay, pier, berth, buoy or platform for fuel, liquefied gas or chemical pipelines, including storage areas, where ships or marine vessels can safely load, unload or berth load.

**Container:** Load transport equipment that has a certificate conforming to the standards applicable under the International Convention on Safe Containers (CSC Convention),

**Moisture content (MC):** The amount of water, ice, or other liquids in a bulk solid sample, expressed as a percentage of the total liquid mass.

**Maximum transportable moisture (TML):** The maximum amount of moisture that a liquefiable solid bulk load, when transported in vessels not meeting the specifications outlined in IMSBC Code Part 7.3.2, may contain without impeding its safe carriage.

**Carrier:** The actual carrier, broker, ship owner, transport organizer, transport commission agent, ship agent, and natural and legal persons who receive, submit, or accept offers for the transportation of any type of dangerous goods on their own behalf or on behalf of third parties, as well as those who carry out the transportation of dangerous goods by sea, road, or rail within the scope of combined transport.

### **Dangerous goods;**

1) Petroleum and petroleum products as defined in Annex I, Addendum 1 of the International Convention for the Prevention of Pollution from Ships (MARPOL) 73/78,

2) Packaged goods and items transported as given in IMDG Code Part 3,

3) Bulk loads that are listed in the IMSBC Code Appendix 1 and have "B" and "A and B" in the group box in the characteristics table,

4) Liquid substances that have the designation "S" or "S/P" in column "d" under the heading " hazards " in the table given in IBC Code Part 17 ,

5) Gaseous substances given in IGC Code Part 19,

**TMGD:** Dangerous goods safety consultants authorized by the Ministry.

**TYUB:** The Coastal Facility Dangerous Goods Compliance Certificate, issued by the administration and required to be obtained by coastal facilities handling dangerous goods in packaged or bulk form .

**Loading safety:** The safe securing and stowage of load units or load loaded into the ship's hold or on the ship's deck, and the safe securing and stowage of load to be loaded onto load units.

**Shipper:** The natural or legal person designated as "shipper" in the bill of lading, sea waybill, or multimodal transport document, and the natural or legal person on whose behalf or in whose name a transport contract is concluded with a maritime transport company.

**Load party:** The sender, consignee, agent or transport organizer of the dangerous goods,

**Load transport unit (CTU):** Designed and manufactured for the carriage of packaged or bulk dangerous goods; road trailers, semi-trailers and tankers, portable tanks and multi-element gas containers, railway wagons and tank wagons, containers and tank containers.

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## PRESENTATION

### ENTRANCE

**1.1.** General information about the facility; includes the minimum information specified in the facility information form presented below.

### FACILITY INFORMATION FORM

1	Facility Operator Name/Title	Ulusoy Çeşme Port Management Inc.		
2	Contact information for the facility operator. (Address, telephone, fax, email and website) (page)	Musalla Mah. 1107 Sokak No:2/A Çeşme İzmir +90 232 712 87 49 +90 232 712 04 27 <a href="mailto:cesmeport@ulusoysealines.com">cesmeport@ulusoysealines.com</a> <a href="http://www.ulusoysealines.com">www.ulusoysealines.com</a>		
3	Name of the facility	Ulusoy Çeşme Port		
4	The province where the facility is located	İzmir		
5	Contact information for the facility (address, telephone, fax, email, and website)	Musalla Mah. 1107 Sokak No:2/A Çeşme İzmir +90 232 712 87 49 +90 232 712 04 27 <a href="mailto:cesmeport@ulusoysealines.com">cesmeport@ulusoysealines.com</a> <a href="http://www.ulusoysealines.com">www.ulusoysealines.com</a>		
6	The geographical region where the facility is located	Aegean Region		
7	Port Authority to which the facility is affiliated and contact details.	Çeşme Port Authority / 0232 712 60 05		
8	The relevant Municipality and contact details for the facility.	Çeşme Municipality / +90 (232) 750 0 750		
9	The name of the Free Zone or Organized Industrial Zone where the facility is located.			
10	Validity date of the Coastal Facility Operating Permit/Temporary Operating Permit	07.12.2026		
11	Facility's operating status	His own load and additional third party (...)	His own burden (...)	third party ( X )
12	Facility manager's full name and contact details (telephone, fax, email)	Celal ULAŞ 533 765 66 38 <a href="mailto:celal.ulas@ulusoysealines.com">celal.ulas@ulusoysealines.com</a>		
13	The full name and contact details (telephone, fax, email) of the facility's dangerous goods operations manager.	Dündar Bakırcı Tel: 0533 257 42 08 e-mail: <a href="mailto:dundar.bakirci@ulusoysealines.com">dundar.bakirci@ulusoysealines.com</a>		
14	The full name and contact details (telephone, fax, email) of the facility's Dangerous Goods Safety Advisor.	Ahmet Cayık 0532 472 07 70 <a href="mailto:ahmet.cayik@atlastmgd.com.tr">ahmet.cayik@atlastmgd.com.tr</a>		
15	Sea coordinates of the facility	38°19.426'N - 26°17.545'E (WGS84)		
16	Types of dangerous load handled at the facility (loades covered under MARPOL Annex I, IMDG Code, IBC Code, IGC Code, IMSBC Code, Grain Code, TDC Code, as well as asphalt/bitumen and scrap loades)	IMDG Code		
17	Dangerous goods handled at the facility (load types other than those in the IMDG Code, as listed in Article 16, will be listed separately. Additional load requests will be submitted to the relevant port authority using Form Annex-1. If deemed appropriate, they will be added to the TYER ).	dangerous goods are not handled outside of the IMDG Code .		

18	Classes for handled load subject to the IMDG Code.	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	handled loades subject to the IMSBC Code.	N/A
20	Types of ships that can dock at the facility	Ro-Ro, Passenger Ship, Mega Yacht
21	Distance of the facility from the main road (kilometers)	1 km
22	Distance of the facility from the railway (kilometers) or railway connection (Yes/No)	None
23	Name of the nearest airport and its distance from the facility (in kilometers)	91 km
24	Facility's load handling capacity (Tons/Year; TEU/Year; Vehicles/Year)	70,000 Vehicles/Year
25	Whether scrap metal is handled at the facility .	It's not being done.
26	Is there a border crossing point? (Yes/No)	Yes
27	Is there a bonded area? (Yes/No)	Yes
28	Load handling equipment and capacities	2 stacking machines with a capacity of 45 tons, 20 Mafi
29	Storage tank capacity (m <sup>3</sup> )	Underground diesel fuel tanks, 5 units, capacity: 30 tons each .
30	Open storage area ( m <sup>2</sup> )	26931 m <sup>2</sup> + 53333 m <sup>2</sup> = 80264 m <sup>2</sup>
31	Semi-enclosed storage area ( m <sup>2</sup> )	
32	Indoor storage area ( m <sup>2</sup> )	
33	Designated fumigation and/or degassing area ( m <sup>2</sup> )	
34	Name, title, and contact details of the pilotage and towing services provider.	It has its own pilotage organization. Two senior pilots are employed, and there are two tugboats with a towing capacity of 30 tons.
35	Has a security plan been created? (Yes/No)	Yes
36	Waste reception facility capacity (This section will be organized separately according to the types of waste accepted by the facility.)	Waste Type Sludge: 61 m <sup>3</sup> Bilge: 103 m <sup>3</sup> Waste Oil: 20 m <sup>3</sup> Wastewater: 10 m <sup>3</sup> Waste: 59.2 m <sup>3</sup>

37		Characteristics of docks/piers, etc.				
Quay/Pier No.	Height (Meters)	Length (Meters)	Maximum water depth (Metre)	Minimum water depth (Metre)	Maximum tonnage and length of the vessel that will dock (DWT-GT/Meters)	
Pier No. 1	323	15	8	16		
Pier No. 2	213	8.6	9	16		
Pier No. 3	50	5	4	7		
Pipeline name (if available at the facility)		Number (pieces)	Length (Meters)	Diameter (Inches)		

**1.2 Loading/unloading, handling and storage procedures for dangerous load handled and/or temporarily stored at shore facilities (separately developed for loads covered under MARPOL Annex 1, IMDG Code, IBC Code, IGC Code, IMSBS Code, GRAIN Code, TDC Code, as well as asphalt/bitumen, scrap, waste, load waste and project loads).**

**1.2.1.1 Handling principles of packaged dangerous goods**

- a. Packaged dangerous goods are handled as berths at the pier in our port facility .
- b. Ro-Ro transport of vehicles and tankers, loaded and handled in accordance with the International Road Transport Agreement (ADR) , and complying with the requirements of ADR Part 9, is carried out to the port of Trieste, Italy.
- c. We do not handle liquid bulk loades (IBC Code) and solid bulk loades (IMSBC Code) .
- d. Necessary warnings are given to prevent vehicles from being overloaded beyond their capacity, and those responsible exercise due diligence in this regard.
- e. Drivers are kept at a designated point away from the vehicle during loading and unloading. It is checked that the driver has the necessary protective equipment (such as a reflective vest).

**1.2.1.2 PROCEDURE FOR THE SAFE HANDLING OF VEHICLES, TRAILERS, CONTAINERS, AND TANKERS CARRYING DANGEROUS LOAD:**

**1.0 Aim**

The purpose of this procedure is to prevent occupational and environmental accidents involving dangerous goods by describing the loading and unloading process of vehicles and tankers carrying dangerous goods from the road onto RoRo trucks at the pier site.

**2.0 Scope**

It covers the transit operations of vehicles and tankers carrying dangerous goods at all dock and terminal facilities.

**3.0 Responsibilities**

This includes arriving by road and wishing to go to the Port of Trieste in Italy onto the dock area and onto the RoRo ferry , the Field Operations Manager the ship's Captain and First Officer, dock

personnel who have received relevant training, and third parties who will be involved in handling operations .

#### **4.0 APPLICATION**

##### **4.1 Acceptance of Vehicles and Tankers Carrying Dangerous Goods at the Dock and Loading onto Ro-Ro Boilers**

**4.1.1** Vehicles carrying dangerous goods must arrive at the pier area at least one hour before their scheduled departure time. They will park in the temporary parking area designated for dangerous goods in the export area.

**4.1.2** Transport units are checked by trained dock personnel during weighing according to IMDG Code requirements and within the framework of a control form. Since our voyages can be considered a continuation of road transport, transport units complying with ADR regulations are also permitted to pass. The points to be checked are as follows;

**4.1.2.1** Shipping documents

**4.1.2.2** Checking the conformity of the declared load with the actual load.

**4.1.2.3** Whether orange plates and hazard warning signs are appropriate in tank transportation.

**4.1.2.4** trailer transport, the plates and labels of the trailer must be checked to ensure they comply with the IMDG Code requirements.

**4.1.2.5** Checking the driver's valid documents for transporting dangerous goods.

**4.1.3** In case of any identified deficiencies, the situation is reported by the Operations Personnel to the Field Operations Supervisor, and action is taken according to the instructions received.

**4.1.4** to the designated "Dangerous Goods Vehicle and Tanker Waiting Area" and wait. In piers where the area is insufficient, vehicles and tankers are loaded onto RoRo vessels at their scheduled departure time following the inspection . During waiting, the vehicle separation distances specified in Article 4.5 are enforced by the pier personnel.

**4.1.5** a Ro-Ro vessel is determined according to the stowage plan prepared by the Captain. The basis for the stowage plan is IMDG Code Ref: 7.2.4 "Separation Table" and Ref : 7.5.3.2 " Table for the separation of load carrying units on the deck of Ro-Ro vessels", and, where necessary, DGL columns 16A and 16B .

**4.1.6** In case of weather conditions with a BEAUFORT value of 6 or higher, Ulusoy Çeşme Limanı A.Ş. may cancel RoRo services without prior notice. This does not create any legal claim for rights by the load party or the ship party.

##### **4.2 Discharge of Vehicles and Tankers Carrying Dangerous Goods from Ro-Ro**

**4.2.1** Loaded Ro-Ro vessel has properly berthed at the pier, unloading operations will commence according to the Captain's Stowage Plan, prioritizing transport units carrying goods of the same class.

**4.2.2** From RoRo wait in the area designated for dangerous goods within the import-allocated zone. During waiting, they are parked in accordance with the port sorting table in section 4.5.

##### **4.3 Operational and Emergency Information**

**4.3.1** Operation managers take the necessary safety precautions at the pier area before the voyage. These include fire prevention measures, measures against leaks and spills, and measures to protect the environment.

**4.3.2** Operations managers know which class of transport units to be loaded onto the RoRo vessel belongs to according to the IMDG Code.

**4.3.3** They are aware of the hazards associated with the load being transported in the transport units. For this purpose, a Safety Data Sheet (SDS) for the transportation to be carried

out is requested from the driver performing the transportation.

- 4.3.4** In case of spillage or leakage of the dangerous material being transported, intervention methods and necessary equipment for safe transport are kept ready at the dock site.
- 4.3.5** Contact information for Fire Department, Police, or AFAD (Disaster and Emergency Management Authority) units to be contacted in case of possible accidents or emergencies will be displayed in visible locations around the pier area.
- 4.3.6** During operations involving transport units carrying dangerous goods, unauthorized persons will not be permitted to enter the dock area or board RoRo passengers; the responsibility for this lies with the Site Operations Supervisor.
- 4.3.7** If there are difficulties in containing dangerous goods, feasible steps are taken to minimize the risks to individuals and negative environmental impacts. This includes removing the leaking transport unit from the port area.
- 4.3.8** In the event of a leak or spill in the container, container leak pools will be used, and the load owner will be notified to resolve the problem in the container.
- 4.3.9** The packaging and containers used for transporting the load must be manufactured and certified in accordance with the provisions of IMDG Code Part 6, and must be suitable for the nature of the dangerous material.
- 4.3.10** fumigated and/or contain toxic gases must be stacked in a way that prevents their lids from being opened uncontrollably. Labeling in accordance with IMDG Code 5.5.2.3.2 is mandatory. Load units that do not comply with this requirement will not be allowed into the dock area.
- 4.3.11** Load units carrying temperature-controlled dangerous goods are temporarily held in their designated areas on the dock, with necessary precautions taken. The temperature of these load units is continuously monitored and tracked by a camera system. If load units carrying polymerizing agents are offered for transport with a self-accelerating polymerization temperature (SAPT) of 45 ° C or below, their temperatures are kept under constant control.
- 4.3.12** Class 4.3 containers, which release flammable gas upon contact with water, and load units containing such packages, do not have enclosed spaces. Containers containing Class 4.3 load may be stacked in the dock area, taking into account separation regulations, if they are resistant to rain, seawater, and similar factors. Otherwise, handling and entry into the port facility are not permitted.
- 4.3.13** In cases where voyages arranged for the transport of dangerous goods cannot safely depart or operate due to reasons such as strikes, lockouts, adverse weather and sea conditions, security concerns, construction work, breakdowns, or similar reasons, whether within or outside the control of Ulusoy Çeşme Port Management, the port authority may postpone or cancel the voyage.
- 4.3.14** In case of an emergency, the markings, labels, and plates on the load handling units must remain visible.
- 4.3.15** No strangers should be allowed into the driver's cabin inside the port area, except for the vehicle crew.

## **5.0 Relevant Documents and Records**

- 5.1** Ships must have seaworthiness reports. Ships carrying dangerous goods must also carry a list detailing the dangerous load and its location on board, a manifest, or a detailed stowage plan. An example is found in IMO FAL Form 7. The stowage plan must specify the class of substances to be transported under the IMDG Code and whether they are marine pollutants. (This information can be obtained from the transport document (DGD)). The information and documents required in the detailed stowage plan are listed below:

- 5.1.1** Transport Document for the transport unit of the dangerous material being transported:

Multimodal Dangerous Goods Transport Form (IMDG Code 5.4.5) or Container/Vehicle Packing Certificate (IMDG Code 5.4.2)

- 5.1.2** Driver Training Certificate (SRC5) within the scope of ADR
- 5.1.3** Mandatory liability insurance for dangerous goods and dangerous waste.
- 5.1.4** ADR Vehicle Conformity Certificate for road tankers.
- 5.1.5** For transport units carrying explosive or radioactive goods, a transport permit letter issued by the Ministry of Interior and the Ministry of Energy and Natural Resources, respectively.
- 5.1.6** Transport units with missing or incorrect documents as required in the stacking plan will not be stacked on the dock or ship without approval from the administration.
- 5.1.7** The control of documents subject to the stowage plan is the responsibility of the operations chief at the dockside, while the responsibility on board the ship lies with the captain.
- 5.1.8** It is also based on the Ports Regulation dated Wednesday, October 31, 2012, numbered 28453; the Regulation on the Carriage of Dangerous Goods by Sea dated Tuesday, March 3, 2015, numbered 29284; and the Regulation on Training and Authorization within the Scope of the International Code for the Carriage of Dangerous Goods by Sea dated Friday, January 22, 2016, numbered 29601.

## **2. RESPONSIBILITIES**

### **2.1.1 General responsibilities**

The general responsibilities of all parties involved in the transport of dangerous goods are listed below:

- a) They are obligated to take all necessary measures to ensure that transportation is carried out safely, securely, and without harming the environment, to prevent accidents, and to minimize damage in the event of an accident.
- b) In emergency situations such as fire, leakage, or spillage occurring during the transport of dangerous goods, they shall utilize the EmS Guide, which contains Emergency Response Procedures and Emergency Schedules for Ships Carrying Dangerous Goods.
- c) To ensure that necessary medical first aid is properly provided to persons affected by the hazards of dangerous goods and to those experiencing health problems as a result of accidents involving such goods, they shall utilize the Medical First Aid Guide (MFAG) included in the IMDG Code annex.
- d) Absolutely no passengers are carried on vessels allocated for special voyages carrying dangerous goods.

### **2.1.2 Load The relevant party responsibilities**

- a) Prepares or has prepared the mandatory documents, information, and records related to dangerous goods, and ensures that these documents accompany the goods throughout the transportation process.
- b) It ensures that dangerous goods are classified, packaged, marked, labeled, and placarded according to their type.
- c) Ensures that dangerous goods are loaded, stacked, and securely fastened in approved packaging and transport units in accordance with regulations and safety standards.

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d) In the event that voyages arranged for the transportation of dangerous goods are unable to depart safely due to reasons such as strikes, lockouts, adverse weather and sea conditions, security issues, construction work, breakdowns, or similar reasons, whether within or outside the control of Ulusoy Çeşme Port Management, and the postponement or cancellation of the voyage is made by the general directorate, no request will be made.

### **2.1.3 Carrier's responsibilities**

The carrier's responsibilities are listed below:

- a) The courier requests the necessary documents, information, and records related to dangerous goods from the load owner and ensures that these documents and records accompany the load throughout the transportation process.
- b) It checks the compliance of dangerous goods, classified, packaged, marked, labeled and placarded by the cargo owner, with the legislation.
- c) It checks that dangerous goods are properly packaged using approved packaging and load handling units, loaded securely onto the load handling unit, and securely fastened.

### **2.1.4 Responsibility of Coastal Facility Operators**

- a) It shall not allow vessels carrying dangerous goods to dock at its facility without the permission of the port authority.
- b) The facility provides written information to the vessel approaching it regarding facility rules, cargo handling rules, and relevant legislation.
- c) It shall not handle dangerous goods for which it has not obtained handling permission from the administration, and in this context, it shall not cause inconvenience to vessels that will dock by making appropriate plans.
- ç) The contractor shall request the necessary documents, information, and records related to the dangerous goods from the cargo owner and ensure that these are present with the goods. If the cargo owner fails to provide the relevant documents, information, and records, the contractor is not obligated to accept or handle the dangerous goods at its facility.
- d) By sharing all necessary data regarding the nature of the load with the ship's owner, the loading or unloading operation is carried out according to the agreement reached. No changes are made to the operation without the knowledge of the ship's owner.
- e) Taking into account the safe operating capacity of its facility and weather forecasts, it determines the operating limits and takes the necessary measures to ensure the vessel remains safely moored at the quay and is handled securely.

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- f) The contractor checks the transport documents to ensure that the dangerous goods arriving at the facility have been properly classified, packaged, marked, labeled, placarded , and safely loaded onto the load handling unit.
- g) Ensures that personnel involved in the handling and planning of dangerous goods receive the necessary training and certification, and does not assign personnel without the required certifications to these operations.
- ğ) Ensures that the dangerous goods handling equipment in its facility is in working order and that the relevant personnel are trained and certified in the use of this equipment.
- h) By taking occupational safety measures at the coastal facility, it ensures that personnel use personal protective equipment appropriate to the physical and chemical properties of the dangerous material.
- i) Activities involving dangerous goods shall be carried out in docks, piers, and warehouses constructed in accordance with these facilities.
- ı) It shall equip the quays and piers designated for loading or unloading ships carrying dangerous liquid bulk load with facilities and equipment suitable for this purpose.
- j) It maintains an up-to-date list of all dangerous goods on board ships docked at its facility and in both enclosed and open areas of its facility, and provides this information to relevant parties upon request.
- k) The facility shall report to the port authority the immediate risk posed by the dangerous goods it handles or temporarily stores at its premises, and the measures it has taken to mitigate this risk.
- l) Reports accidents involving dangerous goods, including accidents occurring upon entry into confined spaces, to the port authority.
- m) Provides the necessary support and cooperation in the controls and inspections carried out by the administration and the port authority.
- n) Ensures the prompt and immediate removal of Class 1 (excluding Class 1 Compatibility Group 1.4 S), Class 6.2, and Class 7 dangerous goods, for which temporary storage is not permitted, from the shore facility; in cases where delay is necessary, applies to the Administration for permission.
- o) The carrier shall establish temporary storage facilities for load handling units transporting dangerous goods in accordance with separation and stacking regulations, and shall take appropriate fire, environmental, and other safety measures in the storage area, depending on the class of dangerous goods. Fire extinguishing systems and first aid units shall be kept readily available at all times in areas where dangerous goods are handled , and necessary checks shall be carried out periodically.
- ö) Permission must be obtained from the port authority before undertaking any hot work or operations in areas where dangerous goods are handled and temporarily stored.
- (p) They prepare an emergency evacuation plan for the evacuation of ships from shore facilities in emergency situations and submit it to the port authority, and inform the relevant persons about the plan approved by the port authority.

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### **2.1.5 Responsibilities of the Ship's Owner**

- a) Ensures that the load the vessel will carry is documented as suitable for carriage and that the load holds, load tanks, and load handling equipment are in a condition suitable for load transportation.
- b) The courier requests all mandatory documents, information, and records related to dangerous goods from the load owner and ensures that they are present with the load throughout the transportation activity.
- c) Ensures that the documents, information, and records required to be present on board the ship regarding dangerous goods under legislation and international agreements are appropriate and up-to-date.
- c) Checks the transport documents containing information that the load units loaded onto the ship are properly marked, labeled, and loaded securely.
- d) Informs the relevant ship personnel about the risks of dangerous goods, safety procedures, safety and emergency measures, response methods, and similar matters.
- e) The ship shall maintain up-to-date lists of all dangerous goods on board and provide them to the relevant authorities upon request.
- f) Ensures that the loading schedule, if any, is approved, documented, and kept in working order on board the vessel.
- g) The vessel docks at the shore facility and reports the immediate risk posed by the dangerous goods on board to the port authority and the measures taken to mitigate this risk.
- g) The ship will not accept the dangerous goods if there is a leak or possibility of leakage.
- h) He/she reports any dangerous load accidents that occur on board his/her vessel during voyage or while at a shore facility to the port authority.
- i) Provides the necessary support and cooperation in the controls and inspections carried out by the administration and port authority.
- i) It refuses to transport dangerous goods that are not listed in the ship certificates issued by the relevant institutions and organizations.
- j) Ensures that seafarers involved in handling dangerous goods use personal protective equipment appropriate to the physical and chemical properties of the cargo during handling.
- k) Ensures that the requirements regarding the safety of loading the load loaded onto its ships are met.

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### **3. RULES AND MEASURES TO BE FOLLOWED/IMPLEMENTED BY THE COASTAL FACILITY:**

#### **3.1.1. Load Security**

- The port authority will halt handling operations at the shore facility if it detects any risk and will not resume them until the risk is eliminated.
- To ensure the safe loading of load onto the ship, the provisions of the BLU Code and BLU Manual, the Code of Safe Practices for Stowage and Security (CSS Code), the Code of Practices for Packing Load Units (CTU Code), and the Code of Safe Practices for Ships Carrying Timber on Deck (TDC Code) are complied with, depending on the type of load.
- The stacking of goods is carried out in accordance with the relevant legislation and the international agreements to which we are a party.
- The vessel cannot be loaded beyond its designated loading limit, taking into account the loading limit mark. If such a situation is detected, the vessel will not be allowed to sail, and administrative action will be taken against the vessel's owner by the authorities.
- To prevent the ship's structure from being subjected to excessive stress, the load and ballast water systems are monitored throughout the loading or unloading operation.
- Care is taken to ensure the vessel is level, but if a tilt is necessary during loading, it is minimized as much as possible. To avoid structural damage to the vessel, balanced loading and unloading is ensured in accordance with approved stability guidelines.
- In the event of adverse meteorological and oceanographic conditions that may affect load handling operations, the captain shall suspend the handling operation until conditions improve.
- To prevent situations such as placing heavy goods on top of light goods, liquid goods on top of dry goods, or foul-smelling goods spreading their odors to other goods, goods with properties that could damage other goods are loaded in accordance with separation rules.
- In order to ensure the complete implementation and maintenance of safety measures related to the loading, stowage, separation, handling, carriage and unloading of loads on board, all loads, load units and load transport units, except for solid and liquid bulk loads, are loaded, stowed and secured in accordance with the Load Securing Manual approved by the Administration or authorized classification societies on behalf of the Administration, in accordance with SOLAS Chapter VI Part A Rule 5.6.

#### **3.1.2. IMDG Code Coverage Paygoods**

- Substances and objects prohibited from transport under the IMDG Code cannot be transported by sea.
- Parties involved in the carriage of packaged dangerous goods shall take measures in accordance with this Regulation and the provisions of the IMDG Code, taking into account the nature and extent of foreseeable risks, in order to prevent damage and injury and to minimize their impact.
- For the maritime transport of dangerous goods, it is mandatory to use packaging that meets the requirements of IMDG Code Part 6 and that has been tested and certified by a UN authority authorized by the Ministry or the competent authority of a SOLAS signatory country.
- Container/Vehicle Packing Certificate, as specified in IMDG Code Rule 5.4.2, is required for loading dangerous goods. The Container/Vehicle Packing Certificate is completed and signed by the persons loading the goods onto the transport unit (excluding tank containers). These persons receive the relevant training specified in IMDG Code Rule 1.3. The Container/Vehicle Packing Certificate is presented to the port before the goods arrive at the port or upon arrival with the goods. A copy of this certificate is affixed to the inside wall of

the right door of the container.

- Every ship carrying dangerous goods in packages must carry the documents specified in IMDG Code Rules 5.4.3, 5.4.4 and 5.4.5.
- In accordance with SOLAS Chapter II-2 Part G Rule 19.4, ships must carry a Document of Compliance issued by the competent authority to prove that they are constructed and equipped to carry dangerous goods .

### **3.1.3 General Rules for the Transit of Dangerous Goods Transport Units Through Ports:**

- Transport units carrying dangerous goods cannot be accepted at the port if they do not comply with the IMDG Code regulations.
- The UN Number, Proper Shipping Name, and Packing Group information for the dangerous goods to be transited must be provided to the Field Operations Manager.
- The transport documents and Safety Data Sheet, which comply with ADR 5.4.1 requirements for dangerous goods, must be present in the vehicle; otherwise, transit will not be permitted.
- Instead of a transport document, a CMR or CIM document containing the requirements of ADR 5.4.1, or a bill of lading for air or sea transport, will also be accepted.
- If it is not possible to store dangerous goods in the area where they are unloaded at the pier or quay, they shall ensure that these goods are transported outside the coastal facility as soon as possible without being kept in the port area.
- Both Ulusoy port operator and load handlers are responsible for taking fire, safety, and security measures.
- Ulusoy Port Management ensures the prompt collection and disposal of waste contaminated with dangerous goods in accordance with the Administration's requirements . This waste includes the following:
  - ❖ Slurry – UN 3082 Marpol Annex-1 Waste oil
  - ❖ Bilge water – UN 3082 Marpol Annex-1 Waste oil
  - ❖ Waste Cooking Oil Liquid – UN 3082 Recycling
  - ❖ Operational Waste Liquid – UN 3082 Operational Waste
  - ❖ Operational Waste Solid – UN 3077 Operational Waste
  - ❖ Waste Lithium Batteries – UN 3091 Operational Waste
  - ❖ Electronic Waste Containing Lithium Batteries – UN 3481 Operational Waste

### **3.1.4 Dangerous goods areas**

Dangerous goods are handled are kept under constant surveillance by relevant facility personnel and/or security officers.

In areas where dangerous goods are temporarily stored, separation and stacking requirements are met.

Dangerous goods are handled are equipped with the necessary equipment and gear to prevent the potential harmful effects of these dangerous goods.

Adequate access and exit points are provided to areas where dangerous goods are handled to allow for necessary intervention in emergency situations .

### **3.1.5 Damage seen dangerous goods And dangerous goods by polluted waste for special areas**

Damage seen dangerous goods And dangerous goods by polluted waste for , damage seen dangerous goods can be held And contaminated waste can be separated And from the middle removed much can be held special areas It is located .

These areas covered , floor And base This leakproof , closure valves , pits or pools the one which... And port area And its surroundings to protect for dirty water special to the facilities will empty with vehicles It is equipped .



### **3.1.6 Damage Seen Container Follow-up And Evacuation The procedure**

Damaged containers are taken by their respective shipping companies, with the necessary permits, to authorized repair companies outside the port area for repair. The shift supervisor records the damaged container's ID number in the system and informs the handling personnel and the ship's second captain. Handling personnel check the ID numbers of containers in case the same container with the same ID number returns to the port. The salvage container arriving to pick up the damaged container is checked by the field operations supervisor to ensure it is a salvage container. The test certificate issued by the repairing company confirming the repair of the container with the checked ID number is also checked. Containers that do not meet the necessary requirements are not permitted to operate.

The pollution caused by dangerous goods in the pool is removed either by licensed waste collection tankers if the quantity is large, or by absorbent goods if the quantity is small, and transported to a temporary waste storage area in containers such as IBCs and drums. Then, the waste code is determined according to the product's UN number and MSDS information. Depending on whether the waste is inorganic or organic, it is sent to licensed recycling and disposal companies with the following two codes.

16 03 03*	Inorganic waste containing dangerous goods
16 03 05*	Organic waste containing dangerous goods
160303	Inorganic waste containing dangerous substances UN 3082
160305	Organic waste containing dangerous substances UN 3082

## **4. CLASSIFICATION, TRANSPORTATION, LOADING/UNLOADING, HANDLING, SEPARATION, STACKING AND STORAGE OF DANGEROUS LOAD.**

### **4.1 Classification of Dangerous Goods**

As of 2022, the Shipment Name, UN Number, Class, Packaging Code, and Quantity information of dangerous goods arriving at and departing from the port are recorded in the port's computer program. The IMDG Code classifies dangerous goods as follows:

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

**Dangerous Goods Classes**

IMDG Code	Hazard Class	Hazard Class Name	ADR
<b>Chapter 2.0</b>		General	Chapter 2.1
<b>Chapter 2.1</b>	Class 1	Explosives	Section 2.2.1
<b>Section 2.2</b>	Class 2	Gases	Section 2.2.2
<b>Chapter 2.3</b>	Class 3	Flammable Liquids	Section 2.2.3
<b>Section 2.4</b>	Class 4.1	Combustible Solids	Section
	Class 4.2	Spontaneous Combustion of Solid Goods	Section
	Class 4.3	Solid substances that release flammable gases when in contact with water.	Section
<b>Chapter 2.5</b>	Class 5.1	Oxidizing Agents	Section
	Class 5.2	Organic Peroxides	Section
<b>Chapter 2.6</b>	Class 6.1	Toxic Substances	Section
	Class 6.2	Infectious Substances	Section
<b>Chapter 2.7</b>	Class 7	Radioactive Goods	Section 2.2.7
<b>Chapter 2.8</b>	Class 8	Corrosive Substances	Section 2.2.8
<b>Chapter 2.9</b>	Class 9	Various Dangerous Substances and Objects, and Goods Harmful to the	Section 2.2.9
<b>Chapter 2.10</b>		Marine Pollutants	Section 2.2.9

**Class 1**

	<b>1</b>	Explosions are explosive goods and products used to produce explosions or pyrotechnic effects.
<b>Lower Classes</b>		
	<b>1.1</b>	Explosives that pose a risk of mass explosion
	<b>1.2</b>	Explosives posing a high projection hazard.

	1.3	Explosives that do not pose a fire, explosion, or projection hazard but do pose a mass explosion hazard.
	1.4	Explosives that pose a minor fire or projection hazard.
	1.5	Impact-insensitive goods that pose a risk of mass explosion,
	1.6	Goods that are extremely insensitive to impact.
<b>Class 2</b>		
	2.1	Flammable gas
	2.2	Non-flammable pressurized gas
	2.3	Toxic or poisonous gas
<b>Class 3</b>		
	3	Flammable Liquids
<b>Class 4</b>		
	4.1	Flammable Solids, Self-Reactive Substances, Desensitized Solid Explosives.
	4.2	Goods Prone to Spontaneous Combustion

	4.3	Substances that release flammable gases when they come into contact with water.
<b>Class 5</b>		
	5.1	Caustic
	5.2	Organic peroxide

<b>Class 6</b>		
	6.1	Toxic substances
	6.2	Infectious substances
<b>Class 7</b>		
	7A	Category I – White (symbol 7A)
	7B	Category II – Yellow (symbol 7B)
	7C	Category III – Yellow (symbol 7C)
	7E Fissile	Criticality security index label (symbol 7E)

**Class 8**

	8	Abrasives
<b>Class 9</b>		
	9	Miscellaneous Dangerous Substances and Objects

#### 4.2 Packaging and wrapping of dangerous goods.

Dangerous goods their packaging is in the IMDG Code It has been defined . Within this scope PACKAGING types for figures , goods types for big letters It is used .

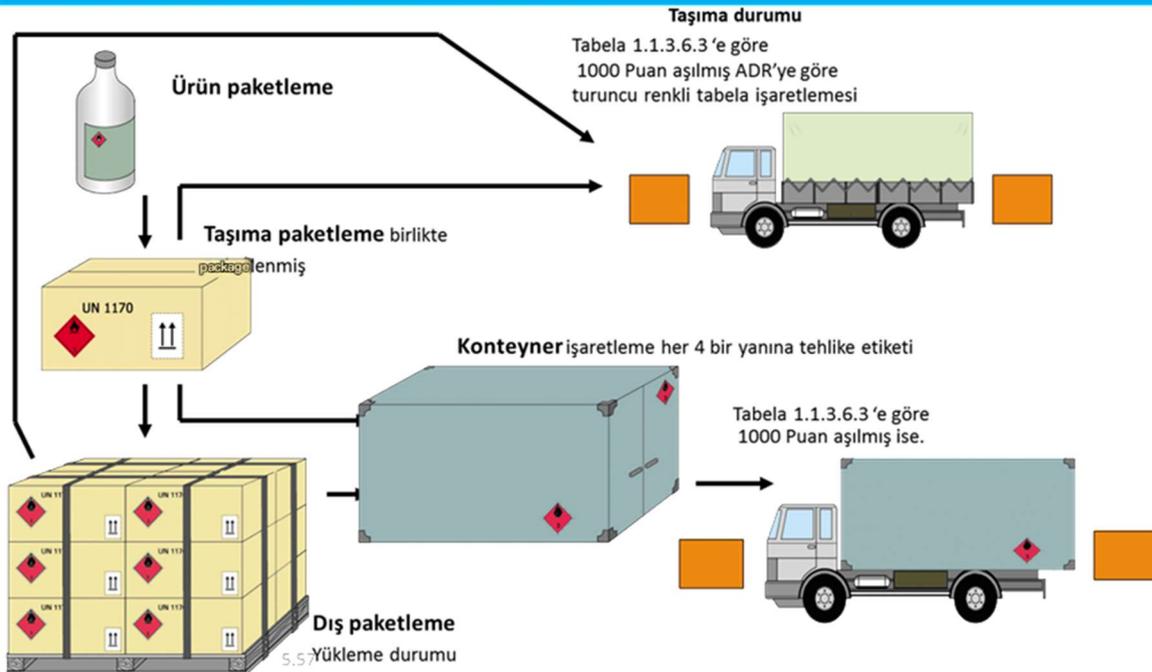
In maritime transport, the risks posed by dangerous goods are related to their packaging, therefore these must be secure, well-designed, manufactured and in good condition.

Packages/containers must meet the following requirements:

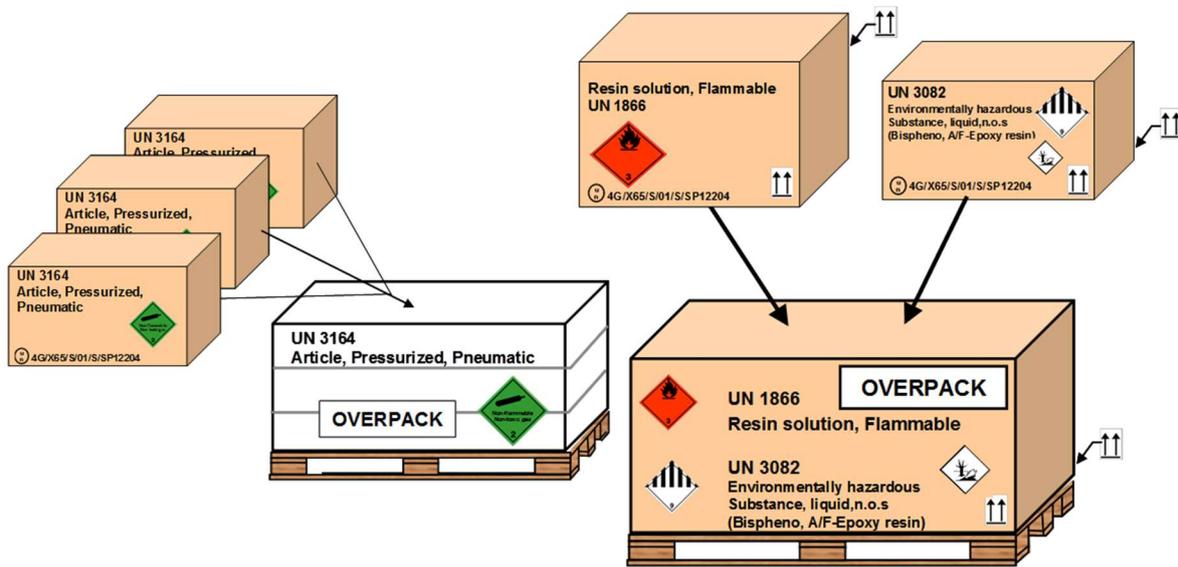
- It should not be affected by the load it carries.
- It must be strong enough to withstand the rough handling and risks associated with sea shipping.
- They must be resistant to rain, wind, and seawater. They must be usable and adequate for the goods they carry.
- It must be properly marked, labeled, and indicated.

### POSSIBLE SIGNALING (LOOK) IN TRANSPORTATION

A method of packing together in a vehicle or container.



# Overpack – Dış Ambalaj



Packed Dangerous Article

Those transporting dangerous goods must clearly indicate the UN number and the appropriate shipping name on the load. In the event of the presence of a marine pollutant, the words "marine pollutant" must be included in the accompanying shipment document. This requirement is particularly important to establish the necessary emergency procedures for dealing appropriately with the situation in the event of an accident involving these goods. In the event of the presence of marine pollutants, the ship captain must comply with the requirements of MARPOL 73/78.

### 4.3 Labels , plates, marks and tags relating to dangerous goods.

All dangerous goods packages and Load Transport Units (CTUs) arriving at the port facility will be marked, labeled and placarded in accordance with IMDG code sections 5.2 and 5.3 .

proposes a system based on labels and charts designed so that anyone working closely with such load, regardless of its packaging, can identify the nature of the risks posed by these substances, preferably at first glance. **If the tractor is separated from the trailer , the orange plate will remain on the rear of the trailer. If the trailer contains portable tanks of 3,000 liters or more of dangerous goods, orange plates and hazard warning signs will be placed on both sides and the rear of the trailer.**

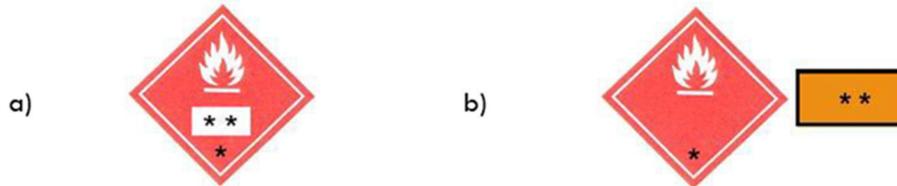
The method used for attaching labels or applying stencils to packages containing dangerous goods shall be such that the label( s ) or stencil( s ) remain legible even if the package is submerged at sea for **three months** . The durability of the packaging material and the surface of the package shall be taken into account when deciding on appropriate labeling methods;

The shapes, colors, and symbols of labels and placards are those shown in section 4.1 Classification of Dangerous Substances.

**CTU (Cargo Handling Unit) Marking**

UN numbers of substances shall be indicated by black numerals no shorter than 65 mm, using one of the following methods: 5.3.2.1.3

(\* class \*\* UN number)



NOTE: Labels with a black symbol are used according to the European Regulation, while the others are used by 161 IMO countries, including America.

**CTU (Cargo Handling Unit) Marking**

**CARGO TRANSPORT UNITS**  
(CTU) PLACARDING

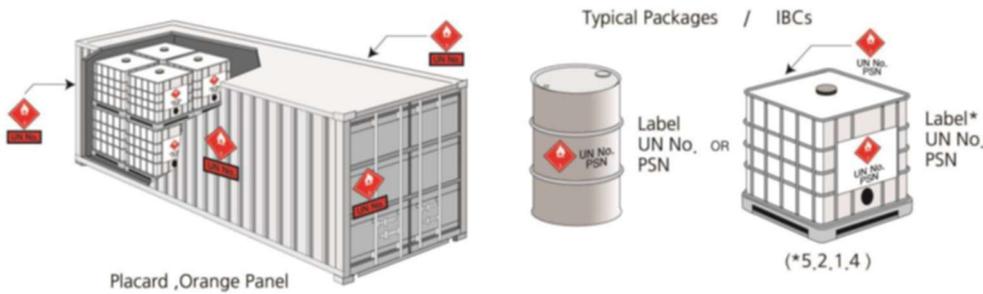


OR

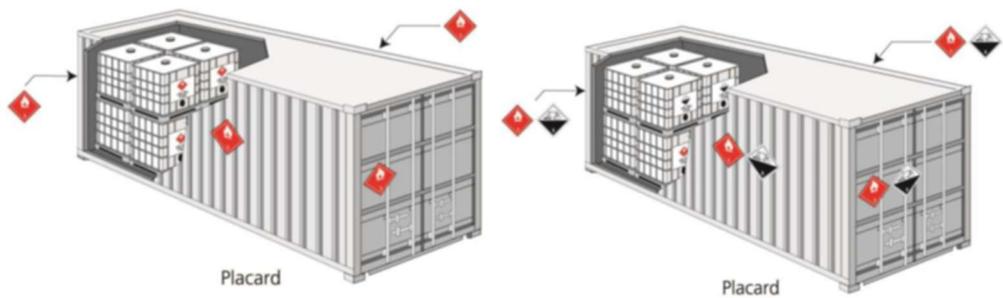


Marking and labeling of cargo handling units (CTU)

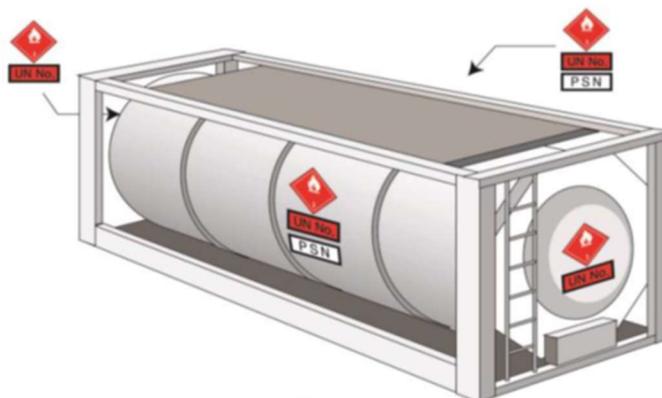
CTU	Placard	PSN	REPUTATION	location
Semi trailer	x	-	x>4000 kg	4 sides
Container	x	-	X>4000 kg	4 sides
Portable Tank	x	X – 2 sides	X>4000 kg	4 sides
Other Cargo tank	x	-	X>4000 kg	4 sides

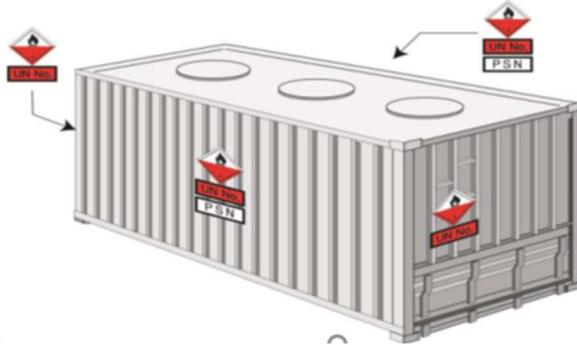


Container marking for containers loaded with more than 4,000 kilograms of the same product.



Container labeling for different products or for the same product in quantities less than 4000 kilograms.



**Portable tank marking****Bulk load container marking****4.4 Labeling and packaging groups for dangerous goods.**

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

Packaging Groups for Class 3, Class 4, Class 5.1, Class 6.1, Class 8, and Class 9: There are three types of packaging groups.

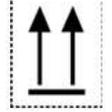
*Packaging group I: Highly dangerous goods*

*Packaging group II: Moderately dangerous goods*

*Packaging group III: Low-hazard goods .*

The letters X, Y, and Z in the UN type-approved packaging codes for the transport of dangerous goods indicate the durability of the packaging. The letter X represents the most durable packaging and can be used for all packaging groups. The letter Y represents medium-durability packaging and can be used for packaging groups II and III, while the letter Z represents the least durable packaging and should only be used for packaging group III .

The packaging group to which dangerous substances belong is specified in the List of Dangerous Substances in section 3.2 of the IMDG Code.

 Fumigasyon uyarı işaretleri	 Deniz Kirleticiler	 Limitli miktar	 Muaf miktar
 Lityum pil işareti	 Sıcaklığı Yükseltilmiş Madde	 Yön oku	 Yön oku
 Örnek Un numarasının gösterilmesi	 Örnek Un numarasının gösterilmesi	 Örnek Un numarasının gösterilmesi	 Yük taşıma birimleri için boğulma uyarı işareti

Other signs and labels to be used as needed:

#### 4.5 Distribution tables for dangerous goods according to their classes, both on board and in port.

One of the most important aspects of transporting dangerous goods is their stacking and separate storage. Dangerous goods should not be stored together with substances with which they could interact and cause a hazard.

Incompatible dangerous goods must be stored and handled separately. Improper stacking of dangerous goods can lead to toxic fumes, fire, spills, and deterioration of product quality. Therefore, the IMDG Code specifies rules on stacking and separate storage in Volume 1, Section 7, titled "Rules for Handling Operations".

The general classification table for dangerous goods is given below:

##### 4.5.1. Sorting and stacking principles

The following situations can lead to major chemical accidents during stacking and separate storage:

- Quality assurance - container inspection certificates inadequacy
- The structure of matter is not fully understood.
- Insufficient chemical record stocks at different terminal areas. records
- Inadequate labeling and registration of chemicals.
- Poor sanitation - lack of fire extinguishing equipment in work areas.

**Segregation and stacking in the port area:** The segregation table to be considered when handling dangerous goods in the port area is given below. The following tables will be applied to implement the segregation rules for dangerous goods in warehouses and open 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
Ağırdırıcı (Korozif) Maddeler	8	A	0	0	0	A	A	A	S	S	0	0	0
Farklı Tehlikeli Madde ve Nesnelere	9	0	0	0	0	0	0	0	0	0	0	0	0

The table specifies only three separate categories in terms of sorting rules applied at ports.

“0” means pairs of dangerous goods that must be stacked separately from others (not specified by separate entries in the numerical list of dangerous goods, which must always be checked). as long as)

“A” indicates a separate storage requirement (3 meters) from other classes within this pair, meaning “keep away...”

“S” specifies the “separate” storage category for Class 1 loades (excluding paragraph 1.4 S), 6.2 and 7 are generally subject to authorization only for direct shipment or delivery within the port area. These classes are not included in the table. However, in case of unforeseen circumstances, these loades must be temporarily held in designated areas. Separate storage requirements for separate classes, as defined within the IMDG Act, must be considered by the port authority when establishing specific conditions.

**Separation and stowage on board:** The IMDG Code uses four distinct storage terms:

1. "Keep away" (minimum separation distance between two incompatible goods)
2. "Keep them separate"
3. "Keep them separate or in separate locations with a complete divider."
4. "Keep them completely separated by longitudinal partitioning or in separate locations" (maximum distance at which two incompatible substances should be kept apart)

General provisions regarding the separation of dangerous goods between different classes are specified in the Separate Storage Table below:

CLASS	1.1 1.2 1.3	1.3 1.6	1.4	2.1	2.2	2.3	3	4.1	4.2	4.3	5.1	5.2	6.1	6.2	7	8	9
Explosives 1.1, 1.2, 1.5	*	*	*	4	2	2	4	4	4	4	4	4	2	4	2	4	X
Explosives 1.3, 1.6	*	*	*	4	2	2	4	3	3	4	4	4	2	4	2	2	X
Explosives 1.4	*	*	*	2	1	1	2	2	2	2	2	2	X	4	2	2	X
Flammable Gases 2.1	4	4	2	X	X	X	2	1	2	X	2	2	X	4	2	1	X
Flammable and Toxic Non 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 Thick Section 4.1	4	3	2	1	X	X	X	X	1	X	1	2	X	3	2	1	X
Spontaneous Combustion Thick Article 4.2	4	3	2	2	1	2	2	1	X	1	2	2	1	3	2	1	X
In Contact with Water Flammable Emitting Gases Thick Article 4.3	4	4	2	X	X	X	1	X	1	X	2	2	X	2	2	1	X
Oxidizing Section 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 ( Toxic ) Substances 6.1	2	2	X	X	X	X	X	X	1	X	1	1	X	1	X	X	X
Contagious Article 6.2	4	4	4	4	2	2	3	3	3	2	3	3	1	X	3	3	X
Radioactive Article 7	2	2	2	2	1	1	2	2	2	2	1	2	X	3	X	2	X
Caustic ( Corrosive ) Article 8	4	2	2	1	X	X	X	1	1	1	2	2	X	3	2	X	X
Various Dangerous Substances and	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

As defined in this section, numbers and symbols are related to the following conditions:

<b>1</b>	Keep it away.	10 foot
<b>2</b>	Keep them separate.	6 meters
<b>3</b>	"Keep them separate or in separate locations with a	12 meters
<b>4</b>	"Keep them completely divided lengthwise or in separate locations."	24 meters
<b>X</b>	If there is separate storage, it is listed in the Dangerous	-

#### 4.6 Separation distances and terms for dangerous goods in warehouses.

##### 4.6.1 Separate Storage

The IMDG Code uses four distinct storage terms:

5. "Keep away" (minimum separation distance between two incompatible goods)
6. "Keep them separate"
7. "Keep them separate or in separate locations with a complete divider."
8. "Keep them completely separated by longitudinal partitioning or in separate locations" (maximum distance at which two incompatible substances should be kept apart)

General provisions regarding the separation of dangerous goods between different classes are specified in the Separate Storage Table below:

CLASS	1.1	1.3	1.4	2.1	2.2	2.3	3	4.1	4.2	4.3	5.1	5.2	6.1	6.2	7	8	9
	1.2																
Explosives 1.1, 1.2, 1.5	*	*	*	4	2	2	4	4	4	4	4	4	2	4	2	4	X
Explosives 1.3, 1.6	*	*	*	4	2	2	4	3	3	4	4	4	2	4	2	2	X
Explosives 1.4	*	*	*	2	1	1	2	2	2	2	2	2	X	4	2	2	X
Flammable Gases 2.1	4	4	2	X	X	X	2	1	2	X	2	2	X	4	2	1	X
Flammable and Toxic Non 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 Thick Section 4.1	4	3	2	1	X	X	X	X	1	X	1	2	X	3	2	1	X
Spontaneous Combustion Thick Article 4.2	4	3	2	2	1	2	2	1	X	1	2	2	1	3	2	1	X
In Contact with Water Flammable Emitting Gases Thick Article 4.3	4	4	2	X	X	X	1	X	1	X	2	2	X	2	2	1	X
Oxidizing Section 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 ( Toxic ) Substances 6.1	2	2	X	X	X	X	X	X	1	X	1	1	X	1	X	X	X
Contagious Article 6.2	4	4	4	4	2	2	3	3	3	2	3	3	1	X	3	3	X
Radioactive Article 7	2	2	2	2	1	1	2	2	2	2	1	2	X	3	X	2	X
Caustic ( Corrosive ) Article 8	4	2	2	1	X	X	X	1	1	1	2	2	X	3	2	X	X
Various Dangerous Substances and	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

As defined in this section, numbers and symbols are related to the following conditions:

<b>1</b>	Keep it away.	10 foot
<b>2</b>	Keep them separate.	6 meters
<b>3</b>	"Keep them separate or in separate locations with a	12 meters
<b>4</b>	"Keep them completely divided lengthwise or in separate locations."	24 meters
<b>X</b>	If there is separate storage, it is listed in the Dangerous	-

#### **4.6.2 Separation of Freight Carrying Units**

Dangerous goods that must be kept separate from others should not be stacked in the same load unit (container). However, shipments of goods that must be kept separate and "at a distance" from others may be carried out in the same load unit with the authorization of the relevant authority. In such a case, an equivalent level of safety must be maintained.

the only dangerous goods stored in our port are waste oil, bilge water, and sludge , no separation is necessary in terms of storage.

### **5. HANDBOOK ON HANDLING DANGEROUS LOAD AT SHORE FACILITIES**

of dangerous goods loading/unloading, handling , and temporary storage activities at coastal facilities, a pocket-sized Dangerous Goods Handbook has been prepared and made available to relevant parties and distributed to coastal facility personnel. This handbook covers dangerous goods classes, packages, labels, markings and packing groups, sorting tables on board and at the coastal facility according to dangerous goods classes, sorting distances for dangerous goods in hold storage, sorting terms, dangerous goods documents, dangerous goods emergency response action flowchart, emergency contact information, locations and usage instructions for emergency equipment, and coastal facility rules. This information is explained in Annex 10.

### **6. OPERATIONAL POINTS**

#### **6.1 Procedures for the safe docking, mooring, loading/unloading, sheltering or anchoring of vessels carrying dangerous goods, both day and night.**

Damaged, leaking, or moisture-affected defective packaging should not be accepted for shipment.

Smoking and the use of any devices that may produce fire or sparks are prohibited on the load decks and deck areas of vessels docked and carrying dangerous goods, as well as in shore facilities where dangerous goods vessels are located.

Before entering a port area or a ship departing from one pier to another, the captains of ships carrying dangerous load,

- The port operator must learn the legal requirements regarding vessels carrying dangerous goods, review the Dangerous Goods Handling Guide, and ensure that their crew also learns it.
- The ship, its machinery, equipment, and tools must be checked in accordance with proper procedure; Wherever possible, dangerous load and its containment should be checked for damage or leakage.
- The vessel must inform the Regional Port Authority if there is any deficiency or defect in its machinery, equipment or tools that could endanger life, property or the environment, or if there is any damage or

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leakage to the load or failure of the containment system that could similarly create a danger.

If dangerous load is on the ship's deck, or being loaded onto or into the ship, or being unloaded from the ship, each person or persons responsible for loading and unloading shall act in accordance with the warnings and advice given by the Captain or officers.

- a. They will refrain from smoking anywhere on board the ship except where the captain deems appropriate.
- b. Any behavior that could create a spark, except where deemed appropriate by the captain, shall be avoided or not permitted anywhere on board the ship.
- c. No welding will be done except where the captain deems appropriate.

### **Anchorage Location for Vessels Carrying Dangerous Goods:**

Article 19 of the Ports Regulations states that " If possible, a separate anchorage area shall be designated for vessels carrying dangerous goods, and this area shall be kept clear of other vessels . Vessels and marine craft carrying dangerous goods may not leave the area allocated to them, anchor, or approach piers and quays without the permission of the Regional Port Authority."

Port mooring areas are listed in the appendix.

## **6.2 Procedures regarding additional measures required for loading and unloading dangerous goods according to seasonal conditions.**

Dangerous goods are generally susceptible to seasonal variations such as high temperatures (during summer) and rain, as well as strong winds (year-round). Due to its geographical location, the port facility is very rarely affected by snow and ice during the winter months.

- Goods requiring temperature-controlled transport are stacked and protected from direct sunlight during the summer months and in extremely hot weather.
- In case of snow and ice, port machinery and transfer vessels are not permitted to operate until the slippery conditions are eliminated; once the environment is safe, the vessels will carry out operations at the safest speed.

winds of 5 Beaufort , it is prohibited to carry out loading and unloading operations of dangerous goods at the facility.

## **6.3 Flammable, combustible and explosive goods must be kept away from processes that generate/may generate sparks, and no tools, equipment or devices that generate/may generate sparks should be operated in dangerous material handling , stacking and storage areas. procedures.**

### **1. Objective:**

Boat And port facility inside dangerous goods handled in the fields will be done hot transactions the principles indicating This procedure purpose , ship And on the pier urgent aspect possible source And similar hot studies for to be implemented fundamentals It is to indicate .

### **2. Legislation:**

**a** . Ports Regulations Article 22 (9); ' From the port authority permission unless taken port in their fields found boat And sea tools ; repair , scraping and paint , source And other hot study to the sea lifeboat and / or bot download process or others care their jobs He can't do it . These things . will have it done boat And sea vehicles coast at the facility if coast facility business with coordinate to ensure The expression ' is obliged to .' with hot transactions the basis has determined .

Article 33 states that ;

**(1)** Hot And cold by process care or repair to be done for from gas decontamination transactions will do the one which... boat And sea vehicles , dated 1/2/2022 and numbered 31737 Official In the newspaper published

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Boat And This In their vehicles From the gas Decontamination Regulations provisions They adapt .

(2) Port administration in their fields from gas decontamination process for anchorage field undetermined However , this process dangerous load bearing ships for set the one which... anchorage in their fields or port of the presidency geographical And meteorological conditions according to suitable will see in places It is done .

Statements place It is taking .

**b.** Dangerous Load Suitability document Arrangement About Article 21 of Annex-1 of the directive area hot study work And to the processes related minimum safety matters It has been stated .

**c.** Port In their fields Dangerous loades With confidence Moving And Related Activities Over Revised Done Suggestions included in MSC.1/Circ.1216 Area EK-4 Hot Work To actualize Minimum Security Requirements with relating to matters It indicates .

### **3. At the Port Facility Hot Work And Transactions To be done with Relating to Principles :**

**a.** Port management , dangerous goods existence because of One danger can create on deck or on the coast hot works or other care or repair their jobs executive on the subject request themselves only when transmitted One danger did not create as long as This on the subject permission It will give . Dangerous . goods handled in the fields will be done study for Facility Manager by the Port Authority permission will be taken .

**b.** Permission necessity And hot things to be done desired of the period previously notification all emergency organizations for example fire department, to be informed facility will give And like this This institutions additional with measures or with obstacles relating to information They will be able to give . Also in our facility hot study will be done by the process relating to Occupational Safety and Health Unit previously They will be informed .

**c.** Hot work And transactions by doing authorized people whereas before starting before operation / shift responsibilities with together below stated measures They will receive it .

(1) The work will be done areas flammable and / or explosive from environments purified that And suitable is oxygen on the ground in terms of insufficient that verify for accredited testing organizations by applied in tests including to be as , local area And adjacent areas chic chic They will inspect .

(2) Dangerous goods And other flammable substances hot study will be done areas And next to from the fields will be removed . These items lime , sludge , sediment And other possible flammable in the articles It is included .

(3) Hot study done areas with next to in the areas flammable structure elements ( e.g. , beams , wood) partitions , floors , doors , walls And ceiling coatings ) accidentally ignitions opposite effective One in a way protection will be provided .

(4) Flame , spark And hot particles study from their fields adjacent to the areas or other to the areas spread to prevent for the purpose of , openly pipe , pipe transitions , valves , joints , gaps And open parts leakproofness will be provided .

(5) Hot study permission document And safety measures easily should be visible And hot study process will do people by clearly understandable in a way should be

**d.** Study to the area And Moreover all study area to be done at the entrances your job document And will be taken safety measures is One plate will be hanged And these duty will do And will work employee by clearly agreeable in a way will be . Bet Subject the matter in the manner suitable Occupational Safety and Health Unit (OSH) by will be provided .

**e.** Port at the facility hot works Occupational Safety and Health Unit while it is being done And Operation / Shift by those responsible the following stated matters attention will be done .

(1) Study in the environment available the situation changing unchanged continually control

will be done ,

(2) Hot work during instantly to use insofar as , most little One fire extinguisher or other suitable fire extinguishing equipment all with its accessories together easily accessible One on the ground ready will be kept .

f. Hot work And transactions When completed, the Occupational Health and Safety Unit officials And Operation / Shift responsible by hot ray made in the field And adjoining in the fields fire control will be done .

#### 4. Summary Table :

**My name**

**Necessity**

1 Port authority by given written permission

2 Additional security measures determination (test, protection , deletion )

3 Permissions documents work to the area And to the entrances hanging

4 Conditions continually control being done , fire extinguisher possession

5 Jobs post- fire providing fire- watch

Additional information for bibliographic to sources reference giving

1. Hot work is not permitted on board the vessel. However, in exceptional circumstances, it may be carried out under the control of the port facility, with the necessary permits obtained by the ship agent in accordance with legal regulations. Hot work must be performed at least 50 meters away from the dangerous load area. Hot work closer than 50 meters to the dangerous load area is not permitted. Hot work will not be performed at the facility in case of winds of 5 Beaufort .

2. Before commencing hot work and processing operations at our port facility, written permission must be obtained from the port authority stating that such hot work operations can be carried out. This permission must include details regarding the location where the hot work and processing operations will be performed, as well as the safety measures to be implemented, in the Hot Work form. will be specified.

3. **The Hot Work Form** includes the following:

a) To ensure that the work areas are free from flammable and/or explosive environments and that there is adequate ventilation and oxygen, the work area and adjacent areas are frequently inspected, including through tests conducted by accredited testing organizations. inspection,

b) Removal of dangerous goods and other flammable substances from work areas and adjacent areas (Substances to be removed from said areas include lime, sludge , sediment and other potentially flammable goods). (included.)

c) of flammable building goods ( e.g. , beams, timber partitions, floors, doors, wall and ceiling coverings) against accidental ignition; d) Sealing and watertightening of open pipes, pipe penetrations, valves, joints, gaps, and exposed parts to prevent the spread of flames, sparks, and hot particles from work areas to adjacent areas or other areas.

4. A sign will be posted in the work area and at all work area entrances stating the permit and safety precautions to be taken for hot work. The permit and safety precautions must be easily visible and clearly understandable to everyone who will be performing hot work. will be.

5. The following points should be considered when performing hot work:

a) Checks will be carried out to verify that the current working conditions have not changed.

b) When handling hot tasks, at least one fire extinguisher or other suitable fire suppression equipment, complete with all its accessories, shall be readily available for immediate use.

6. During hot work and processes, and for a sufficient period of time after the completion of such work, effective fire control shall be carried out in the area where the hot work is being performed and in adjacent areas where a hazard may arise due to heat transfer.

7. For additional detailed information and procedures regarding hot handling and operations, it will always be necessary to refer specifically to the “International Safety Guidelines for Oil Tankers and Terminals (ISGOTT)” document.

**Ulusoy Çeşme Port Management Inc.**
**(Sıcak Çalışma Talep Formu)  
(Form of Requesting Hot Work Permission)**

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

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

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

GEREKÇE (Reasons): <i>Aşağıda belirtilen ve varsa başka gerekçelerinizi belirtiniz (Mark one of the reason below or explain if other than those stated below)</i>	
<input type="checkbox"/>	Yükleme/Boşaltma anında oluşan hataların giderilmesi (Rectifying the damage occurred during loading/discharging)
<input type="checkbox"/>	Yük istiflenirken bazı amaçlarla mızrap vb. ekipmanların montajı (Fixing cables etc. Escalators and so on)
<input type="checkbox"/>	PSC Denetimi sonucu tespit edilen aksaklıkların giderilmesi (Rectifying deficiencies found during PSC inspection)
PLANLANAN SICAK ÇALIŞMA İŞLEMLERİ (Explanations 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:		Yukarıda adı ve karakteristik bilgileri verilen gemide;	
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.			
Gemi Kaptanı (Master name - signature / stamp / date) Adı - Mühür/Kaşe Tarih - İmza	ya/veya (and/or)	Acentesi (Agent-Name-Date-Stamp& Signature) Adı - Mühür/Kaşe Tarih - İmza	

**LİMAN İŞLETME TESİSİ UYGUN GÖRÜŞÜ:**

Yukarıda adı geçen gemide planlanan ve müsaade istenen sıcak çalışma işlemleri esnasında

- Konu gemiye yanıcı, parlayıcı, tehlikeli yük tahmil tahliyesi yapılmayacak,
- Konu gemiye yağ-yakıt ikmaline izin verilmeyecek,
- Konu gemiye emniyetsiz bir mesafede yanıcı, parlayıcı, tehlikeli yük elleçlenmesi yapılmayacak.
- Gerek görüldüğünde ilave tedbirler tesis edilecek.
- Harici bir Tamir Ekibi kullanımına izin vermemiz halinde ISPS Code gerekleri yerine getirilecek olup talepte belirtilen planlanan sıcak çalışma işlemleri haricinde başkaca bir sıcak çalışma ameliyesi yapılmaması kaydıyla uygun görülmüştür.

Liman İşletme Tesisi Yetkilisi  
Adı - Mühür/Kaşe  
Tarih - İmza

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

Çeşme Liman Başkanı

The hot work form can be prepared by the authorized representative of the company that will carry out the hot work, after obtaining approvals from the port operator and the port authority, respectively. In this context, the primary responsibility still lies with the real or legal persons who are performing/commissioning the work.

## **7. DOCUMENTATION, CONTROL AND RECORD**

### **7.1 What are all the mandatory documents, information, and records related to dangerous goods, and what procedures are involved in obtaining and controlling them by the relevant parties?**

- The following document regarding Dangerous Goods is kept up-to-date.

#### **IMDG Code: International Code for the Transport of Dangerous Goods by Sea**

- Regarding the handling of dangerous goods at our port, the Operations Department; Arrivals at the port and departures from the port, temporarily stored in the port, All records relating to dangerous goods are archived completely and kept in a format that can be presented upon request. In particular, Safety Data Sheets (SDS) are kept in the archive for one year.

Dangerous goods records are limited to personnel who need to know them.

### **7.2. Procedures for maintaining a regular and complete list of all dangerous goods and other relevant information within the coastal facility area.**

- handled at our port are kept by the Operations Department in their own system, including the following information. These records are kept for at least 3 months in accordance with the IMDG Code.
  - ✓ UN Number,
  - ✓ PSN name (Correct Shipping Name)
  - ✓ The class,
  - ✓ Packaging Group (Classes 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9)
  - ✓ Whether it is a marine pollutant,
  - ✓ Buyer,
  - ✓ Sender,
  - ✓ Container/Package number,
  - ✓ Seal number,
  - ✓ Additional Information (Flammability, viscosity, etc.)
  - ✓ Where it is stored in the port area
  - ✓ Duration of stay at the port
  - ✓ Safety Data Sheets

### **7.3 Procedures for verifying that dangerous goods arriving at the facility are properly identified, that the correct shipping names of dangerous goods are used, that they are certified, packaged/wrapped, labeled and declared, and that they are safely loaded and transported in approved and compliant packaging, containers or load transport units, and procedures for reporting the results of these checks.**

- Planning and Operations Coordination involves verifying the accuracy of the following information on the dangerous goods documents issued by the Shipper for the dangerous goods to be accepted at the Port:
  - ✓ UN Number,
  - ✓ PSN name (Appropriate Shipping Name)

 ✓ Packaging Group (Class 3, 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9) ✓ Whether it is a marine pollutant, <b>DANGEROUS CARGO HANDLING GUIDE</b>	<b>Page No.</b>
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- ✓ Container/Package number, Seal number,
- ✓ Additional Information (Flammability, viscosity, etc.)
- ✓ Where it will be stored in the port area
- This information is transmitted via terminals/documents to Operations Supervisors, Field Supervisors, handling personnel, and other necessary staff to ensure the control of incoming dangerous goods .
- If the information received from the operation differs from the information on the load, the operation is immediately informed, and the sender is instructed to verify the information regarding the dangerous goods/vehicle/container and correct any missing or incorrect label markings.

### 7.3.1 Control of Dangerous Goods Arriving at the Port Area:

The following checks will be carried out by the Field Operations Directorate on dangerous goods arriving at the port area by road .

#### Points to be checked;

- a - Freight shipment documents,  
Documents and certificates related to the safe transport of dangerous goods are checked.
- b- Consistency between declared load quantities and load shipment documents, and consistency between the load arriving at the port.
- c- Whether it is packaged safely and appropriately,  
- Through external inspection, the physical condition, durability, or packaging of vehicles carrying dangerous goods can be assessed.  
It is checked for visible damage that affects its integrity.  
A declaration by the consignor that the packages, unit goods and load transport units containing dangerous goods are packaged, marked, labeled or placarded in accordance with the provisions of the IMDG Code and the national or international standards applicable to the mode of transport .
- e- The above control is carried out during the weighbridge procedures upon acceptance of the load, according to the attached control form.

### 7.4. Procedures for obtaining and maintaining safety data sheets (SDS).

- As of January 1, 2014, Turkish law mandates that all modes of transport (road, rail, air, and sea) for dangerous goods must include a Dangerous Goods Safety Data Sheet (SDS) containing the following information.
  - UN Number,
  - PSN name (Appropriate Shipping Name)
  - The class,
  - Packaging Group (Classes 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9)
  - Whether it is a marine pollutant,
- For all dangerous goods accepted at the port, this document is checked to ensure it is present along with the dangerous goods .
- SDSs are electronically recorded and stored for one year within the "ODOO PROGRAM" established at the port .

### 7.5. Procedures for keeping records and statistics of dangerous goods.

At our Port Facility A report containing information about the dangerous goods handled . Since 2022, this data has been processed into a computer program used by the port and can be retrieved from the program whenever needed.

### 7.6 Information regarding the Quality Management System

## **8. EMERGENCIES, PREPAREDNESS AND RESPONSE TO EMERGENCIES**

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

Protective measures for a given situation depend on a number of factors. In some cases, evacuation may be the best option. In other cases, securing the site may be the best option. Sometimes, these two actions can be used together. In any emergency, official authorities need to quickly provide instructions to the public. The public needs to hear information and instructions continuously while being secured or evacuated from the scene. will be.

Protective **measures** refer to the steps that must be taken to protect the health and safety of emergency services and the public in the event of a dangerous material release .

**Isolating and prohibiting entry to a dangerous area** means keeping everyone away from the area who will not be directly involved in emergency response operations. Unprotected emergency response teams are also not permitted to enter the isolated area. should not be given.

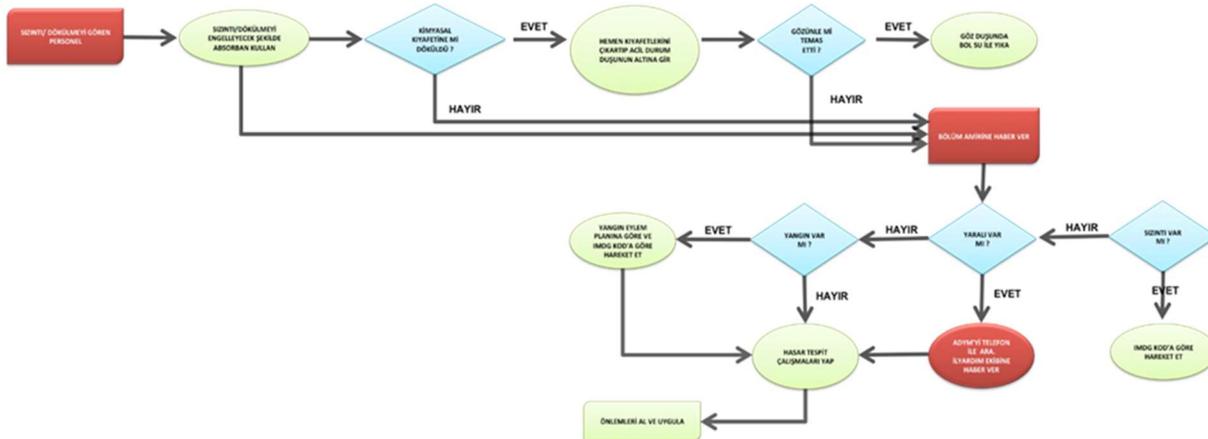
**Purpose of this “isolation”** is to ensure control over the area where the operations will take place. This serves as the first step for any protective actions that may be implemented later. It carries.

**Evacuate:** This means that everyone should be moved from a threatened area to a safer place. For an evacuation to be possible, there needs to be enough time for people to be warned, prepared, and to leave the area . If there is sufficient time, then evacuation is the best protective measure.

**Restraint at the Scene:** This refers to securing people inside a building and ensuring they remain inside until the danger has passed. Restraint at the scene is implemented when attempting to evacuate people poses a greater risk than them remaining in place , or when evacuation is not possible. Instruct those inside to close all doors and windows and to turn off all ventilation, heating, and cooling systems.

Activities that need to be carried out through planning in emergency situations;

- Search and rescue
- Damage assessment
- Responding to a rash/leakage.
- Eliminating the situation that caused the emergency
- Debris Removal
- Evacuation
- First aid
- Security
- Taking precautions against secondary disasters.
- Communication
- Public relations



**8.1.1 Fire:**

To prevent fire and pollution from dangerous load operations, the IMDG Code Emergency Guidelines (EmS Guide) include Emergency Fire Precautions (EMS) against fires that may be caused by dangerous loads listed in THE IMDG CODE. The incident is handled according to the procedures specified for Fire. The incident is reported to the Port Authority.

Fire hydrants , backup water storage tanks connected to the fire hydrants , and fire cabinets ( nozzles , fire hoses) are available throughout the port area.

the dangerous goods handling area are equipped with firefighting gear, and fire extinguishers, first aid units and equipment are kept ready for use at all times in case of a fire.

**8.1.2 Leak:**

To prevent marine and environmental pollution in the event of a leak/ spillion from dangerous goods transit operations, the IMDG Code Emergency Response Guide ( EmS Guide) outlines Emergency Response Measures for Leaks ( EMS) against leaks that may be caused by dangerous goods listed in the IMDG code. For The incident is dealt with according to the specified procedures. The incident is reported to the Port Authority.

**Response to Marine Pollution :**

Gazette dated 21/10/2006 and numbered 26326 , an agreement has been made with a company authorized by the Ministry to respond to marine pollution by oil and other harmful substances, and the necessary equipment and goods for emergency response to marine pollution are available at the port facility. The list of goods and equipment for emergency response to marine pollution is attached.

In the event of a leak or spill caused by dangerous goods, if it poses a serious threat to the sea and the environment, the matter will be evaluated as a Level 1 incident, and the "Coastal Facility Marine Pollution Emergency Response Plan" will be implemented to take the necessary action.

**8.2 Information regarding the coastal facility's capabilities and capacity to respond to emergencies.**

a. The facility has an approved fire plan. Firefighting teams are formed for each shift. Training, drills, and exercises are conducted at planned and unplanned, irregular times under various scenarios, and reports and records are created. Firefighting equipment as stipulated in the

- b. The facility has an approved environmental and marine pollution control plan. Training and drills are conducted twice a year according to a planned scenario, and reports and records are created. Equipment related to environmental and marine pollution is stored at the facility, and inventory and checks are carried out.
- c. Emergency teams have been formed on the shore, and response equipment is located in two separate emergency rooms at the port. Training and drills are conducted to ensure the personal protection of the response teams and that they can respond appropriately.
- d. In accordance with this guide and the IMDG Code, response teams should respond to dangerous material spills. He has been assigned the task.

**8.3 Regulations concerning initial response to accidents involving dangerous goods (procedures for initial response, first aid facilities and capabilities, etc.).**

- a. In the event of an emergency occurring or its signs being detected at the port, the Emergency Coordinator initiates appropriate measures in accordance with the relevant plans and the Emergency Management System. The Emergency Management Group reviews and implements the decisions regarding the measures to be taken. Developments are continuously monitored by the Emergency Management Group, and if necessary, decisions are made regarding taking higher-level measures or seeking assistance.
- b. Facility-level Emergency Management will be conducted using a well-designed organization, personnel equipped with training and drills, Emergency Plans including procedures and documentation, and secure, rapid internal and external communication capabilities. The following measures will be implemented as the basis for Emergency Management, and the process will be monitored and controlled accordingly.

ACTIONS TO BE TAKEN	Related Sections
<b>WARNING:</b> Notification that an emergency or unexpected situation has occurred or is likely to occur.	All Personnel and Ship
<b>CALLING FOR HELP:</b> Contacting relevant authorities and providing them with the necessary information.	All Staff
<b>INTERVENTION:</b> Responding to the emergency as quickly as possible with the correct equipment and trained personnel as specified in the plan.	Intervention teams
<b>FIRST AID:</b> Performing first aid activities in the time it takes for professional support teams to arrive.	All personnel are trained in First Aid.
<b>RESCUE:</b> Recovery of goods, vehicles, information, documents, and other important records belonging to the port	First Aid Personnel
<b>PROTECTION :</b> The safeguarding of recovered goods, vehicles, information, documents, and other important records.	Security Personnel
<b>INFORMATION :</b> Providing necessary information to customers, other business partners, and the press.	Press and Public Relations
<b>MANDATORY NOTIFICATIONS:</b> Sending notifications to public authorities as required by law.	Management

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

- The person who witnessed the accident immediately reported the incident to the Field Operations Supervisor .
- The field operations commander halts all operations in the surrounding area.
- The Field Operations Supervisor immediately goes to the scene to check the notification/report, assess the situation, and report (or confirm) the necessary information.



b) If the accident is known, how it occurred and its cause, The location (shore facility and/or vessel) where the accident occurred, its position and area of impact,		45
c) Information about the vessel involved in the accident, if any (name, flag, IMO number, operator, load and quantity, captain's name, etc.), d) Meteorological conditions, e) The UN number of the dangerous substance, its proper transport name (based on the legislation specified in the dangerous substance definition), and its quantity. f) The hazard class of the dangerous substance, or sub-hazard class if applicable. section, g) If the dangerous substance has a packaging group, g) Additional risks of the dangerous substance, such as marine pollutants, if any, h) Dangerous substance marking and labeling. details,		

- i) Characteristics and number of the packaging, load unit and container in which the dangerous substance is transported, if any.
  - i) The producer, shipper, carrier of the dangerous material and recipient,
  - j) The extent of the damage/pollution that occurred,
  - k) Number of injured, dead and missing, if any,
- Emergency response procedures carried out by the coastal facility in response to the accident.

**EMERGENCY INTERNAL AND EXTERNAL COMMUNICATION LIST**

<b>Report Details</b>			
<b>(Internal and external)</b>			
<b>Officer</b>	<b>First Access Number</b>	<b>Telephone</b>	<b>Fax</b>
Izmir Governorship			
Responsible Governor			
Ministry of Transport, Maritime Affairs and Communications Main Search and Rescue Coordination Center (AAKKM)	0 312 232 47 83	0 312 231 91 05	0 312 232 08 23
General Directorate of Environmental Management, Ministry of Environment and Urbanization	0 312 474 03 37 0 312 474 03 38	0 312 586 30 01	0 312 474 03 36
General Directorate of Maritime and Inland Waterways Regulation, Ministry of Transport, Maritime Affairs and Communications	0 312 203 10 00	0 312 203 10 00	0 312 231 33 06
Ministry of Environment and Urbanization, General Directorate of Environmental Management, Department of Marine and Coastal Management	0 312 474 03 28	0 312 474 03 29 0 312 586 30 44	0312 474 03 35
Ministry of Transport, Maritime Affairs and Communications, Güllük Port Authority	0 252 522 20 79	0 252 522 20 79	0 252 522 34 49
Muğla Governorship, Provincial Directorate of Environment and Urbanization	0 252 214 12 58	0 252 214 12 58	0 252 214 31 09
Muğla Provincial Directorate of Food, Agriculture and Livestock / Fisheries and Aquaculture Branch Directorate / Animal Health and Breeding Branch		0 252 214 12 50	0 252 214 12 42

Directorate				<b>Page No.</b>
Operations Coordinator (OC) Ozgur Altinkaya	<b>DANGEROUS CARGO HANDLING GUIDE</b>	0 555 559 58 21		46
one is available, a substitute to fill in for them. (Zeynep Ersözlü )	<b>Ulusoy Cesme Port Management Inc.</b>	0 507 155 55 18		
Coast Guard Aegean Regional Command	158	0 232 366 66 66 0 232 366 66 67		0 232 365 95 75

## 8.5 Accident reporting procedures.

- a) Determining communication methods within the port facility and with the surrounding areas in case of emergencies, and establishing communication channels for the effective management of emergencies;
- Landline/Mobile Phones
  - Computers
  - Radio
  - Siren
  - They have been identified as messengers.
- b) In the event of any emergency at the port, secure communication is established as quickly as possible with official authorities, neighboring facilities and relevant parties.
- c) The Emergency Management Center will operate a reporting system that will accurately inform the relevant authorities as quickly as possible about any emergency that may occur in the port. It will maintain accurate records of these reports, which contain information that needs to be reported in an emergency.
- d) Dangerous goods accidents must be reported to the Port Authority.

**An example of a status report format is given below.**

FROM:

TO:

**Ulusoy Çeşme Port Management Inc.**

1. THE CURRENT SITUATION
  - a. Information about the ship or facility
    - i. Name of the ship or facility
    - ii. The ship's IMO number and international call sign.
    - iii. Port and country to which it belongs
    - iv. Type of ship
    - v. Other information about the ship and facility ( e.g. , load, amount of pollutant spilled from the ship, damage to the ship or facility, etc.)
  - b. Situation
  - c. Reporting time
  - c. Description of the event
  - d. Current status of pollution (Amount, type, direction of movement, time to reach the shore)
  - e. Current and forecast weather conditions
2. INTERVENTIONS IMPLEMENTED AND INTERVENTION PLANS
  - a. Planning for damaged ships and facilities.
  - b. Measures taken and studies conducted
  - c. Sources used
3. RESOURCES NEEDED AND RECOMMENDED MEASURES
4. NEXT STATUS REPORT SUBMITTING TIME
5. OTHER INFORMATION

Signature

Name and Title

### **8.6 A method of coordination, support, and cooperation with official authorities.**

In emergency situations involving dangerous goods, support and cooperation are requested from official institutions on the Emergency External Communications List.

### **8.7 Emergency evacuation plan for ships and marine vessels to be removed from shore facilities in emergency situations.**

#### **Emergency Isolation System Preparation**

- a) All emergencies should be reported to the Port Authority. It should be reported.
- b) If an emergency departure of the vessel is decided upon, the Port Authority must specify safe locations where the vessel can be transported under controlled conditions. is required.
- c) The ship captain and the port facility will initiate the emergency separation procedure by mutual agreement in situations requiring emergency separation, and will report the situation to the Port Authority as soon as possible. If the severity of the emergency and time permit, a representative from the Port Authority or the Port Director, Terminal Manager/Operations Officer, Ship Captain, and Pilot Captain will agree on the timing and method of the emergency separation procedure before it is carried out.
- d) The ship's machinery, steering gear, and marine system breakaway equipment were

immediately ready for use. should be brought.

All load unloading and ballast loading operations must be stopped, and preparations must be made for the separation process.

f) The ship's fire suppression system should be flooded with water, and water cannons should be deployed for strategic areas.

g) In all emergencies, if the necessary response exceeds the terminal's capabilities, the local police or fire department should be notified immediately.

h) The decision to remove the vessel under control is based on the principle of safety, but it must also include the following conditions.

- ✓ Tugboat suitability
- ✓ The ship's ability to lift off under its own power.
- ✓ The availability of safe places where a vessel in distress can proceed or be towed.
- ✓ Firefighting capability
- ✓ Proximity to other ships Fire Ropes

i) While the vessel is in port, fire ropes must be kept on the seaward side of the vessel, at the bow and shoulders. The eye of the rope should be lowered to sea level, and the portion above the hull should be secured by wrapping it around the bollard at least five turns. The portion above the hull should be taut from the bollard onwards. A rope capable of supporting the fire rope should be tied just before the eye of the fire rope, and the eye of the fire rope should be positioned three meters above sea level. The eye of the fire rope must be kept at this level at all times while the vessel is in port. should be done.

### Emergency Separation Takes Place

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

b) Emergency separation procedures will be carried out by performing the following steps in sequence.

c) Close coordination and cooperation between Terminal, Ship and Port Authorities are required at each stage.

d) Emergency separation procedures are listed below.

- Alarm sounded
- VHF , providing information about emergencies via telephone.
- Initial situation assessment to be conducted between the ship captain and the Port Facility official. Operation halted.
- Implementation of port facility and ship emergency plan measures; deterioration of the current situation and the existence of the emergency separation conditions mentioned above.
- A situation assessment shall be conducted between the ship captain, port facility official, port authority or port director, and the pilot.
- Decision to separate immediately
  
- Environmental facilities and other vessels must be notified.
- Tugs deployed around the ship for emergency departure, completing their preparations and indicating their readiness.
- The ship's captain completes the preparations related to the ship and declares it ready. The authorized person gives approval for the release hooks to be deployed.

### After Emergency Separation

- e) After the ship separation process, a decision is made and declared regarding the towing of the ship and its destination.
- f) The ship's transfer/ moored to the designated area, either with the assistance of tugboats or under its own engine.
- g) Port Facility: Inspection of the port facility to identify any potential damage or deficiencies.
- h) the ship and port facilities will be ready to handle load again.
- i) Sharing any negative experiences that may have occurred during the emergency departure.

Loading / unloading during possible fire , explosion And similar urgent situations towards aspect guidance And towing organization with coast facility officials between agreement It has been done .

Weather And sea to the situation according to with fire struggle able to in a way equipped sufficient pull in power And number the tugboat , quickly the ship from the facility remove And safe One point to pull on official company with done protocol as required urgent in situations -most short in time inside event in its place It reaches .

## 8.8 Procedures for the handling and disposal of damaged dangerous goods and waste contaminated with dangerous goods .

Due to container transportation, there are 2 container leakage pools in the port area.

Waste generated is collected separately in waste bins according to its type, transported, and stored properly. Waste resulting from maintenance activities is also included in this scope.

If an additional waste class is identified alongside the existing waste classes, it will be integrated into the system.

The collected waste is separated according to whether it is dangerous or non-dangerous, and is removed from the facility by contracted organizations in accordance with legal recovery/disposal methods.

Within the scope of waste management, the capabilities of all contractors and carriers in transporting and/or disposing of waste using appropriate methods are examined.

### 8.8.1 Waste Collection and Transportation

8.8.1.1 Waste generated is collected separately in waste bins according to its type, transported, and temporarily stored in an appropriate manner. Waste generated as a result of maintenance activities is also included in this scope.

8.8.1.2 If an additional waste class is identified in addition to the existing waste classes, its integration into the system will be ensured.

### 8.8.2 Waste Disposal

8.8.2.1 Depending on whether the collected waste is dangerous or non-dangerous, it is taken to the dangerous waste temporary storage area. It is removed from the facility by contracted organizations in accordance with legal recovery/disposal methods.

8.8.2.2 The capabilities of all contractors and carriers within the scope of waste management and/or disposal of waste using appropriate methods are examined.

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

8.8.2.4 It is mandatory to keep all records related to waste disposal.

### **8.8.3 Contaminated Packaging;**

8.8.3.1 These wastes are empty barrels. When generated, they are left in the contaminated packaging area at the waste site, and within the period specified in the legislation, the Environmental Consulting Firm and the Environmental Management System Officer contact the contracted and licensed company, and the submission is ensured by filling out an online form according to the MOTAT system. The relevant MOTAT form and other documents are kept in the environmental folder.

8.8.3.2 Contaminated Waste; When this waste, such as used gloves, rags, etc., is generated, it is collected in a barrel labeled with the waste name at the exit of the production-storage area and taken to the waste disposal area. Within the period specified in the legislation, the Environmental Consulting Firm and the Environmental Management System Manager contact the contracted and licensed company, and the online form is completed and submitted according to the MoTAT system. The relevant MoTAT form and other documents are kept in the environmental folder.

## **8.9 Emergency drills and their records.**

### **8.9.1 Training Practices;**

To ensure preparedness for emergencies within the facility, personnel involved in the emergency response organization are prepared for their duties through various trainings. The Ulusoy Çeşme Port Management Dangerous Goods Emergency Plan is implemented for emergencies. This plan should be reviewed for emergency response. Drills are conducted when necessary, with coordination between experts and consultants. In this context, relevant personnel at the port have received IMDG CODE training related to dangerous goods and are certified. To test the adequacy of emergency plans and to be prepared for real-life situations, drills are planned to be conducted and implemented according to the worst-case scenarios that may occur at the facility. Drills are conducted once a year.

### **8.9.2 Training Scenarios;**

Exercise planning anticipates a worst-case scenario, either a single event or a combination of events that the port might face. Based on these scenarios, the exercises are implemented in the fastest and most effective way possible.

### **8.9.3 Emergency drills to be conducted within Ulusoy Çeşme Port Management;**

The port should be included in the annual training plans.

It can be planned as a local or general intervention,

**Ulusoy Çeşme Port Management Inc.**

The drills are based on various emergency scenarios.

Training can be conducted practically, or it can be done at a desk, in a seminar format.

Different time, day, season, and event scenarios are prepared for each training exercise.

**8.10 Information on fire protection systems.**

Emergency and fire equipment includes the following:

Location	Gender	Amount	Gender	Amount	Gender	Pieces
Fuel Station	Foam	2 Pieces	50 kg KKM	5 Pieces	6 kg KKM	7 Pieces
Port Gate 3					6 kg KKM	1 piece
Chios Pier	Fire Cabinet	2 Pieces	50 kg KKM	1 piece	6 kg KKM	2 Pieces
Tugboat Pier	Fire Cabinet	3 Pieces			6 kg KKM	3 Pieces
Pier 1-2	Fire Cabinet	5 Pieces			6 kg KKM	5 Pieces
Dangerous Goods Area	Fire Cabinet	1 piece			6 kg KKM	1 piece
Port 6	Fire Foam	1 piece			6 kg KKM	1 piece
Pier 3-4	Fire Cabinet	5 Pieces			6 kg KKM	5 Pieces
Maintenance Workshop					6 kg KKM	1 piece
Plumber's Workshop					6 kg KKM	3 Pieces
Terminal Towing Garage	Fire Cabinet	2 Pieces			6 kg KKM	2 Pieces
Waste Area			50 kg KKM	1 piece	6 kg KKM	2 Pieces
Refectory	Fire Cabinet	2 Pieces			6 kg KKM	2 Pieces
Export Area	Fire Cabinet	15 Pieces			6 kg KKM	15 Pieces
Weighing Scales 1-2					6 kg KKM	2 Pieces
Terminal Towing Garage	Fire Cabinet	2 Pieces			6 kg KKM	2 Pieces
X-Ray	Fire Cabinet	2 Pieces			6 kg KKM	2 Pieces

Search Hangar	<b>DANGEROUS CARGO HANDLING GUIDE</b>				6 kg KKM	6 Pieces
Solar Energy System					6 kg KKM	5 Pieces
Security 3	<b>Ulusoy Çeşme Port Management Inc.</b>				6 kg KKM	1 piece
Passenger Entrance						
Terminal Building	CO2	1 piece	12 kg KKM	1 piece	6 kg KKM	7 Pieces
Agency					6 kg KKM	2 Pieces
Port Management Building	Fire Cabinet	5 Pieces	CO2	3 Pieces	6 kg KKM	14 Pieces

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

- Dangerous goods with relating to fire in the case of the IMDG Code Included in the Supplement the area specified in the " Emergency Response Guide ( EmS Guide)" urgent intervention These methods are also used .
- Any One leak or fire detection when firstly dangerous UN Number of the item It is found , UN Number with together with the IMDG Code Volume 2 of the book inside place area Dangerous goods In the 15th column of the list written the one which... relating to EmS from the chart leak or fire the one which... article for detection is done ,

The fire inventory is as outlined in the Emergency Plan.

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

At the facility found fire extinguishing And from the fire protection equipment periodic maintenance by being done record under is being received

### 8.12 Measures to take in case fire protection systems are not working.

If fire protection systems are not working or are insufficient, assistance is requested from the local fire department.

### 8.13 Other risk control equipment

#### Sea fires with struggle

1) Port administration in the field possible sea fires dated 06/8/1975 and numbered 7/10357 Ministers Board The decision with into force placed Overland What may emerge Fires , Sea, Port or Onshore Able to get off and reach the shore And It can spread or Overland Go out Coast , Port and To the sea Available Fires Opposite Available Prevention , Extinguishing And Recovery Measures About Regulations provisions as required official And special all by organizations intervention It is done . Coast in their facilities still And portable fire fire extinguishers first aid units And The equipment is complete and ready . And works in case is kept .

2) Coast in their facilities possible fires extinguishing activities , related legislation as required created necessary vehicle And with goods equipped fire extinguishing teams with It is done . Tugboat services . in its activities found organizations also port of the presidency instructions in line with extinguishing to its activities He/She participates .

## 9. OCCUPATIONAL HEALTH AND SAFETY

**9.1 Occupational health and safety measures.**

The Port Facility Operator is obligated to take all necessary measures to prevent, or minimize, the exposure of workers to dangerous chemicals. The Port Facility Management shall involve these substances, and to protect workers from the dangers of these substances.

**9.1.1 Risk assessment**

Gazette dated 29/12/2012 and numbered 28512, in order to determine whether dangerous chemicals are present in the port facility and, if so, to identify their negative impacts on the health and safety of employees .

**9.1.2 Emergency situations**

shall take into account emergency situations arising from dangerous chemical substances at the port facility, subject to the provisions specified in the Regulation on Emergencies in Workplaces published in the Official Gazette dated 18/6/2013 and numbered 28681.

**9.1.3 Employee training and information**

The Port Facility Management shall provide training for employees and their representatives, subject to the provisions specified in the Regulation on the Procedures and Principles of Occupational Health and Safety Training for Employees, dated 15/5/2013 and numbered 28648. and ensures they are informed.

**9.2 Information about personal protective equipment and their components. Procedures for its use.**

**Personal Protective Equipment for Intervention Teams**

**Level A**

Area of use: Situations requiring a high level of protection for skin, respiratory system, eyes, etc.

- ✓ It is gas-tight.
- ✓ Positive pressure breathing apparatus
- ✓ SCBA stands for Chemical Protective Clothing.
- ✓ Gloves with chemical-resistant inner linings.
- ✓ The glove has a chemical-resistant outer shell.
- ✓ Bot or boot, chemical durable , steel heeled
- ✓ Drink clothing , cotton , long -sleeved And trousers
- ✓ Hard Helmet, hard hat
- ✓ Two-way radio communication (Non-sparking)

**Level B**

The minimum level required for entry and exit from the scene is primarily for the prevention of liquid spills and splashes.

- ✓ Positive pressure breathing apparatus
- ✓ SCBA Chemical Protective Clothing
- ✓ Gloves , insides chemical resistant
- ✓ Glove , outside chemical resistant
- ✓ Boots or ankle boots, chemical- resistant, with steel heels.
- ✓ Hard Head
- ✓ Two-way radio communication (Non-sparking)
- ✓ Face Mask

**Level C**

It is used when the chemical in the environment is known, its concentration is determined, and it is determined that it will not harm the skin and eyes. However, continuous monitoring is necessary.

Full mask, air purifier filter.  
 → Protective clothing against chemicals

→ Gloves, with chemical-resistant linings.

→ Gloves, with a chemical-resistant outer layer

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

→ Hard Title

→ Two-way radio communication (Non-sparking)

→ Face Mask

**Level D**

Work attire (for emergency response teams). Requires long sleeves and safety shoes/boots. Other personal protective equipment varies depending on the situation. If skin contact is a risk, such clothing should not be worn at the scene.

Helmet	EN 397 ABS	15	Emergency Response Room
Chemical Eye Protection	EN 166	15	Emergency Response Room
Chemical Suit	Type 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-sleeved garment	Cotton fabric	15	Emergency Response Room
Reflective vest		15	Emergency Response Room

**9.3 Entry permit measures and procedures for closed areas**

**Ventilation of enclosed spaces before and after entry:** Ventilation should be carried out by leaving as many openings as possible, preferably at least one opening at each end of the space.

Ventilation should ideally be provided at least 24 hours before entry; however, this may not always be the case. Ventilation before entry may not be possible, especially if entry into confined spaces is unplanned. In such cases, efforts should be made to ventilate the area for the maximum possible time to ensure it is safe for entry. Ventilation should continue continuously for the duration of work within the confined space.

If the ventilation system fails, all persons in the enclosed area must evacuate immediately. Mechanical ventilation of fans are available on board, their use is preferable to natural ventilation. Natural ventilation is the most effective method for allowing airflow when at least two access points are open in the area (preferably at both ends). Whether mechanical or natural ventilation is used, it is important to note that the air intake should only be placed in an area that will draw in fresh air. To avoid environmental pollution, all vented gases must be discharged away from the area.

**Ensuring area security:** Access to an enclosed area must be secured against accidental entry. This is especially important when a door or other access point is left open to provide natural ventilation. An open door or access point might give the impression that it is safe to enter; to prevent this, mechanical barriers and/or visible warning signs should be placed at the entrance. Ideally, a security guard should be stationed at the entrance.

**Testing the atmosphere of the enclosed space:** Before entry, after entry, and at regular intervals until the entire operation is completed, the atmosphere of the space should be tested using appropriately calibrated instruments. These should only be used by persons specifically trained in the use of the equipment. Forced ventilation should be stopped during the test (preferably 10 minutes before the test). Where appropriate, the space should be...

To obtain a representative sample of the atmosphere, the space test should be conducted at as many different levels as possible. In some cases, it may be difficult to test the atmosphere in a confined space (e.g., the landing of a staircase) without entering the space. The use of flexible hoses or fixed sampling lines that reach far areas within the confined space can allow for safe testing without having to enter the space. If the atmosphere in the confined space is classified as unsafe or questionable following a risk assessment, the space should only be entered when there are no practical alternatives. This should only be for further testing, basic operation, life safety, or the safety of the vessel. A breathing apparatus should always be worn during such an entry, and the number of people entering the space should be kept to the minimum necessary to perform the job.

**Adequate first aid supplies and life-saving equipment must be available at the entrance to a confined space:** If personnel inside a confined space encounter a difficult situation and need to be rescued, intervention must be carried out as quickly as possible, as their survival time in such situations is very limited. To expedite a rescue, it is essential to have safety equipment readily available at the entrance to the space.

**The following equipment may be, but is not limited to, required:**

- An SCBA (Self-Contained Breathing Apparatus) with a fully charged spare cylinder.
- Life rope and rescue harness. The life rope must be of sufficient length and strength and detachable in case of entanglement.
- Fire extinguisher,
- Equipment for lifting a disabled person (e.g., stretcher) and,
- Portable atmospheric testing equipment.

**Having experienced personnel at the entrance of confined spaces is crucial.** It is very important to have a staff member stationed at the entrance of a confined space. This staff member is appropriately trained within the security management system, monitors those entering the confined space, maintains communication with those inside, and initiates emergency procedures in the event of an incident. This staff member must not leave their post until all individuals inside the confined space have exited and the area has been secured. If they must leave due to an urgent situation, they must assign someone else to replace them.

**Checking personal protective equipment:** The necessary protective equipment will vary depending on the situation. This is because it depends on the risk assessment, which will be different for each indoor entrance.

Essential equipment (all of the approved type) may include:

- Helmet, with chin strap,
- Gloves,
- Goggles,
- Ear protectors,
- Self-safe torch,
- Protective footwear,
- Overalls (protective clothing) and,
- An ELSA (Emergency Life Support Apparatus), EEBD (Emergency Escape Ventilator), or other emergency escape ventilators.

**Access control:** An “Access Permit” record must be completed for each entrance to an enclosed area. This record serves both as a control mechanism and as proof that all necessary precautions have been properly implemented and are sufficient for the intended entry. A copy of the permit should be placed outside the entry point. The permit should be as careful and accurate as possible. Upon expiry of the permit, all persons must leave the area and may not re-enter until another permit is issued. The permit must be completed and signed by all relevant parties. A copy of the permit should be permanently posted at the entrance to the area to inform staff of any restrictions on permitted activities within the area and the precautions taken upon entering the area.

The following points detail the broader elements that an “ **Access Permission** ” should encompass. Additional points specific to the field of entry can be added as needed:

- Location, type of work, detailed information of the crew involved, responsible person, officer, and validity period of the permit (this period should never exceed 8 hours),
- The nature and results of preliminary tests and measures taken to minimize risks and make the work safer,
- Details of the ventilation system and confirmation that continuous ventilation will be maintained.
- The results of the atmospheric test,
- Details of the first aid and life-saving equipment deployed, and
- Confirmation that all personnel are wearing the correct types of personal protective equipment (PPE), including verification of equipment testing, and that the relevant personnel are competent in their use (e.g., respiratory equipment).

## **10. OTHER MATTERS**

### **10.1 Validity of the Dangerous Goods Compliance Certificate**

The Coastal Facility Dangerous Material Compliance Certificate is renewed every three years. It is currently valid.

### **10.2 Tasks defined for a Dangerous Goods Safety Advisor.**

(1) TMGD, in addition to the IMDG Code , handles dangerous goods handled at the coastal facility.

Depending on the context of the loades, the relevant codes are IBC Code, IGC Code, IMSBC Code and MARPOL 73/78.

They gain knowledge about the procedures and, in general, the dangerous goods operations of the shore facility. They ensure that the dangerous goods handled at the shore facility are handled in accordance with the regulations.

It checks that it has not been handled and informs the shore facility.

(2) TMGDs must comply with the regulations of the coastal facilities where they work or provide services.

and three times in the format determined by the Administration, in relation to their responsibilities as defined in the Directive.

They prepare reports on a monthly basis and submit these reports to the Administration. If any deficiencies or inaccuracies are found in the reports, the Administration or the port authority is authorized to conduct inspections at the coastal facility. The Administration may work on enabling the entry of these reports through the e-Government system.

(3) TMGD, during the TYUB inspections carried out within the scope of Article 7, at the coastal facility

They are present and actively participate in the inspections. Coastal areas where the TMGD does not participate in the inspection

The facilities will not be inspected, and the inspection fee will not be refunded. In this case, the coastal facility must also reapply under Article 6 and pay the inspection fee again .

TMGDs working/serving at the coastal facility , in the place where they work or serve

The coastal facilities they provide must be able to reach the facility within a maximum of 2 (two) hours when called upon by the port authority to which they are affiliated, or in emergency situations, when dangerous goods stored and/or handled at the facility are being processed.

Otherwise, administrative sanctions will be applied by the port authority within the scope of the Regulation.

(5) TMGD working/serving at the coastal facility, Dangerous Goods Handling of the coastal facility

The guide is prepared in collaboration with the coastal facility and its accuracy is checked. The guide also includes the signature of the Dangerous Goods Safety Advisor (DGSA ).

### **10.3 Provisions concerning those transporting dangerous goods by road to/from coastal facilities (documents that road vehicles carrying dangerous goods must possess when entering/exiting the port or coastal facility area, equipment and gear that these vehicles must carry; speed limits in the port area, etc.).**

The following are the requirements for transport under the ADR regulations:

- Valid and suitable for transportation, SRC 5 certificate.
- ADR written instructions
- Vehicle Conformity Certificate suitable for transport and valid for tankers.
- Shipping documents
- CSC Certificate for container shipping.
- In cases where heat-treated wood is used in the load handling unit (CTU) and in loading or transport purposes, a certificate indicating that the wood is suitable.

The following documents must be prepared by the relevant parties during the transport of dangerous goods:

- Dangerous Goods Declaration
- Dangerous Goods Transport Consignment Note
- Multimodal Dangerous Goods Form
- Dangerous Goods Manifesto
- Packaging and Container/Vehicle Loading Certificate
- Material Safety Data Sheet
- Transport document showing exemption for transport under ADR/RID/IMDG Codes 3.4 and 3.5.
- Mandatory financial liability insurance for dangerous goods and dangerous waste.

Dangerous goods cannot be transported to or from port facilities without the mandatory transport documents listed above. Load not properly secured under the IMDG Code is also treated as dangerous goods.

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

#### **10.4 Provisions concerning those carrying dangerous goods arriving at/departing from a port facility by sea (day/night signals to be displayed by ships and vessels carrying dangerous goods at the port or port facility, cold and hot working procedures on board ships, etc.).**

##### **10.4.1. Arrival by Sea**

###### **Dangerous goods (liquid or solid):**

The ship's name and IMO number, the agent, and the estimated time of arrival (ETA), normally no later than 24 hours before arrival;

**b)** A list showing the product name of the dangerous goods, the relevant IMO Code, and other required information;

**c)** For the load, a valid International Certificate of Conformity for the Bulk Carriage of Dangerous Chemicals or a valid Certificate of Conformity for the Carriage of Dangerous Bulk Chemicals, whichever is applicable, an International Certificate of Non-Conformity for the Carriage of Dangerous Liquid Bulk Substances (NLS Certificate) and/or an International Certificate of Non-Conformity for the Carriage of Fuel Pollution must be present;

**d)** Dangerous goods remaining on board must be indicated by referring to their numbers in the list;

**e)** Dangerous goods before being brought to the port area or Additional information that may be submitted to the port authority before the goods are removed from the port area may include that specified in ISPS Code Part B. Examples of other information required by regulatory bodies regarding packaged dangerous goods include:

- .1 Container number
- .2 Shipping license number or reference (if IMDG Code class 1 or 7) whereas);
- .3 Recipient or local carrier name and contact details (if available).

##### **10.4.2. Travel by Sea**

Dangerous goods (liquid or solid):	<b>ULUSOY</b>	<b>DANGEROUS CARGO HANDLING GUIDE</b>	Page No.
			19

- a) As required by regulatory authorities, the ship's name and IMO number, agent and estimated time of departure (ETD);
- b) A dangerous goods label showing the product name, the relevant IMO Code, and other required information. list;

- c) For the load, a valid International Certificate of Conformity for the Transport of Dangerous Bulk Chemicals or a valid Certificate of Conformity for the Transport of Dangerous Bulk Chemicals, whichever is applicable, an International Certificate of Non-Conformity for the Transport of Dangerous Liquid Bulk Substances (NLS Certificate) and/or an International Certificate of Non-Conformity for the Transport of Fuel Pollution must be present;
- d) Stowage or location of dangerous goods on board a ship.

#### **10.4.3 Lights and Signals to be Displayed by Vessels Carrying Dangerous Goods in Ports:**

Ships carrying explosive, flammable, combustible and similar dangerous goods shall, in accordance with the International Regulations for Preventing Collisions at Sea ( Col-Reg .), fly a B (Bravo) signal flag during the day and display a red light visible in all directions (360 degrees) at night.

#### **10.4.4 Additional considerations to be added by the coastal facility.**

In cases not covered by this Guide, the provisions of the International Code for the Transport of Dangerous Goods by Sea (IMDG Code) and other relevant legislation shall apply .

### **10.5 Additional considerations to be added by the coastal facility.**

#### **Guide Update and Distribution:**

A copy of this guide will be available at the Çeşme Port Authority, and another copy at Ulusoy Çeşme Port Management. The Port Authority will be responsible for distributing and announcing this guide to all relevant port employees, facility users, load handlers, and public authorities.

Changes to this guide will be made by the Port Authority in accordance with changing legislation and conditions.

will have access to this guide through the Ulusoy Çeşme Port Management Inc. website .

#### **Approval and Execution:**

Ulusoy Çeşme Port Management Directorate is responsible for the implementation of this guide.

### **Accident Prevention Policy**

#### **1. The Purpose of the Policy**

As the management of Ulusoy Çeşme Port Operations Inc., we are aware that all operations carried out in our port inherently carry various risks and potential hazards that could lead to accidents. However, within the framework of our Occupational Health and Safety and Environmental Policy, and in line with 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, protecting our employees, subcontractors, visitors, neighbors, and the

environment.

2. The Policy's Core Commitment

Ensuring the continuous professional development of our staff and complying with relevant national and international legislation and standards are among our objectives, and we are committed to fulfilling the following requirements to achieve these objectives.

### 3. Implementation Principles

1. High-level security measures are in place around the port facility to protect people and the environment, and all necessary resources are provided for this purpose.
2. Risk assessments based on quantitative analyses are conducted and continuously updated within the scope of routine and extraordinary operations to identify and evaluate accidents.
3. Maintenance, repairs, and temporary shutdowns related to identified risks are carried out, and necessary procedures are prepared and implemented.
4. Technological advancements are monitored to prevent accidents and mitigate their potential effects, and the necessary support is provided for the continuous improvement of safety measures in the facilities.
5. Before implementing necessary adjustments and controls for planned changes and new plant and process designs, risk assessments are conducted and their acceptability is rigorously evaluated.
6. Systematic analyses are used to identify potential emergencies in advance, emergency plans are prepared for these situations, and these plans are regularly reviewed and examined during drills.
7. Compliance with the objectives set within the framework of Quality Management Systems is regularly monitored, 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; furthermore, our employees are continuously trained to improve themselves.

### Handling , Loading and Unloading of Dangerous Goods

1. For all dangerous goods to be loaded, unloaded and handled at our facility , Material Safety Data Sheets (MSDS) are obtained first, and specific to each material:  
Those dangers,  
First aid and fire prevention measures,  
leakage /spillage,  
Special conditions for handling ,  
Personal exposure precautions ,  
Environmental protection measures  
It is being analyzed in detail.
2. Necessary equipment and supplies are provided to prevent potential harmful effects.
3. Areas where dangerous goods are handled are kept under constant surveillance by relevant facility personnel and security officers, and monitoring equipment and alarm systems are thoroughly checked.
4. Continuous self-improvement of staff members is supported.
5. Adequate access and exit points are provided to the areas for rapid response in emergency situations.
6. This policy is a fundamental duty for our facility employees, and we ensure that all personnel working with our facility are aware of and implement this policy.

### 5. Enforcement and Responsibility



**Load notification procedure not specified in the Dangerous Goods Guide and planned to be handled at the facility.**

not specified in the facility's current Dangerous Goods Handling Guide and planned for handling at the facility is made to the relevant Port Authority by completing the form below. The coastal facility must demonstrate that it has the necessary equipment required for the code and attached safety data sheet applicable to the load in question, that all necessary first aid, fire, safety, etc. measures have been implemented, and that the necessary updates have been made to the Dangerous Goods Handling Guide and other procedures.

Appropriate shipping name	
UN Number and Class ID/Characteristics groups, if any, from the table.	

The type of payload and the code it belongs to.	Dangerous Liquid Bulk Loades (Petroleum and Petroleum Derivatives - MARPOL Annex 1)	
	Dangerous Liquid Bulk Loades (Chemicals and Similar - IBC Code)	
	Dangerous Liquid Bulk Loades (Liquefied Gas - IGC Code)	
	Packaged Dangerous Goods (IMDG Code)	
	Dangerous Solid Bulk Loades (IMSBC Code)	

Appendix: Safety Data Sheet (SDS)

Dangerous Goods Safety Advisor / Coastal Facility Authority

Name/ Surname /Signature  
Surname /Signature

Name/

**10.6.1 Operations Manager****Ulusoy Çeşme Port Management Inc.****In Export Operations;**

1. The list of dangerous goods to be loaded onto the vessels will be sent in advance by the assigned Operations Manager to the gate registration personnel, port security officer, field operations personnel, and the vessel's loading supervisor.
2. Vehicles accepted into the port area will be inspected at the weighbridge stage according to the control form shown in Annex 18. The vehicles or load transport units will be checked to ensure compliance with ADR requirements and the IMDG Code requirements for sea voyages.
3. Field personnel will be directed to the dangerous goods area after checking the suitability of the dangerous goods according to the sorting chart. If the positioning of the dangerous goods does not conform to the sorting plan, the Operations Supervisor will request correction from the MAF operator.

**In the Import Operation;**

1. The list of dangerous goods to be unloaded from ships and the ADR-related documents will be communicated in advance by the Operations Manager to the field operations personnel for temporary port storage and to the port gate exit security officer for ADR-related checks (Annex-19).
2. Field personnel will be directed to the dangerous goods area after checking the suitability of the dangerous goods according to the sorting chart. If the positioning of the dangerous goods does not conform to the sorting plan, the Operations Supervisor will request correction from the MAF operator.

**10.6.2 Field Operations Personnel**

It ensures environmental safety.

During dangerous goods operations, portable warning signs are used to prevent unauthorized persons from entering the area.

We take the necessary fire precautions and check that the system is working. does.

Check that the necessary warning and safety signs are present. does.

It ensures that dangerous goods are positioned in the dangerous goods area according to the sorting table.

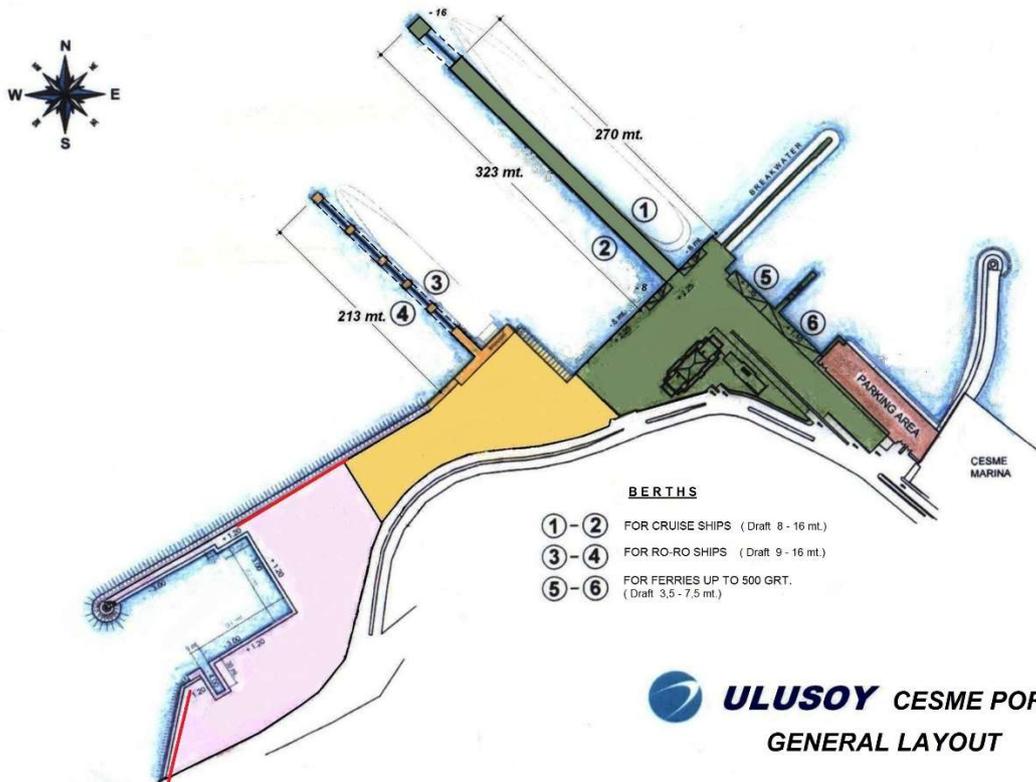
**10.6.3 Mafi Operators**

1. In import operations, they ensure the unloading of dangerous goods from the ship and their transportation to the stacking area according to the ship loading plan provided by the operations manager.
2. In export operations, they ensure the positioning of dangerous goods on board the vessel according to the instructions given by the operations manager and the ship loading manager.

**APPENDICES**

Appendix 1 - General layout plan of the coastal facility.

ANNEX : 1



Appendix 2 - General view photographs of the coastal facility.

Tesisin Genel Görünüş Fotoğrafları

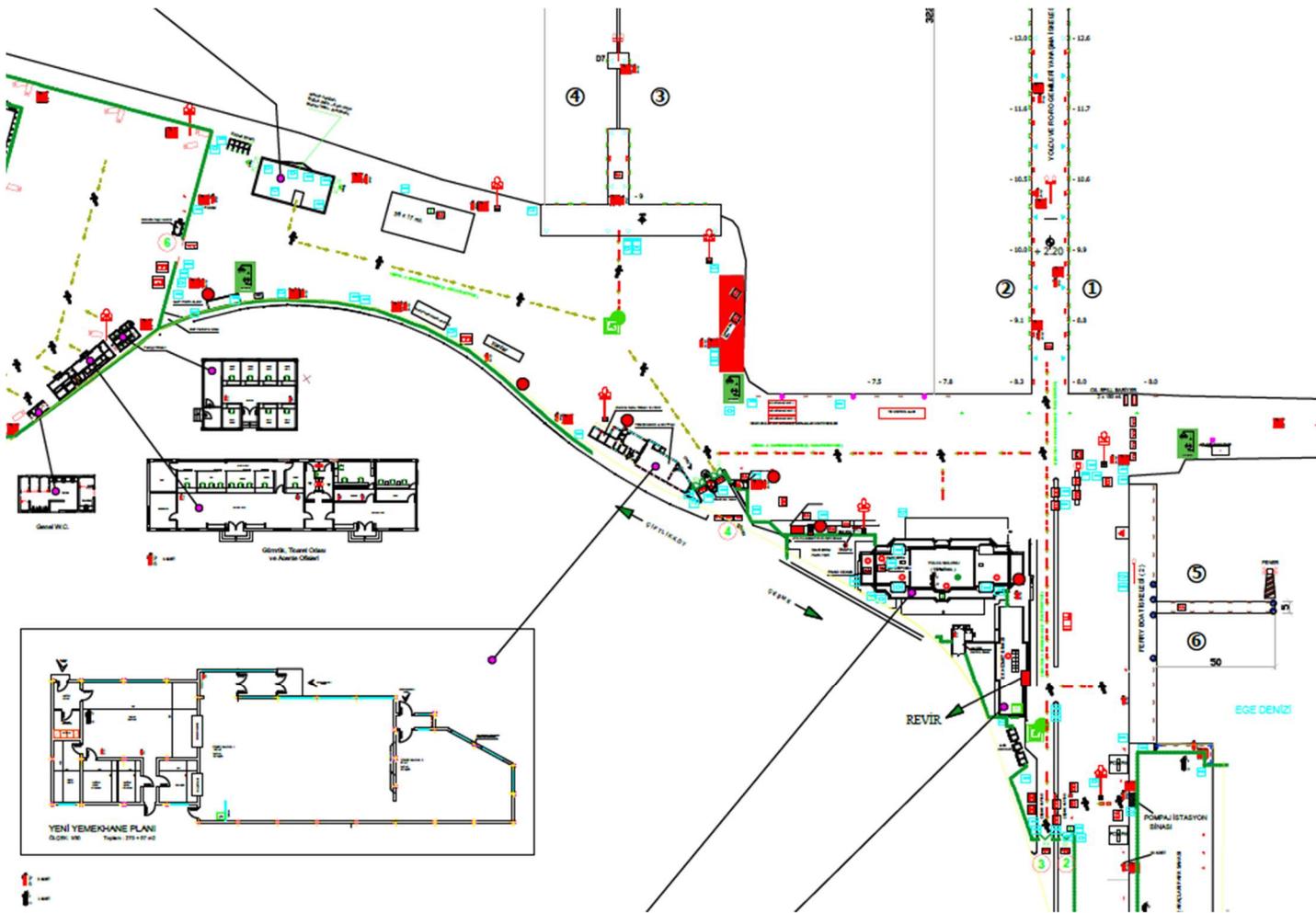


SEQUENCE NUMBER	OFFICE	PHONE NUMBER
1.	Ministry of the Interior	0312 442 42 00
2.	Ministry of Transport and Infrastructure	0312 203 10 00
3.	Naval Forces Command	0312 417 62 50
4.	Republic of Turkey Ministry of Transport and Infrastructure, General Directorate of Maritime and Inland Waters	0312 203 22 10/11
5.	SEARCH AND RESCUE COORDINATION CENTER	0312 231 91 05
6.	Coast Guard Command	0312 425 33 37
7.	Search and Rescue Department Directorate	0312417 05 82
8.	Izmir Governorship	0232 446 80 80
9.	Izmir Police Department	0232 489 05 00
10.	Izmir Provincial Gendarmerie Command	0232 442 18 99
11.	Izmir Port Authority	0232 463 73 20
12.	Coast Guard Aegean Sea Regional Command	0232 366 66 66/67
13.	Çeşme District Governorship	0232 712 68 41
14.	Çeşme Port Authority	0232 712 60 05
15.	Çeşme District Police Department	0232 723 09 19
16.	Çeşme Customs Directorate	0232 712 67 40
17.	Gediz Electricity	(0232) 754 66 91
18.	<b>HOSPITALS</b>	
19.	Izmir Health Directorate	0232 483 44 99
20.	Çeşme State Hospital	0232 712 07 07
21.	Alaçatı Health Center	0232 716 80 08
22.	Çeşme Central Health Center	0232 712 66 28
23.	Çeşme 1st Emergency Medical Service 112	0232 712 07 78
24.	Çeşme Fire Department	110
25.	Ambulance	112

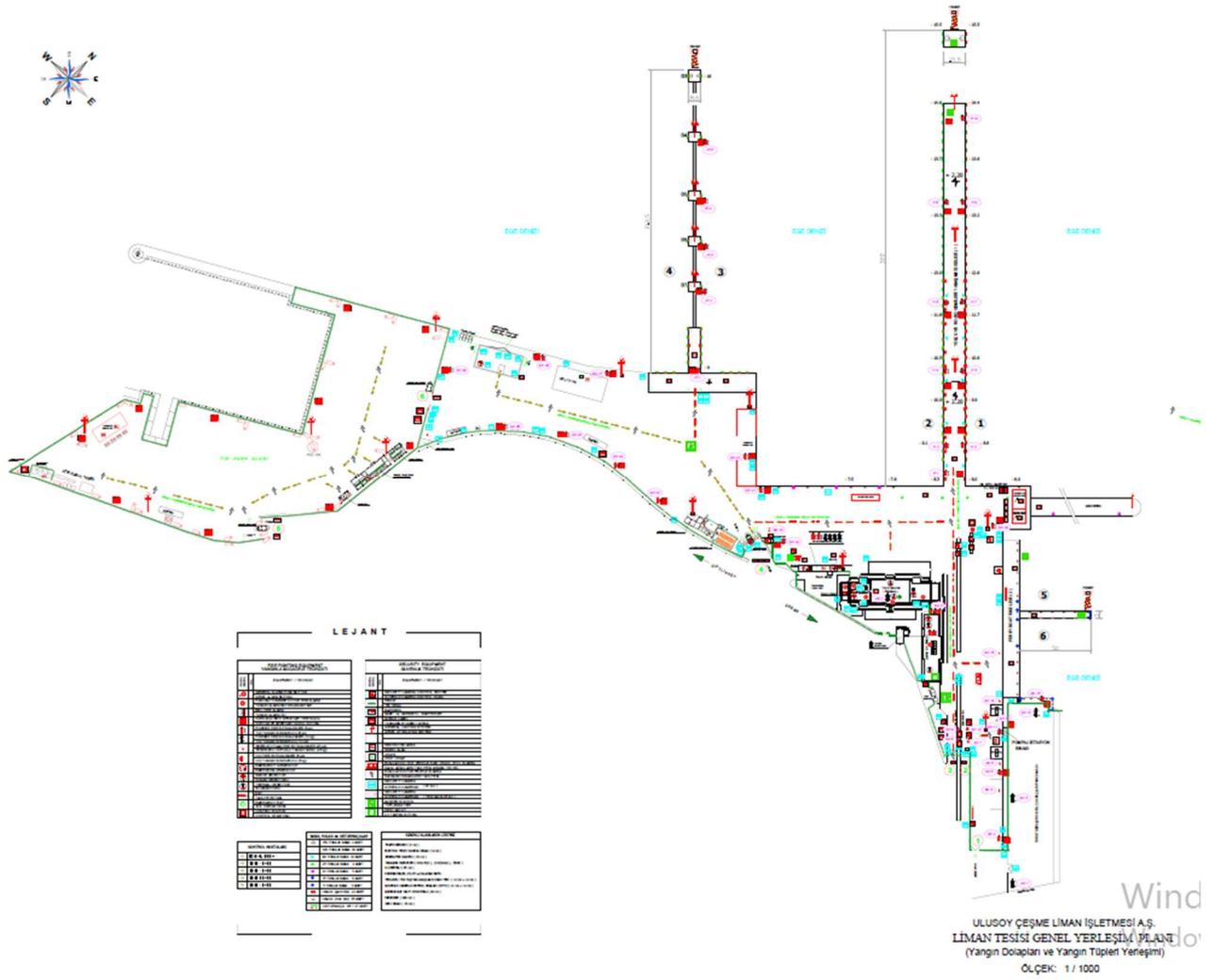
**Ulusoy Cesme Port Management Inc.**  
**INTERNAL COMMUNICATION LIST**

NAME - SURNAME	DUTY	GSM No
MESUT CESUR	GENERAL MANAGER	NOT PUBLISHED DUE TO KVKK (Personal Data Protection Law). FOR INFORMATION, PLEASE CONTACT OUR CORPORATE PHONE NUMBERS.
CELAL ULAŞ	PORT MANAGER	
ÖZGÜR ALTINKAYA	DEPUTY PORT MANAGER	
ZEYNEP SULTAN ERSÖZLÜ	OPERATIONS MANAGER	
OSMAN KEREM KANER	PORT FACILITY SECURITY OFFICER	
DUNDAR BAKIRCI	AGENCY MANAGER	
HAKAN DEMIRCI	PILOT CAPTAIN	
ERDEM DEMİRÖZ	PILOT CAPTAIN	
AHMET KÜÇÜKBIÇAKÇI	SECURITY CHIEF	
EROL AYDOGU	AGENCY MANAGER	
LEVENT BUDAK	MOLAMAR	
ZAFER UĞUR	TOWBOAT CAPTAIN	
TAMER BİLGİÇ	ENGINEER	
SERCAN YIGITOL	TOWBOAT CAPTAIN	

Appendix 4 - General Layout Plan of Areas Where Dangerous Goods Are Handled

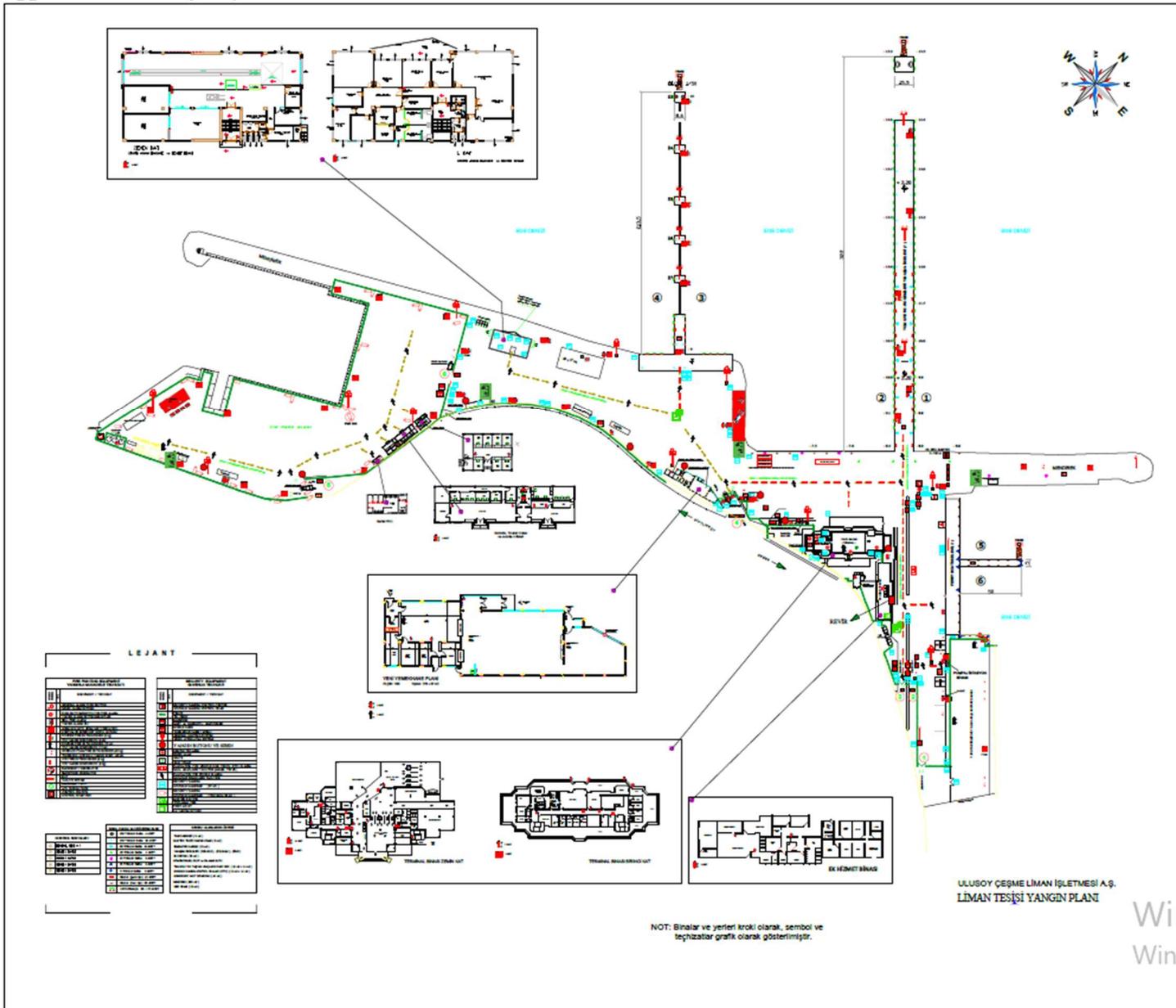


Appendix 5 - Fire Plan for Areas Where Dangerous Goods Are Handled





Appendix 7 - Emergency Plan





Appendix 9 - Emergency Management Scheme



**ACIL DURUMLARA MÜDAHALE İÇİN BELİRLENEN EKİP ÜYELERİN İSİMLERİ VE GÖREVLERİ İLE BU EKİPLERDE GÖREVLENDİRİLEN PERSONELİN İSİMLERİ, GÖREV VE SORUMLULUKLARI (YÖNERGE EK 9 - 1D)**

**ARAMA KURTARMA EKİBİ**

S.NO	ADI SOYADI	TELEFONU	GÖREVİ	İMZA	ARAMA VE KURTARMA EKİBİ GÖREV & SORUMLULUKLAR
1	EROL AYDOĞU	5334379536	Acenta Müdürü		<ul style="list-style-type: none"> <li>*Acil Durum Amirleri gerekli kaynakların kesilmeden ve yangın kontrolünü yapıldıktan sonra arama kurtarma çalışmalarını başlatır.</li> <li>*Arama-Kurtarma ekibi üyeleri acil durumlarda tahliye görevini de yerine getirirler.</li> <li>*Tahliye süresince personelin koşmadan ve paniklemeden tahliye olması için yönlendirmeye bulunurlar.</li> <li>*Kurtarma ekibi yangın yerinde öncelikle canlı varlıkları kurtaracaktır. Kurtarılan yaralı ilkyardım ekibine teslim edilecektir.</li> <li>*Yangın kontrol altına alınması ve sürdürülebilirliği için gerekli görülen bütün bölümlerdeki çalışmaların durdurulmasını ve denetlenmesini sağlayacaktır.</li> <li>*Eyalet kurtarmada önce yangın, parlayıcı, patlayıcı ve zehirli evrakları yangın yerden uzaklaştırıp bu eşyaları koruma ekibine teslim edilecektir.</li> <li>*Acil durum toplantılarında toplantı noktasında tespit edilen sayıp personel var ise arama çalışmalarını yapar.</li> </ul>
2	ZEVNEP SULTAN ERSÖZLÜ**	5071555518	Operasyon Sorumlusu		
3	ZAFER UĞUR	5534191655	Romörkür Kaptan		
4	SERCAN YİĞİTOL	5327343592	Romörkür Kaptan		
5	NESET OKAY**	5384263859	Saha operasyon		
6	İSMAİL EROĞLU**	5432321250	Mafi Operatör-ü		
7	ÜNAL AYDIN	5379382759	Palamar		
8	MURAT BUDAK	5346493275	Palamar		
9	MUHAMMED ÇOLAK	5555069139	Açıcı		
10	KEMAL SABRİ ŞÖLEN	5325059022	Kaptan		
11	H. ALİ YELİM**	5335440230	Güvenlik Amiri		
12	SEHER TUNCEL	5355531766	Temizlik Personeli		
13	ALİ ÇAM	542529861	Temizlik Personeli		

**SÖNDÜRME EKİBİ**

S.NO	ADI SOYADI	TELEFONU	GÖREVİ	İMZA	YANGIN EKİBİ GÖREV & SORUMLULUKLAR
1	LEVANT BUDAK	5377206201	Palamar		<ul style="list-style-type: none"> <li>*Yangın haberini alan yangın söndürme ekibi "Acil Durum Amirliği" bilgisi dahilinde kendilerine ait araç gereç ve malzemelerini alarak derhal olay yerine hareket ederler.</li> <li>*Yangın ilhamı alanında yangın söndürme ekibi olay yerine varınca tahliye edilebilir yangın söndürme cihazlarını da alarak kayıtlıdır. Kesif sırasında aşağıdaki bilgiler alınır: Yangın yeri / adresi Yangın sınıfı Tehditlenmiş malzeme var mı? Nereden müdahale edilebilir Ne ile müdahale edilebilir *Yangın neden olan kaynak saptanmaya çalışılır. (GAZ, AKARYAKIT, KATI MADDE vb.) Buna göre de söndürme çalışması yapılır.</li> <li>*Kapatılacak yangınlarında ortaya çıkabilecek gazlar öldürücü olduğundan yetkili ve donanımsız personel yangın alanına girmez çıkarılır.</li> <li>*Yangının yayılmasını önlemek için sapa, perçeme ve basatlandırma yapılır.</li> <li>*Yangının müdahaleci canını tehlikeye atmadan yangın söndürme kaza deram ettirir.</li> </ul>
2	HASAN KURNAZ	5077242849	Güvenlik Personeli		
3	ABDULLAH ASLAN	5433920642	Güvenlik Personeli		
4	SÜLEYMAN NAS	5524926271	Usta Gemici		
5	SERKAN DEMİR	5313321346	Usta Gemici		
6	CEMAL TASPINAR	5379153061	Palamar		
7	ORÇUN ŞENKUL	5327065558	Palamar		
8	YAĞIZ AYDIN**	5531896503	Palamar		
9	TOLGA BUDAK	5441461798	Usta Gemici		
10	MUSTAFA BOZKURT	5422798850	Palamar		
11	MOLLA ÇURA	5364789958	Temizlik Personeli		
12	SÜKRÜ TOKAKA	5519383108	Temizlik Personeli		
13	SERKAN ÇAPACI	5567098458	Elektrik Teknisyeni		

**İLK YARDIM EKİBİ**

S.NO	ADI SOYADI	TELEFONU	GÖREVİ	İMZA	İLK YARDIM EKİBİ GÖREV & SORUMLULUKLAR
1	ZEVNEP SULTAN ERSÖZLÜ**	5071555518	Operasyon Sorumlusu		<ul style="list-style-type: none"> <li>*Yardımcı birimlerin ilk yardım müdahale alanına girme/çıkma, ilk yardım malzemelerini kullanarak yaralıları ilk müdahaleci yapar.</li> <li>*Hastaya ve sevdiğiyle beraber yaralıları sapa, "Acil Durum Koordinatörüne" haber verirler.</li> <li>*Yaralıların durumu (yaralı sayısı, yaralanma sebebi, travma türü vb.), yaralıların isimlerini, neyi etkilediği, yakın hastasını veya acil servisi alan ve yaralıların durumlarını bildirir.</li> <li>*Gıda zehirlenmelerinde hasta kusturulur. Ancak alınan madde asit, alkali veya gergin değilse kusturmak ile bilinen kapak olanlar keskinlikle kusturulmazlar. Zehirlenmeye yol açan su ile çay gibi ıstırak veya bitkisel ilaçlarla bulguların etkisini ortadan kaldırmak için kullanılmamalıdır. Ortamda zehirli gaz varsa mutlaka açık havaya çıkarılmalıdır. Hasta sağlık kuruluşuna gönderildikten zehirlenmeye yol açtığından kaynaklanan maddeye ilişkin bilgiler varsa (ilüç kutusu, yiyecek araba vs.) bunlar da hasta ile birlikte gönderilmelidir.</li> </ul>
2	YÜCEL KAPLAN	5362455311	Güvenlik Personeli		
3	RABİA ALTINOK	5419236667	Temizlik Personeli		
4	BERK FETHİ AKCAN**	5392577262	Mafi Operatör-ü		
5	DOĞAN DEMİR	5349233594	Güvenlik Şefi		
6	SELAMİ UYAN	5301129322	Acenta Personeli		
7	AHMET KÜÇÜKBİÇAKÇI	5555231888	Güvenlik Şefi		
8	BALHAZİR TÜRKEN	5555887526	Usta Gemici		
9	AYŞE EŞEN	5372456850	Acenta Personeli		

**KORUMA EKİBİ**

S.NO	ADI SOYADI	TELEFONU	GÖREVİ	İMZA	KORUMA VE TAHLİYE EKİBİ GÖREV & SORUMLULUKLAR
1	OSMAN KEREM KANER**	5533377991	Güvenlik Müdürü		<ul style="list-style-type: none"> <li>*Bosutlanan eyya ve evrakta, bina yetkililerinin veya güvenlik güçlerinin gösterdiği bir yönde müsafaza altına alırlar.</li> <li>*Olağanüstü durum ortadan kaldırılınca ilgili birimlere teslim ederler.</li> <li>*Çıkabilecek panik ve kargaşayı önlemeye yardımcı olurlar.</li> <li>*Özellikle kapalı alanlarda çıkacak yangınlar sonucunda ortaya çıkacak gazlar öldürücü olduğundan bu bölümlerde çalışan yetkili ve donanımsız personel yangın alanında uzaklaştırılır.</li> <li>*Yangın yerine görevlilerden başka birilerinin girmesine engel olur.</li> <li>*Olay bölgesinin ve iş yerinin güvenliğini sağlar.</li> <li>*Bütün bu işleri yaparken bir yandan da yangını etrafa yayılıp yayılmadığını kontrol eder, şayet yayılma var ise itfaiyeye bildirir.</li> </ul>
2	AHMET KÜÇÜKBİÇAKÇI	5555231888	Güvenlik Şefi		
3	MURAT KAHRAMAN	5355008555	Güvenlik Personeli		
4	SÜKRÜ ÖZEN	5557039521	Güvenlik Personeli		
5	DOĞAN DEMİR	5349233594	Güvenlik Şefi		
6	YÜCEL KAPLAN	5362455311	Güvenlik Personeli		
7	SANİ ZERDAL	5512333577	Güvenlik Personeli		
8	MEDHET EMİN SANLI	5084997014	Güvenlik Personeli		
9	H. ALİ YELİM**	5335440230	Güvenlik Amiri		
10	SALİH ÖZCAN	537293582	Güvenlik Personeli		
11	ÖMER ATMACA	5532312458	Güvenlik Personeli		
12	İSA KAZ	5437193032	Güvenlik Personeli		
13	MESUT DENİZLER	5076291500	Güvenlik Personeli		

**TEHLİKELİ YÜK EKİBİ**

S.NO	ADI SOYADI	TELEFONU	GÖREVİ	İMZA	KİMYASAL DÖKÜNTÜ - SIZINTI SORUMLUSU GÖREV & SORUMLULUKLAR
1	DÜNDAR BAKIRCI**	5333574208	Acenta Personeli		<ul style="list-style-type: none"> <li>*İliman tesislerinde herhangi bir kimyasal dökülme/ sızıntısı olmadıkça durumlarında çalışma alanındaki personelleri bilgilendirir.</li> <li>*Sızan veya dökülen kimyasalın SDS formuna göre müdahale yöntemini, kullanılacak kişisel koruyucuları ve bertaraf şeklini belirler.</li> <li>*Dökülen/ Sızan kimyasal yamaçlı özellikli ise etrafındaki yanabilecek maddelerin uzaklaştırılmasını sağlar. Doğru yangın söndürme maddesini (Su, köpük KKT vb.) belirler.</li> <li>*Kimyasaldan zarar gören çalışanları en kısa sürede ilk yardım kuruluşuna götürülmesini sağlar.</li> <li>Tehlikeli yükler zeminde gerekli sızdırmazlık önlemleri alınmadıkça elleçlenmez ya da zedelediği depolanmaz bu kapsamda kayıt tesislerinde tehlikeli yüklerin elleçlendiği alanlar beton zeminden oluşmaktadır.</li> </ul>
2	ÖMER URALLI**	532638920	Kayıt Personeli		
3	İSMAİL EROĞLU**	5432411750	Mafi Operatör-ü		
4	OKAN BABACAN**	5538089405	Mafi Operatör-ü		
5	ALİ KÜÇÜKBİÇAKÇI**	5527757968	Mafi Operatör-ü		
6	SEYİT ÇALIK**	5312140841	Mafi Operatör-ü		
7	HÜSEYİN ŞİMŞEK**	507474052	Palamar		
8	SİZER KAYGUSUZ**	5067449495	Mafi Operatör-ü		
9	FATİH ARSLAN**	5345119375	Kayıt Personeli		
10	BERK DOĞRU**	5556256519	Acenta Personeli		
11	CEYLANI GÖRKAYA**	5539517735	Acenta Personeli		
12	HAKAN AYHAN**	5462465592	Saha operasyon		
13	ENES SAĞLAM**	5071617649	Saha operasyon		

NOT: \*\*\*\* İLE İŞARETLENMİŞ PERSONEL İMDC KOD EĞİTİMİ ALMIŞTIR.



Appendix 10 - Dangerous Loads Handbook

NOT INCLUDED. ( It is the responsibility of the personnel handling the dangerous goods .)

**DANGEROUS CARGO HANDLING GUIDE**

**Page No.**

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**Ulusoy Çeşme Port Management Inc.**



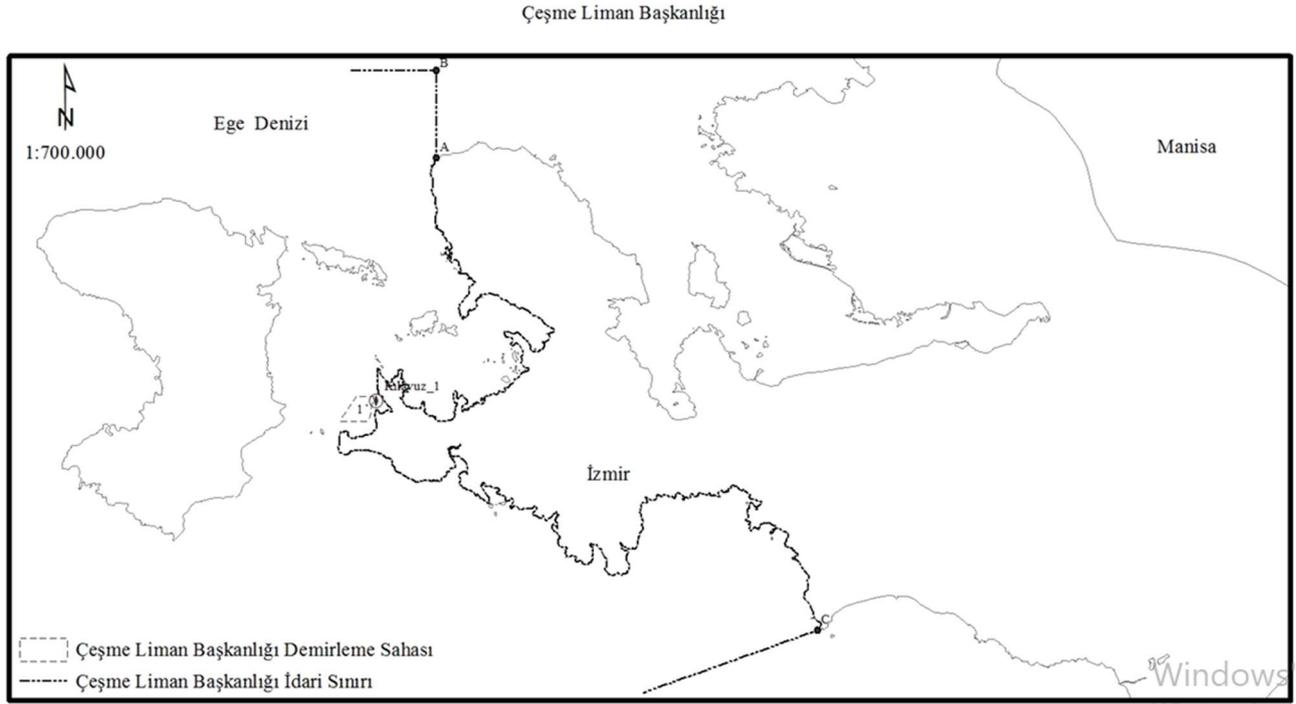
## Appendix 12 - Inventory of Port Service Vessels



## Inventory of Port Service Vessels

Inventory of Port Service Vessels		
Boat	strength	MOQ
Fountain 1 / Tugboat	2200 BHP	1
Gerence / Pilot Boat	960 BHP	1
Pilot 16/Pilot Boat	156 BHP	1
Şarköy / Tugboat	800 BHP	1
Fountain 5/ Tugboat	2581 BHP	1

13- Maritime Coordinates of the Port Authority's administrative boundaries, anchorage areas, and pilot embarkation/disembarkation points.



A) Port Administrative Area Boundary The port administrative area of Çeşme Port Authority is the sea and coastal area bounded by the line drawn from coordinate (b) in the true west (270°) direction, which is a continuation of the line connecting coordinates (a) and (b) below, and the line drawn from coordinate (c) in the true west-southwest (250°) west-southwest direction, and bordered by adjacent Turkish territorial waters.

a) 38° 39' 33" N – 026° 21' 39" E (Kara Burun)

b) 38° 46' 30" N – 026° 21' 39" E

c) 38° 01' 48" N – 026° 51' 52" E ( Doganbey Cape)

B) Anchorage areas: For all vessels within the administrative area of Çeşme Port Authority, the anchorage area is the sea area formed by the following coordinates.

1) 38° 20' 30" N – 026° 16' 39" E

2) 38° 18' 30" N – 026° 16' 15" E

3) 38° 18' 30" N – 026° 14' 00" E

4) 38° 20' 30" N – 026° 15' 15" E

C) Pilot boarding and disembarkation point

38° 20' 09" N – 026° 16' 5

Appendix 14 - Emergency response equipment for marine pollution located at the coastal facility

Marine Pollution Emergency Response Equipment				
Equipment	Emergency	Piece	Feature	Location of the Material
Barrier	Marine Pollution	At least 600 m	Freeboard: Minimum 35 cm  Draft: Must be 35 cm (minimum)  Fixed or inflatable type barrier  Buoyancy/weight ratio: 4:1  Tensile Strength 22 kN  ASTM-Z type linkage	Port Area
Absorbent pad ( sorbent ped )	Marine Pollution	At least 500	Sizes of 30x40 cm and above	Most Maritime Marine Pollution Response Equipment Containers
Absorbent Barrier (sausage-sorbent) boom )	Marine Pollution	100	Capable of holding 70 liters  At least 3 m long and 10 cm in diameter.	
skimmer	Marine Pollution	At least 2	Both diesel and fuel oil scraper  a multi-purpose brush head. skimmer  15 m <sup>3</sup> spill in 1 hour.  maximum weight of 100 kg can fit into a 4x4x2 m space.	
Pumps	Marine Pollution	2 pieces	It must be powered by at least 10 HP of diesel or electricity and be suitable for use with a scraper.	
Electricity sources	Marine Pollution	2 pieces	A generator with a power of at least 10 kWa capable of operating the scraper's pump.	
Hoses	Marine Pollution	200 m	Durable, with a suitable diameter for the scraper.	
Buoy	Marine Pollution	10 pieces	As a set with anchors and chains/ropes that can be used for marking purposes.	
life vest	Marine Pollution	20 pieces	Having at least 100 Newtons of lift	

Boat	Marine Pollution	1 piece	barrier laying, scraper operation and dispersant application.	Mole
<b>Coastal Cleaning Equipment</b>				
Spade	Marine Pollution/Fire	10 pieces	Standard	Most Maritime Marine Pollution Response Equipment Containers
Digging		10 pieces	Standard	
Harrow		10 pieces	Standard	
Wheelbarrow		10 pieces	Standard	
Water Jet		2 pieces	Standard	
Aquarius		10 pieces	Standard	
Warning tape		400 m	Standard	
Brush		10 pieces	Standard	
<b>Logistics Equipment</b>				
Car	Marine Pollution/Fire	1 piece		Port Area
Tractor		1 piece		
Forklift		3 pieces	1-3 ton capacity	
<b>Communication Equipment</b>				
Radio	Marine Pollution/Fire	10 pieces		Guidance Department
Computer		1 piece	Capable of running the modeling program.	
Internet		1 piece	ADSL or cable modem connection	
Telephone (landline and mobile)		Each unit commander and the Operation Commander must have one mobile phone.		
<b>First Aid Equipment</b>				
<b>First aid kits</b>	Marine Pollution/Fire/Dangerous Material Spill/Leak	10 pieces	standard	
<b>Marine Pollution Fire Fighting Equipment</b>				
Fire extinguishers	Fire/Dangerous Material Spill/Leak	At least 10	At least 10 kg	Most Maritime Marine Pollution Response Equipment Containers
Portable Fire Extinguisher Unit		1 piece	It must be loaded with various fire extinguishing equipment, at least three of which must have a foam system.	
Fire protection suits		6 pieces	Fire-resistant clothing conforming to EN 469 standard and CE certified.	

**Portable Storage Supplies**

Tank	Marine Pollution	5 pieces	At least 5 m <sup>3</sup> in volume	Most Maritime Marine Pollution Response Equipment Containers
Waterproof Tarpaulin		2 pieces	100 m <sup>2</sup>	
Floating Tank		5 pieces	At least 2 m <sup>3</sup> in volume	

**Recording Devices**

camera	Marine Pollution/Fire/Dangerous Material Spill/Leak	1 piece	Digital resolution of at least 3.1 megapixels.	Port Office
Camera		1 piece		

**Personal Protective Equipment**

Gas mask	Marine Pollution/Fire/Dangerous Material Spill/Leak	15 pieces	EN 136 - EN14387 ABEK1	Emergency Response First Aid Supplies Room
Overalls		15 pieces	Type 3-4-5-6 EN 14605,13982,13034 14126,1149-5	
Boot		15 pairs	SRC Non-Slip Base	
Glove		15 pairs	EN 388:4102X-EN374-1 EN 374-5	
Helmet		15 pieces	EN 397 ABS	
Glasses		15 pieces	EN 166	
Raincoat		15 pieces	Standard	
Face Shield		15 pieces	EN 163211	
Clean Air Supply Respirator		2 Pieces	SCBA	
Dust Mask		15 Pieces	EN FFP2	
Cotton long-sleeved garment		15 Pieces	Cotton fabric	
Reflective vest		15 Pieces		

**Lighting devices**

Generator	Marine Pollution/Fire/Dangerous Material Spill/Leak	2 pieces	A generator with a power of at least 10 kWa .	Generator Room and Electrician's Room
Spot		10 pieces	150W	
Cable		300 m	electrical cable	
Spot foot		10 pieces	At least 2 m high	
Torch		10 pieces	Standard	

**Fire Extinguishing Equipment**

Foam	Marine Pollution/Fire/Dangerous Material Spill/Leak	2 pieces	20 kg Can	Fuel Station
Fire Extinguisher		5 pieces	50 kg KKM	
Fire Extinguisher		7 pieces	6 kg KKM	
Fire Extinguisher		1 piece	6 kg KKM	Port Gate 3
Fire Cabinet		2 Pieces		Fountain to Chios Line

**Ulusoy Çeşme Port Management Inc.**

- Fire Extinguisher
- Fire Extinguisher
- Fire Cabinet
- Fire Extinguisher
- Fire Cabinet
- Fire Extinguisher
- Fire Cabinet
- Fire Extinguisher
- Foam
- Fire Extinguisher
- Fire Cabinet
- Fire Extinguisher
- Fire Extinguisher
- Fire Extinguisher
- Fire Cabinet
- Fire Extinguisher
- Fire Extinguisher
- Fire Cabinet
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- Fire Extinguisher

- 1 piece 50 kg KKM
- 2 Pieces 6 kg KKM
- 3 pieces
- 3 pieces 6 kg KKM
- 5 Pieces
- 5 Pieces 6 kg KKM
- 1 piece
- 1 piece 6 kg KKM
- 1 piece 20 kg Can
- 1 piece 6 kg KKM
- 5 Pieces
- 5 Pieces 6 kg KKM
- 1 piece 6 kg KKM
- 3 pieces 6 kg KKM
- 2 Pieces
- 2 Pieces 6 kg KKM
- 1 piece 50 kg KKM
- 2 Pieces 6 kg KKM
- 2 Pieces
- 2 Pieces 6 kg KKM
- 15 Pieces
- 15 Pieces 6 kg KKM
- 2 Pieces 6 kg KKM
- 2 Pieces
- 2 Pieces 6 kg KKM
- 6 pieces 6 kg KKM
- 6 pieces 6 kg KKM
- 6 pieces 6 kg KKM

- Mole
- Main Pier
- Import Dangerous Goods Area
- Port Gate 6
- Iron Scaffolding
- Repair Workshop
- Plumbing Workshop
- Mafi Garage
- Waste Area
- Refectory
- Export Area
- Weighbridge
- X-Ray
- Search Hangar
- Roof
- Port Gate 3

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Fire Extinguisher		1 piece	CO2	Terminal Building
Fire Extinguisher		1 piece	12 kg KKM	
Fire Extinguisher		7 Pieces	6 kg KKM	
Fire Extinguisher		2 Pieces	6 kg KKM	Agency Building
Fire Extinguisher		5 Pieces		Port Management Building
Fire Extinguisher		3 pieces	CO2	
Fire Extinguisher		14 Pieces	6 kg KKM	
<b>Other Capabilities and Resources</b>				
Fire Pump		4 Pieces	45kw	Fire Pump Room
Joker Fire Pump		1 piece	5kw	Fire Pump Room
Çeşme - I Tugboat		1 piece	30 Ton Towing Capacity	Mole
Çeşme - 5 Tugboats		1 piece	30 Ton Towing Capacity	Mole
Water Tank		3 pieces	135 Tons/Unit	Export Area
Water Tank		2 Pieces	10 Ton	Import Area



## Appendix 16 - Dangerous Goods Incident Notification Form

**DANGEROUS GOODS INCIDENT REPORTING FORM**

		<b>DANGEROUS GOODS INCIDENTS NOTIFICATION FORM</b>		Revision Date:	
				Revision No:	
				Page Number:	
Port Facility Name					
Facility Manager					
1. Nature and Time of the Event					
2. Location/Exact Location of the Incident					
3. Information on the Type, Quantity, and Condition of the Affected Goods					
4. Specific Existing Hazards/Marine Pollutants					
5. Details of Dangerous Goods Markings and Labels					
6. If the consignment is classified by the IMDG Code, the appropriate Shipping Name, Class (section of products and compliance group, where assigned to Class 1 ), UN number and Packing Group must be provided.					
7. Name of the Dangerous Goods Producer					
8. Level of Damage/Pollution					
9. The Sequence of Events That Led to the Incident					
10. Number and Types of Injuries/Deaths					
11. Emergency Response Performed					
12. Other Situations to be Mentioned					
13. Wants and Needs					
14. Informant (relevant person) Job Title/Name and Surname/Signature Contact Numbers					

Note: To enable a swift and effective response, treatment of injured personnel, and mitigation of damage, it is extremely important that emergency response units and the Regional Port Authority receive a brief and accurate description of the incident as soon as possible . If available, this description should include the details mentioned above.

Appendix 17 - Notification form for inspection results of dangerous goods transport units ( CTUs ).

TC

**MINISTRY OF TRANSPORT, MARITIME AFFAIRS AND COMMUNICATION**  
**General Directorate of Dangerous Goods and Combined Transport Regulation**

**REPORTING OF INSPECTION RESULTS FORM FOR DANGEROUS LOAD TRANSPORT UNITS ( CTUs )**  
**INSPECTION RESULTS FOR LOAD TRANSPORT UNITS ( CTUs ) CARRYING DANGEROUS GOODS**  
**MSC.1/Circ.1649**

Year/Period	...../.....			
Relevant Port Authority				
Name of the Coastal Facility				
<b>CONTROL AGENTS</b>	<b>Checked (Piece)</b>	<b>Incorrect (Piece)</b>	<b>Checked (%)</b>	<b>Incorrect (%)</b>
CTU Plate and Mark Compliance				
Improper or Damaged Packaging				
Packaging Labels and Brands				
Documentation (Dangerous Goods Declaration)				
Improper or Damaged Portable Tanks or Road Tankers				
CTU/Vehicle/Container In-House Stacking and Securing				
Load Segregation (compliance with load separation rules)				
Safe Containers Convention (CSC) Approval Certificate				
Road Tanker Hoisting Brackets and Accessories				
...../..... Form Prepared By Port Authority or Port Management				

This Notification Form is prepared in accordance with IMO Circular MSC.1/Circ.1442 and the letter dated 04.03.2013 and numbered 80063613/115.01.1099 from the General Directorate of Dangerous Goods and Combined Transport Regulation. It stipulates that port facilities handling packaged dangerous goods must conduct inspections of the Compliance of Load Transport Units ( CTUs ) containing load subject to the IMDG Code with the IMDG Code, and report the results to the Port Authorities to which the coastal facility is affiliated at the end of each three-month period. The Port Authority receiving the notification will then report the inspection results to the General Directorate of Dangerous Goods and Combined Transport.



## Appendix 18 - Inspection and Acceptance Form for Road Vehicles Carrying Dangerous Goods

		<b>ULUSOY LİMANI TEHLİKELİ YÜK TESLİM ALMA KABUL KONTROL FORMU</b>			Doküman No:	FORM ATLAS 101
					Revizyon No:	2
					Revizyon Tarihi:	11.11.2025
<b>1</b>		<b>Genel Bilgiler</b>				
Tajma Gözergahi		Hangi İskaleden		Çeşme Limanı		Hangi İskaleye
Tajinan yükün UN NUMARASI ve Paketlenme Grubu		Ticari Limanı				
Tajinan Miktar		Sefer Saati		Araç Plakası/Modeli		
<b>2</b>		<b>Genel Kontroller</b>				
No	Parametre	Durum Tespiti		Açıklama		
		<input type="checkbox"/>	<input type="checkbox"/>			
1	Araç, diğer araçlardan uzakta park edildi mi?	<input type="checkbox"/>	<input type="checkbox"/>			
2	Güvenlik personeli gelen sevkiyat hakkında önceden bilgi sahibi mi?	<input type="checkbox"/>	<input type="checkbox"/>			
3	Fatura ve insalitesi var mı?	<input type="checkbox"/>	<input type="checkbox"/>			
4	Tehlikeli madde ve tehlikeli atık zorunlu mali sorumluluk sigortası var mı?	<input type="checkbox"/>	<input type="checkbox"/>			
5	Araç sigara içme yerinden en az 30 m. uzakta mıdır?	<input type="checkbox"/>	<input type="checkbox"/>			
5	Boş Tanker ise "Gas Free" Tam temizlik belgesi var mı?	<input type="checkbox"/>	<input type="checkbox"/>	Varsa Tehlikeli yük olarak kabul edilmez		
Not: Cevap "Hayır" ise, müdürlük İşletme Yetkilisi ile koordine edilerek işlem yapılacaktır.						
<b>3</b>		<b>ADR - Muafiyetler</b>				
No	Parametre	Durum Tespiti		Açıklama		
		<input type="checkbox"/>	<input type="checkbox"/>			
1	Tehlikeli madde yükü muafiyet kapsamında mıdır? Tajima evrakı genkir	<input type="checkbox"/>	<input type="checkbox"/>			
<b>3</b>		<b>ADR/IMDG KOD - Sevk Belgeleri</b>				
No	Parametre	Durum Tespiti		Açıklama		
		<input type="checkbox"/>	<input type="checkbox"/>			
1	Mürettebatın fotoğraflı kimlik belgesi var mı? Mürettebat tajima evrakında kayıtlı biri ile uyumlu mu?	<input type="checkbox"/>	<input type="checkbox"/>			
2	Mürettebatın SRC 5 Belgesi var mı? Yetkilendirme uygun mu?	<input type="checkbox"/>	<input type="checkbox"/>			
3	Tajima evrakı/Deklarasyon var mı ve uygun hazırlanmış mı?	<input type="checkbox"/>	<input type="checkbox"/>			
4	Tehlikeli Yüke ait Güvenlik Bilgi Formu (SDS) var mı?	<input type="checkbox"/>	<input type="checkbox"/>			
5	Araç Onay (Uygunluk) Belgesi var mı?	<input type="checkbox"/>	<input type="checkbox"/>			
6	Bu tajima için "Tajima izin Yazısı" var mı?	<input type="checkbox"/>	<input type="checkbox"/>			
<b>4</b>		<b>ADR/IMDG KOD - Ambalajlar</b>				
No	Parametre	Durum Tespiti		Açıklama		
		<input type="checkbox"/>	<input type="checkbox"/>			
1	Üstü açık araçların üzerindeki ambalajların (IBC dahil) işaret ve etiketleri var mı?	<input type="checkbox"/>	<input type="checkbox"/>			
<b>5</b>		<b>ADR - Araçların İşaretlenmesi</b>				
No	Parametre	Durum Tespiti		Açıklama		
		<input type="checkbox"/>	<input type="checkbox"/>			
1	Tehlikeli madde taşıyan araçlara uygun levha ve turnusca plakalar takılmış mı?	<input type="checkbox"/>	<input type="checkbox"/>			
Teslim Eden (Yetkili)		Teslim Alan (Yetkili)		Onaylayan (Yetkili)		
Firma:		Firma:		Firma:		
Adı Soyadı / İmza:		Adı Soyadı / İmza:		Adı Soyadı / İmza:		
Açıklama		Bu form her bir araç için ayrı ayrı doldurulmalıdır.				
		Bu form tehlikeli yük taşıyan araçlar girmeden önce doldurulmalı ve ilgili komisyon yetkililerine teslim edilmelidir. Formun her bir kopyası ilgili komisyon yetkililerine teslim edilmelidir.				

### Appendix 19 Port Departure Control Form for Road Vehicles Carrying Dangerous Goods

<b>ULUSOY LİMANI ADR UYGUNLUK KONTROL FORMU (LİMAN ÇIKIŞI)</b>		Doküman No: ATL-SHJ-FRM-005 İlk Yayın Tarihi: 03/01/2019 Revizyon No: 01 Revizyon Tarihi: 03/05/2020 Sayfa No: Sayfa 1 / 3
İRAÇ PLAKASI DORSE PLAKASI FIRMA ADI	ARAÇ SÜRÜCÜSÜ ADI SOYADI FIRMA SÜRÜCÜ İMZASI	Tarih: / / 20
<b>ARAÇTA BULUNMASI GEREKEN BELGELER</b>		
SÜRÜCÜNÜN SRC 5 ADR EĞİTİM SERTİFİKASI <span style="float: right;">+/-</span> AÇIKLAMA		
TEHLİKELİ MADDE TAŞIMA EVRAKI (ADR Bölüm 5.4.1)		
YAZILI TALİMAT (ADR Bölüm 5.4.3)		
TEHLİKELİ MADDELER VE TEHLİKELİ ATIK ZORUNLU MALİ SİGORTA POLİÇESİ		
ÇOK MODULU TEHLİKELİ MAL TAŞIMA FORMU (ADR Bölüm 5.4.5)		
BÜYÜK KONTENEYER VEYA ARAÇ AMBALAJI SERTİFİKASI (ÇOK MODULU TAŞIMA) (ADR Bölüm 5.4.2)		
TANKERLER İÇİN ADR UYGUNLUK BELGESİ (2015 VE SONRASI MODEL TANKERLER İÇİN ADR UYGUNLUK BELGESİ (19) (ADR Bölüm 9.1.2)		
2006-2014 MODEL ARAÇLAR İÇİN T9 VEYA TAŞIT DURUM TESPİT RAPORU		
TAŞIMA ONAY BELGESİ (Bazı tehlikeli maddelerin taşınması için yetkili makamlarca verilen taşıma onay belgeleri/izin belgeleri/tespitlerdir)		
YARSA BÜYÜKŞEHİR SINIRLARINDAKİ TESLİMLER İÇİN UKOME ŞEHİR İÇİ GİRİŞ İZİN BELGESİ		
<b>ARAÇTA BULUNMASI GEREKEN TEHLİKELİ BELGELER</b>		
YANGIN SÖNDÜRME CİHAZI (ADR Bölüm 8.2.4)		
Yangın Söndürme Cihazı (YSC) Kabin İçin 2 kg	1x2 kg/Adet	
Yangın Söndürme Cihazı (YSC) Kabin Harici 3,5 ton'dan az kapasiteli araçlarda 4 Kg.	1x4 kg/Adet	
Yangın Söndürme Cihazı (YSC) Kabin Harici 3,5 - 7,5 ton arası kapasiteli araçlarda 8Kg.(4+4)	1x8 kg/Adet 2x4 kg/Adet	
Yangın Söndürme Cihazı (YSC) Kabin Harici 7,5 ton'dan fazla kapasiteli araçlarda 12 Kg.(6+6)	1x12 kg/Adet 2x6 kg/Adet	
HER ARAÇ İÇİN TEKERLEĞİN ÇAPRI VE ARAÇIN AZAMI KÜTLESİNE UYGUN BÜYÜKLÜKTE TAKOZ (ADR Bölüm 8.2.2)		
İKİ ADET DİNKLEBLİN UYARI İŞARETİ (ADR Bölüm 8.1.5.2)		
GÖZE DURULAMA SIVISI (Tehlikeli maddelerden 1, 1.4, 1.5, 1.6, 2.1, 2.2, 2.3 için gerekli değildir. (ADR Bölüm 8.1.5.2)		
KÜREK, KANALİZASYON ÖRTÜSÜ, TOPLAMA KABİ (Araçta bulunması tehlike sınıfları için gereklidir) (ADR Bölüm 8.1.5.3)		
YAKIT DÖKÜNTÜ SETİ (OIL SPILL KIT)		
HAVALANDIRILMALI AKÜ MUHAFAZASI		

<b>ULUSOY LİMANI ADR UYGUNLUK KONTROL FORMU (LİMAN ÇIKIŞI)</b>		Doküman No: ATL-SHJ-FRM-005 İlk Yayın Tarihi: 03/01/2019 Revizyon No: 01 Revizyon Tarihi: 03/05/2020 Sayfa No: Sayfa 2 / 3
<b>TOPRAKLAMA APARATI VE ALEV TUTUCU</b>		
<b>SÜRÜCÜ VE GÖREVLİ PERSONELE AIT BELGE VE TEHLİKELER</b> <span style="float: right;">+/-</span> AÇIKLAMA		
SRC 5 ADR EĞİTİM SERTİFİKASI (ADR Bölüm 8.2.1)		
FOTOĞRAFI RESMİ KİMLİK (NÜFUS CÜZDANI VEYA PASAPORT)		
ARAÇ UYGUN EHLİYET (ADR Bölüm 1.10.1.4)		
İKAZ YELEĞİ (EN 471-2003-A1-2007) (ADR Bölüm 8.1.5.2)		
GÖZ KORUYUCU DONANIM (ÖRN: KORUYUCU GÖZLÜK) (ADR Bölüm 8.1.5.2)		
BİR GFT KORUYUCU EL DİVENİ (CE ONAYLI) (ADR Bölüm 8.1.5.3) (HER BİR ARAÇ EKİMİ ÜYESİ İÇİN)		
ARAÇ EKİMİNİN HER BİR ÜYESİ İÇİN AÇIL DURUM MASKESİ (Araçta bulunan diğer tehlike sınıfları için gereklidir) (ADR Bölüm 8.1.5.3) (Enf.2.3 v.6.1)		
EX-PROOF AYDINLATMA APARATLARI (Kıvılcım çıkarabilecek metal yüzeye sahip olmayan) (ADR Bölüm 8.1.5.4)		
ANİTİSTATİK AYAKKABI		
<b>TEHLİKE İKAZ LEVHALARI VE TURUNCU PLAKALAR</b> (ADR Bölüm 5.3) <span style="float: right;">+/-</span> AÇIKLAMA		
TANKERİN İKİ YANINA VE ARKASINA TEHLİKE İKAZ LEVHASI		
TANKERDE TEX BİR MADDE TAŞINDIĞINDA		
TANKERİN ARKASINDA BOŞ-DOLU LEVHASI		
TANKERDE BİR DEN FAZLA MADDE TAŞINDIĞINDA		
TEHLİKE İKAZ LEV. HER BÖLÜMENİN İKİ YANINA TEHLİKE İKAZ LEVHASI		
TURUNCU PLAKA ARKAYA HER İKAZ LEVHASINDAN BİR DEFA		
TURUNCU PLAKA HER BÖLÜMENİN İKİ YANINA YAZILI ZİRLİNCİLİK PLAKA		
TURUNCU PLAKA (ÖNE ARKAYA BOŞ TURUNCU PLAKA)		

<b>ULUSOY LİMANI ADR UYGUNLUK KONTROL FORMU (LİMAN ÇIKIŞI)</b>		Doküman No: ATL-SHJ-FRM-005 İlk Yayın Tarihi: 03/01/2019 Revizyon No: 01 Revizyon Tarihi: 03/05/2020 Sayfa No: Sayfa 3 / 3
<b>AMBALAJ TAŞIYAN ARAÇ</b>		<b>ÖNE ARKAYA BOŞ TURUNCU PLAKA SINIF 1 VE 7 İÇİN İKİ YANINA VE ARKAYA TEHL. İKAZ LEVHL.</b>
<b>TANK-KONTENEYER / PORT. TANK / MEGC</b>		<b>DÖRT TARAFTA TEHLİKE İKAZ LEVHASI ÖNE ARKAYA YAZILI TURUNCU PLAKA</b>
<b>TANK-KONTENEYER / PORT. TANK/MEGC TAŞIYAN ARAÇ</b>		<b>İKİ YANINA VE ARKASINA TEHLİKE İKAZ LEVHASI İKİ YANINA YAZILI TURUNCU PLAKA ÖNE ARKAYA BOŞ TURUNCU PLAKA</b>
<b>Diğer</b>		<b>AÇIKLAMA</b>
ARAÇTA DARBE, SIZINTI VB. GİBİ UYGUNSUZLUK		
<b>KONTROL</b>		
KONTROL EDEN KİMYA TEŞİSİ PERSONELİ		TMGD
ADI SOYADI		ADI SOYADI
GÖREVİ		SERTİFİKA NO
İMZA		İMZA

**Appendix 20 Dangerous Goods Handling Guide - Additional Load Declaration (if required)**

not specified in the facility's current Dangerous Goods Handling Guide and planned for handling at the facility is made to the relevant Port Authority by completing the form below. The coastal facility must demonstrate that it has the necessary equipment required for the code and attached safety data sheet applicable to the load in question, that all necessary first aid, fire, safety, etc. measures have been implemented, and that the necessary updates have been made to the Dangerous Goods Handling Guide and other procedures.

Appropriate shipping name	
UN Number and Class ID/Characteristics groups, if any, from the table.	

The type of payload and the code it belongs to.	Dangerous Liquid Bulk Loades (Petroleum and Petroleum Derivatives - MARPOL Annex 1)	
	Dangerous Liquid Bulk Loades (Chemicals and Similar - IBC Code)	
	Dangerous Liquid Bulk Loades (Liquefied Gas - IGC Code)	
	Packaged Dangerous Goods (IMDG Code)	
	Dangerous Solid Bulk Loades (IMSBC Code)	

Appendix: Safety Data Sheet (SDS)

Dangerous Goods Safety Advisor /

Name/ Surname /Signature

Coastal Facility Authority

Name/ Surname /Signature



**DANGEROUS CARGO HANDLING GUIDE**

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**Ulusoy Çeşme Port Management Inc.**