

ECEABAT KÜÇÜK MURAKIP PIER
DANGEROUS CARGO HANDLING GUIDE



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

MR. UĞUR UZUN

NAME AND SURNAME
(FACILITY OFFICER)

INGREDIENTS

TABLE OF CONTENTS.....	3
CONTENTS.....	7
LIST OF FIGURES AND TABLES	8
ABBREVIATIONS.....	9
DEFINITIONS.....	10
PREAMBLE.....	11
PRESENTATION.....	13

REVISION PAGE

Serial Number	Revision Number	Contents of the Revision	Revision Date	Revision Conducted by	
				Name and Surname	Signature
1	001	An update was made in line with the principles of the Directive on the Issuance of the Coastal Facility Dangerous Cargo Conformity Certificate published with the approval of the Minister dated 31.05.2022 and numbered 330837.	07.06.2022	Ahmet CAYIK	
2	002	Revision of the missing points in the first audit	24.02.2023	AHMET CAYIK	
3	003	Addition of GESTAŞ Quality Management System (ISO 9001:2015) certificate (7.6) and addition of special voyage office in bad weather and sea conditions (4.3.12, 2.1.2 days, 3 (6))	18.09.2023		
4	004	Change of Operations Manager of Piers	27.03.2025		
5	005	Change of Operations Chief of Piers	15.05.2025		
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					
16					
17					

1	Name/title of facility operator	GESTAŞ Deniz Ulaşım Turizm Ticaret A.Ş.		
2	Contact Information of facility operator (address, phone, fax, e-mail and web page)	Sarıcaeli Köyü No:276 Merkez 17100 Çanakkale		
3	Name of facility	Gestaş Eceabat Küçük Mürakıp Pier		
4	Province of the facility	Çanakkale		
5	Contact Information of facility (address, phone, fax, e-mail and web page)	İsmet Paşa Mah. Zübeyde Hanım Meydanı/ECEABAT GSM:0549-286-17- 18 Email:info@gdu.com.tr Web: - www.gdu.com.tr		
6	Geographical area of facility	Marmara		
7	Port Authority of facility and contact details	Çanakkale Port Chairmanship Address: Kayserili Ahmet Paşa Caddesi No:4 Çanakkale / Merkez Phone Number: 0286-212-98-76 / 0286-212-98-78 Fax Number: 0286-212-98-79 Email: canakkale.liman@uab.gov.tr Web: www.canakkaleliman.gov.tr		
8	The municipality where the facility is connected and contact details	Eceabat Belediyesi Adres: İsmetpaşa Mah. Cumhuriyet Meydanı No:2 17900 Eceabat /ÇANAKKALE Tel: 0286 – 814 – 12 – 42 Faks: 0286 – 814 – 10 – 36 Email: bilgi@eceabat.bel.tr Web:www.canakkale.bel.tr		
9	Name of the Free Zone or Organized Industrial Zone where the plant is located	İl Özel İdare Ağustos 2006 - TDI A.Ş den İl Özel idaresine 2 Mart 2015 - İl Özel İdaresinden Gestaş A.Ş'ye devir		
10	Validity date of shore facility Operating Permit/Provisional Operating Permit	Renewed annually		
11	Facility operating status (X)	Own load and additional third party (X)	Own load ()	Third part ()
12	Name and surname of the facility manager, contact details (phone, fax, e-mail)	Uğur UZUN Mobile: 0534-853-14-25 Phone Number: 0286 – 217-11-88 Fax Number: 0286-217-58-52 Email: uguruzun@gdu.com.tr Web: info@gdu.com.tr		
13	Name and surname of responsible person for dangerous goods operation of facility, contact information information (phone, fax, e-mail)	Sinan BAKİ GSM:0544-297-74-11 Email: sinanbaki@gdu.com.tr		
14	Name and surname of Dangerous Goods Safety Advisor of Facility, contact information information(phone, fax, e-mail)	Ahmet CAYIK Phone: 0532 4720770 Email: ahmet.cayik@ atlastmgd.com.tr		
15	Marine coordinates of facility	40°09'05'' N - 026°24' 06'' E		
16	Type of dangerous goods handled in facility (goods under MARPOL Annex-I, IMDG Code, IBC Code, IGC Code, IMSBC Code,	No handling is conducted in outdoor and indoor areas in the port.		

	Grain Code, TDC Code and asphalt/bitumen and waste goods)				
17	Dangerous cargoes handled in the facility (cargoes other than IMDG Code from the cargo types in Article 16 will be written separately. Additional load request will be forwarded to the port authority with Annex-1 Form.	No handling on the facility			
18	Classes for cargoes handled, subject to IMDG Code	Classes 1,2,3,4,5,6,8 and 9 according to IMDG Code are transpassed			
19	Groups in the table of characteristics for cargoes handled, subject to IMSBS Code	No handling due to IMSBC Code			
20	Types of Ship berthing to facility	Car ferry (passenger-vehicle)-Ferry- Ro/Ro-Sea Bus-High Speed Passenger Ship-Passenger Ship			
21	Facility's distance to main road (kilometer)	300 mt			
22	Facility's distance to railway (km) or railway connection (Yes/No)	--			
23	Facility's distance to closest airport (km) and its name	Çanakkale Airport: 3,8 km			
24	Goods handling capacity of facility (Ton/Year; TEU/Year; Vehicle/Year)	-			
25	Scrap handling made/not made in facility	Not Conducted			
26	Is there border crossing (Yes/No)	No			
27	Is there a bonded areas?(Yes/No)	No			
28	Goods Handling equipment and capacity	None			
29	Storage tank capacity (m3)	None			
30	Open storage area (m2)	None			
31	Semi-closed storage area (m2)	None			
32	Closed storage area (m2)	None			
33	Determined fumigation and/or decontamination from fumigation area (m2)	None			
34	Name/title of pilotage and towage service provider, contact information	Recovery assistance contract with KEGM			
35	Have Safety Plan was created? (Yes No)	yes created			
36	Capacity of Waste Acceptance Facility (This part will be issued separately according to the waste accepted by facility)	Waste Type		Capacity (m ³)	
		Waste Materials		6 m3	
37	Characteristics of berth/jetty etc. Areas				
Berth/Jetty No	Height (meter)	Width (meter)	Maximum water depth (meter)	Min, mum water depth (meter)	Tonnage and height of The largest ship berthed (DWT or GRT - meter)
Pier numbered 1	66	14,25	6	5,50	1490 GT
Pier numbered 2	66	12,85	6,70	12,85	1490 GT
The name of the pipeline (in the plant)			Count (Piece)	Length (Meter)	Diameter of (Inch)
			None	None	None

CONTENTS

Page Number

SECTION ONE

CONTENTS	2
REVISION PAGE	3
FACILITY INFORMATION FORM	4
PURPOSE, SCOPE	6
DEFINITIONS	7
ABBREVIATIONS	8

SECTION TWO

RESPONSIBILITIES	9
------------------------	---

SECTION THREE

RULES AND PRECAUTIONS TO BE COMPLIED/IMPLEMENTED BY PORT FACILITY	11
---	----

SECTION FOUR

CLASSIFICATION, TRANSPORTATION, HANDLING, EVACUATION, REMOVAL, SEGREGATION, STOCKPILING AND STORING OF dangerous GOODS	12
---	----

SECTION FIVE

BOOKLET REGARDING dangerous LOADS HANDLED AT THE PORT FACILITY	27
--	----

SECTION SIX

OPERATIONAL CONSIDERATIONS	28
----------------------------------	----

SECTION SEVEN

DOCUMENTATION, CONTROL AND RECORD	31
---	----

SECTION EIGHT

EMERGENCIES, PREPAREDNESS FOR EMERGENCIES AND INTERVENTION	34
--	----

SECTION NINE

OCCUPATIONAL HEALTH AND SAFETY	41
--------------------------------------	----

SECTION TEN

OTHER CONSIDERATIONS	42
----------------------------	----

ATTACHMENTS	45
-------------------	----

LIST OF FIGURES AND TABLES

- Table 1.1 Facility Data Chart
- Table 1.2 Dangerous goods classification chart
- Figure 4.2 Packaging labeling
- Figure 4.2.1 Vehicle labeling and placard placement examples
- Figure 4.3.2 Shapes and Colors of hazard warning signs
- Figure 4.4.2 Packaging Coding
- Table 4.5 Onboard Segregation Chart
- Table 4.6.1 Segregated Storage Chart

ATTACHMENTS:

ATTACHMENT-1: General Layout of Çanakkale Car Ferry Pier

ATTACHMENT-2: General Appearance of Çanakkale Car Ferry Pier

ATTACHMENT-3: Emergency Points and Contact Information

ATTACHMENT-4: General Layout of Areas where DANGEROUS Loads are Handled at

ATTACHMENT-5: Fire Plan of Areas where DANGEROUS Loads are Handled at

ATTACHMENT-6: General Fire Plan of Facility

ATTACHMENT-7: Emergency Plan

ATTACHMENT-8: Emergency Gathering Locations Plan

ATTACHMENT-9: Emergency Management Schedule

ATTACHMENT-10: DANGEROUS Substances Booklet

ATTACHMENT-11: Administrative Borders and Anchorage Locations of Port Authority

ATTACHMENT-12: Request and Commitment Form for Guidance and Towage Services

ATTACHMENT-13: Emergency Equipment against Sea Pollution at Port Facility

ATTACHMENT-14: Utilization Map for Personal Protective Equipment (PPE)

ATTACHMENT-15: Notification Form for DANGEROUS Agent Events

ATTACHMENT-16: Notification Form for Control Results on DANGEROUS Cargo Transport Units (CTUs)

ATTACHMENT-17: DANGEROUS Agent Check out and Control Form

ATTACHMENT-18: DANGEROUS Agent Transport Form

ABBREVIATIONS

IMO, International Maritime Organization

UN, a unique number assigned by the United Nations to be used for each chemical which may be considered as dangerous. IMDG code is the four-digit number mentioned in the 1st column of the list of dangerous goods.

VHF, Maritime Band Radio

CTU CODE Safe Loading of Cargo Transport Units

IBC CODE Liquid dangerous cargoes transported in bulk

IMDG CODE, International Code of Dangerous Goods Transported by Sea

IMSBC Code International Maritime Solid Bulk Dangerous Goods Code

GRAIN CODE Bulk cereals

TDC CODE Timber loads

IGC CODE Liquefied gases

DGSA, Dangerous Goods Safety Advisor

IBC Intermediate Bulk Container

AFAD, Presidency of Disaster and Emergency Management

SDS, Safety Data Sheet

MOTAT, Mobile Hazardous Waste Tracking System

CSC 1972 Convention for Safe Containers, as amended

MARPOL73/78 1973/78 International Convention for the Prevention of Pollution from Ships, as amended

S O L A S 74 1974 International Convention for the Safety of Life at Sea, as amended

IMO/ILO/UNECE Guidelines on loading cargo transport units (CTU's)

TYUB Dangerous Load Conformity Certificate

DEFINITIONS

Packaging (packing) Group: Means a group to which specific materials are assigned based on their degree of hazard for packaging purposes. There are 3 packing groups.

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

Ministry: Ministry of Transport and Infrastructure,

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

Handling: Loading and discharge, stowing, segregation, displacement, loading and unloading in and out of a cargo transport unit of a dangerous good, loading onto ships and unloading from ships without changing the main characteristics of the goods, and degassing and aeration in the cargo transport unit, replacing and repairing, cleaning, and similar procedures of the cargo transport unit and packaging for transport,

Handler: Real persons or entities carrying out the handling procedure,

Flexible pipe means the flexible hose and end connectors involving the tools with sealed ends used for the purpose of transferring dangerous goods.

Fumigation: The procedure of applying a gas state fumigant to an enclosed vessel at a specific temperature and holding for a specific period of time in order to exterminate the harmful organisms,

Ship: Any and all boats which sail on sea by any means other than rows regardless of its name, tonnage, and intended use,

Ship interest party: Shipowners, operators, charterers, shipmasters, or agents and real persons or entities authorized to represent the ship,

Consignor: Real persons or entities shipping the dangerous goods in its name or on behalf of third parties or named as consignors in the transport agreement,

Surveillance company: The company offering surveillance services for the dangerous goods of the maritime commerce and goods endangering the loading safety and the operations which serve as basis for the transport, and authorized by the Administration under this Directive,

Safety Data Sheet (SDS): The document containing detailed information on the properties of hazardous substances, safety measures to be taken at the facilities according to the hazard specifications of hazardous substances, and protection of human health and environment from the negative impacts of the hazardous substances,

IBC Code: International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk,

IMDG Code: An international accepted guideline for safe shipment and transport of dangerous goods by sea.

IMO: International Maritime Organization,

Administration: Directorate General for Dangerous Goods and Combined Transport Regulation,

Stowing means the positioning of packages, intermedia bulk containers (IBC's), freight containers, tank containers, portable tanks, bulk containers, tools, barges carried by the ship, other cargo transport units and bulk goods on the deck, hatches, huts or other areas of the ship.

Master means the person commanding the ship. Pilot not included.

PPE: Means the personal protective equipment.

Accident: Means the circumstances which lead to harmful outcomes such as death, injury, material damage, and environmental pollution throughout the supervision of dangerous goods and goods endangering the loading safety.

Container: Cargo transport unit certified to applicable standards under International Convention for Safe Containers (CSC Convention),

Shore facility: Means the ports, cruiser ports, yacht ports, marinas, passenger terminals, quays, docks, harbors, berths, fuel oil/liquefied petroleum gas pipelines, dolphins constructed onshore according to subparagraph four

of the article 6 of the Coastal Law dated 4.4.1990 and numbered 3621, as well as dock, quay, buoy facility, dolphin, platform and similar facilities in which the ships can safely load and unloading goods or harbor, and other superstructure and infrastructure facilities for marine transportation.

Shore facility interest: Real persons or entities operating the shore facilities by obtaining an authorization from the Administration, as well as the managers and responsible officers of the shore facilities,

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

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

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

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

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

Hot work means open fire and flame, power tools or hot-driven rivet, grinding, welding, burning, cutting or other repair works involving welding or heat or spark generation which may become dangerous due to existence of dangerous goods or being close to them.

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

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

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

Dangerous Goods: Any solid, liquid, and gas substances which may be harmful to humans, other living organisms, property or environment.

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

DGSA: Hazardous Substance Safety Advisor.

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

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

1. INTRODUCTION

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

2. RESPONSIBILITIES

2.1 All parties within the activities to transport dangerous goods shall be obliged to take all precautions to conduct the transportation in a safe, reliable and environmental friendly way, prevent accidents and minimize the damage for accidents.

2.1.1 The responsibilities of those shippers are as given below:

- a) Preparing all required document, information and papers related to dangerous goods or making them prepared, providing these documents keeping together with the goods during the carrying procedure.
- b) Providing classification, identification, packaging, signing, labelling and placarding of the dangerous goods in accordance with the legislation.
- c) Providing loading, stowing, securing, transporting and discharging the dangerous goods in approved package, container and cargo transport units in accordance with the rules.
- ç) Providing the training the related personnel about risks, security measures, safe operation, emergency measures, safety and similar issues of dangerous goods transported by sea and recording these trainings.
- d) Providing taking required safety measures for dangerous goods that are against rules, insecure or having risk against people or environment.
- e) Providing required information and support to the relevant people in case of emergency or accident.
- f) Informing the administration about accidents of dangerous goods that happened in responsible area.
- g) Providing the information and documents requested in the controls by public authorities and providing necessary cooperation.

2.2 Carrier's responsibilities

2.2.1 Requests the mandatory documents, information and documents related to dangerous cargoes from the cargo authority and ensures that they are present with the cargo during the transportation activity.

2.2.2 Controls the compliance of dangerous cargoes classified, packaged, marked, labeled and placarded by the cargo operator with the legislation.

2.2.3 Controls that the dangerous cargoes are packed in accordance with the rules using approved packaging and cargo transport units, loaded and securely connected to the cargo transport unit in a safe manner.

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

- a) Providing the ships berthing and mooring in appropriate sheltered, safely condition.
- b) Providing entrance-exit system between ship and shore appropriately and secured.
- c) Providing training to the people in charge of loading, discharging and handling of dangerous goods.
- ç) Providing the dangerous goods to be transported, handled, segregated, stowed, waited temporarily and inspected by personnel who is qualified, trained and take the occupational safety measures, in safe condition in accordance with the rules.
- d) Requesting all required documents, information and papers related to dangerous goods from those responsible for goods and providing them accompanying with the goods.
- e) Keeping the updated list of dangerous goods in operating field.
- f) Providing the training to the operating personnel about risks, security measures, safe operation, emergency measures, safety and similar issues of dangerous goods handled and recording these trainings.
- g) Controlling the documents in order to confirm that dangerous goods are entered to the facility, are identified, classified, certificated, packed, labeled, declared, loaded to the approved and appropriate packages, container and cargo transport unit in safe condition, and transported according to the procedure.
- ğ) Taking required safety measures for dangerous goods that are against rules, insecure or having risk against people or environment and informing the port authority.

- h) Providing making arrangement for emergencies and informing related people.
- i) Informing the port authority about accidents of dangerous goods that happened in responsible area.
- i) Providing the information and documents requested in the controls by public authorities and providing required cooperation.
- j) Conducting the activities related with dangerous goods at berths, piers, warehouses and stores equipped accordingly.
- k) Equipping berths and jetties separated for sea vehicles and ships which will load or unload bulk oil and petrol products with suitable installation and fixings.
- l) Transporting the dangerous goods not allowed or possible to temporarily kept at the establishment field to out of the shore facility as soon as possible without wasting time.
- m) Disallowing berthing to jetty or berth for the ship and sea vehicles transporting dangerous goods which do not have port authority's permission.
- n) Providing an appropriate storage field for containers of dangerous goods in accordance with segregation and stowing rules, taking required measures for fire, environment and other safety issues in this field. Taking required measures for other risks especially temperature in hot weather during loading, discharging, transshipping dangerous goods to ship or sea vehicle and people who carried out loading, discharging and transshipping together with people in charge of ship. Keeping the flammable goods away from spark-producing operations, not activating tools or vehicles which produce spark in dangerous goods handling field.
- o) Preparing a emergency evacuation plan for evacuation of ship and sea vehicles from port facilities in emergencies.

2.1.3 The responsibilities of Ship Master are as given below:

- a) Providing equipment and devices of the ship to be in compliance with dangerous goods transport.
- b) Requesting all required document, information and paper of dangerous goods from shore facility and those responsible for goods, providing to accompany the dangerous goods.
- c) Providing full implementation and proceeding of safety measures for loading, stowing, segregation, transporting and discharging of dangerous goods aboard ship and making required inspection and controls.
- ç) Controlling the dangerous goods, entered to the ship, for identification, classification, certification, packaging, marking, labeling, declaring, loading to approved and appropriate packages, container and cargo transport units in a safe condition and transporting in accordance with the procedure.
- d) Providing all ship personnel information and training for risks, safety measures, safe operating, emergency measures and similar issues related to dangerous goods transported, loaded, discharged.
- e) Providing the people who take qualified and required trainings about loading, transporting, discharging and handling of dangerous goods, to operate as taking the occupational safety measures.
- f) Not going out, anchoring off the field designated for him, not berthing to jetty or berth without the permission of port authority.
- g) Applying all rules and measures during sailing, maneuvering, anchoring, berthing and departing for transportation of the dangerous goods in safe condition.
- ğ) Providing safe entry and exit between ship and berth.
- h) Informing the personnel about application, safety measures, emergency measures and response methods about dangerous goods.
- ı) Keeping the updated list of all dangerous goods aboard ship and informing the relevant authorities.
- i) Taking required safety measures for dangerous goods that are against rules, insecure or having risk against ship, people or environment and informing the port authority.
- j) Informing the accidents of dangerous goods aboard ship to the port authority.
- k) Providing required support and cooperation in the controls by the public authorities.

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

3.1 HANDLING SAFETY

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

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

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

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

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

3.2 Cargoes covered by the IMDG Code

3.2.1 Substances and objects prohibited for transportation in IMDG Code cannot be transported by sea.

3.2.2 Parties involved in the transport of dangerous cargoes transported in packages should take appropriate measures in accordance with this Regulation and the provisions of the IMDG Code, taking into account the nature and extent of foreseeable risks in order to prevent damage and injury and minimize their impact.

3.2.3 In the carriage of dangerous cargoes by sea, it is compulsory to use the packages defined in Chapter 6 of the IMDG Code and tested and UN certified by organizations authorized by the Ministry or the competent authority of a country party to SOLAS.

3.2.4 The Container/Vehicle Packaging Certificate in IMDG Code Rule 5.4.2 is filled and signed by the persons loading the dangerous cargoes into the cargo transport unit (except tank container). These persons receive the relevant training in IMDG Code Rule 1.3. The Container/Vehicle Packing Certificate is submitted to the port before the cargo arrives at the port or upon entry with the cargo. A copy of this certificate is placed on the inside wall of the container right door.

3.2.5 Documents specified in IMDG Code Rules 5.4.3, 5.4.4 and 5.4.5 should be kept on every ship carrying dangerous cargoes in packaged form.

3.2.6 In accordance with SOLAS Chapter II-2 Section G Rule 19.4, a Certificate of Compliance issued by the competent authority should be kept on board to prove that the ships are of suitable structure and equipment to carry dangerous cargoes. Except for dangerous solid bulk cargoes, no certificate is required for IMDG Code Class 6.2, Class 7 and dangerous cargoes that can be transported in limited quantities.

3.3 Control of DANGEROUS Loads coming to Port Site:

The Support Services Department shall conduct the controls given below for DANGEROUS loads coming to the port site via land route.

The matters to be checked are:

a- Load shipment certificates;

The documents and certificates for safe transportation of DANGEROUS loads must be checked.

b- The compliance of load coming to the port and load shipment certificates and compliance of declared and real load amounts;

c- The safe and suitable packaging;

- The physical status, durability or package integrity of vehicles carrying DANGEROUS loads must be checked against visible damages by external examination.

d- Compliance of packages and all labels/signs and marks of external load containers or vehicles to rules;

- The packages, unit loads and cargo transport units shall be examined to check and validate that the same are packed, marked, labeled or placarded according to valid national and international standards for transportation method and IMDG Code; the unnecessary labels, placards and signs are removed and the cargo transport units were loaded and stabilized according to IMO/ILO UN ECE Guideline regarding Packing of Cargo Transport Units.

In case that there is an inconsistency between the DANGEROUS cargo information and the cargo arriving at the port, the cargo shall be reported to the related parties.

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

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

4.1 CLASSES OF DANGEROUS GOODS:

IMDG Code separates the dangerous goods into nine severe risk classes from 1 to 9.

The dangerous goods are separated into 9 categories depending on their damages. These are named as 'class'.

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

Class 1: Explosives

Class 2: Gases

Class 3: Flammable Liquids

Class 4.1: Flammable Solids, Self-reacting substances and desensitized solid explosives, polymerized goods

Class 4.2: Spontaneously combustible goods

Class 4.3: Goods which emit flammable gases when in contact with water

Class 5.1: Oxidizing materials

Class 5.2: Organic peroxides

Class 6.1: Toxic goods

Class 6.2: Infectious goods

Class 7: Radioactive goods

Class 8: Corrosive goods

Class 9: Miscellaneous dangerous goods and objects

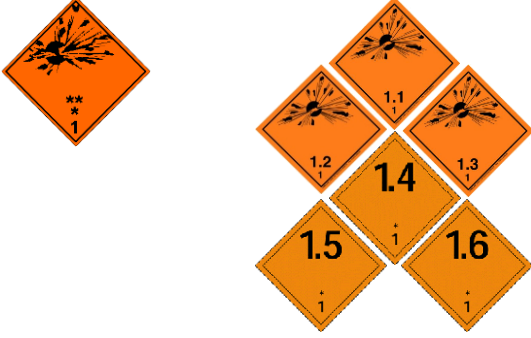

4.2 PACKAGING GROUPS OF dangerous LOADS:



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

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




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

4.3 DANGEROUS GOODS CLASSES




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

Sınıf 2 – Gazlar	Class 2 – Gases
ASIL TEHLİKE	PRIMARY HAZARD
<p>* Etiket Model No...</p> 	<p>* Label Model No. 2.1: Flammable Gases</p> <p>* Label Model No. 2.2: Non-Flammable/Non-Toxic Gases</p> <p>* Label Model No. 2.3: Toxic Gases</p>
İLAVE TEHLİKE	 <p>ADDITIONAL HAZARDS</p>
Sınıflandırma	Classification
Alt Gruplar:	Sub-Groups:
	<ol style="list-style-type: none"> 1. Compressed gas 2. Liquidified gas 3. Refrigirated liquidified gas 4. Dissolved gas 5. Small, gas including (gas cartridge), aerosol dispensers 6. Objects with pressurized gas 7. Non-pressurized gases subject to special obligations (gas samples) 8. Cemicals under pressure 9. Adsorbed gases




Sınıf 3 – Alevlenir Sıvılar	Class 3 – Flammable Liquids
ASIL TEHLİKE	PRIMARY HAZARD




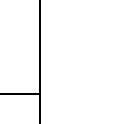
* Parlama noktası...	* The liquids with flash point lower than 60°C. * The liquids carried in environments at temperatures same or higher than the flash point of 60°C with flash points higher than 60°C. * Liquid explosives with lowered sensitivity
İLAVE TEHLİKE	   ADDITIONAL HAZARDS
Sınıflandırma	Classification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

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




Sınıf 4.1 – ...	Class 4.1. – Flammable Solids, Self-Reactive substances and Desensitized explosives, Polymerizing substances
ASIL TEHLİKE	PRIMARY HAZARD
* Çabuk tutuşabilir...	* Flammable solid substances and objects * Self-reactive solids or liquids * Solid explosives with lowered sensitivity * Substances related with self-reacting substances
İLAVE TEHLİKE	   ADDITIONAL HAZARDS
Sınıflandırma	Classification
Alevlenir katılar	Flammable solids Flammable toxic solids Solid explosives with lowered sensitivity Toxic solid explosives with lowered sensitivity Self-reacting substances Oxidizing flammable solids Corrosive flammable solids
* Kendiliğinden...	* The self-reacting substances must be carried with temperature control.
Acil Durum Sıcaklığı	Emergency Temperature
Kontrol Sıcaklığı	Control Temperature





Sınıf 4.2 – ...	Class 4.2. – Self-Combustible substances
ASIL TEHLİKE	PRIMARY HAZARD


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


Sınıf 4.3 – ...	Class 4.3 – Substances which Emitting Gases in Contact with Water
ASIL TEHLİKE	PRIMARY HAZARD
* Su ile reaksiyona girerek...	* Substances emitting flammable gases or similar substances to create explosive mixtures with air after reacting with water.
İLAVE TEHLİKE	   
Sınıflandırma	Classification
Su ile temas...	Substances emitting flammable gases when in contact with water, liquid, flammable Substances emitting flammable gases when in contact with water, solid, self-heating Substances emitting flammable gases when in contact with water, oxidizing, solid Substances emitting flammable gases when in contact with water, toxic Substances emitting flammable gases when in contact with water, corrosive Substances emitting flammable gases when in contact with water, flammable, corrosive



Sınıf 5.1 – ...	Class 5.1 – Oxidizing substances
ASIL TEHLİKE	PRIMARY HAZARD
* Kendilerinin alevlenir...	* Substances causing or contributing to combustion of other materials by emitting oxygen when self-combustion is not required.

	
İLAVE TEHLİKE	 
Sınıflandırma	Classification
Yükseltgen maddeler...	Oxidizing substances, solid, flammable Oxidizing substances, solid, self-heating Oxidizing substances, solids emitting flammable gases when in contact with water Oxidizing substances, toxic Oxidizing substances, corrosive Oxidizing substances, toxic, corrosive

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

Sınıf 6.1 – ...	Class 6.1 – Toxic Substances
ASIL TEHLİKE	PRIMARY HAZARD
* Oldukça küçük... 	Substances: * Harmful or deadly for human health with a single or short-term impact in very small amounts * With respiration * With skin absorption * Effective by digestion

İLAVE TEHLİKE	 <p>ADDITIONAL HAZARDS</p>
Sınıflandırma	Classification
Zehirli maddeler...	<p>Toxic substances, self-heating solids</p> <p>Toxic substances, emitting flammable gases when in contact with water</p> <p>Toxic substances, oxidizing</p> <p>Toxic substances, corrosive</p> <p>Toxic substances, flammable, corrosive</p> <p>Toxic substances, flammable, emitting gases when in contact with water</p>

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

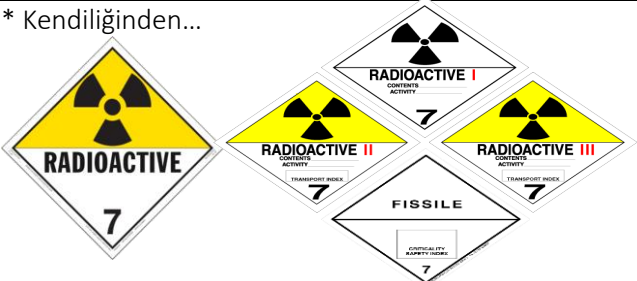



Sınıf 7 – ...	Class 7 – Radioactive Substances
ASIL TEHLİKE	PRIMARY HAZARD
<p>* Kendiliğinden...</p> 	<p>* Radioactive substances which self-radiate. The radiation is hazardous for human life and may cause death.</p>
İLAVE TEHLİKE	 <p>ADDITIONAL HAZARDS</p>

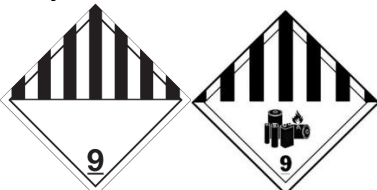
Table 5.1.5.3.4: Categories of packages, overpacks and containers



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

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

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

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

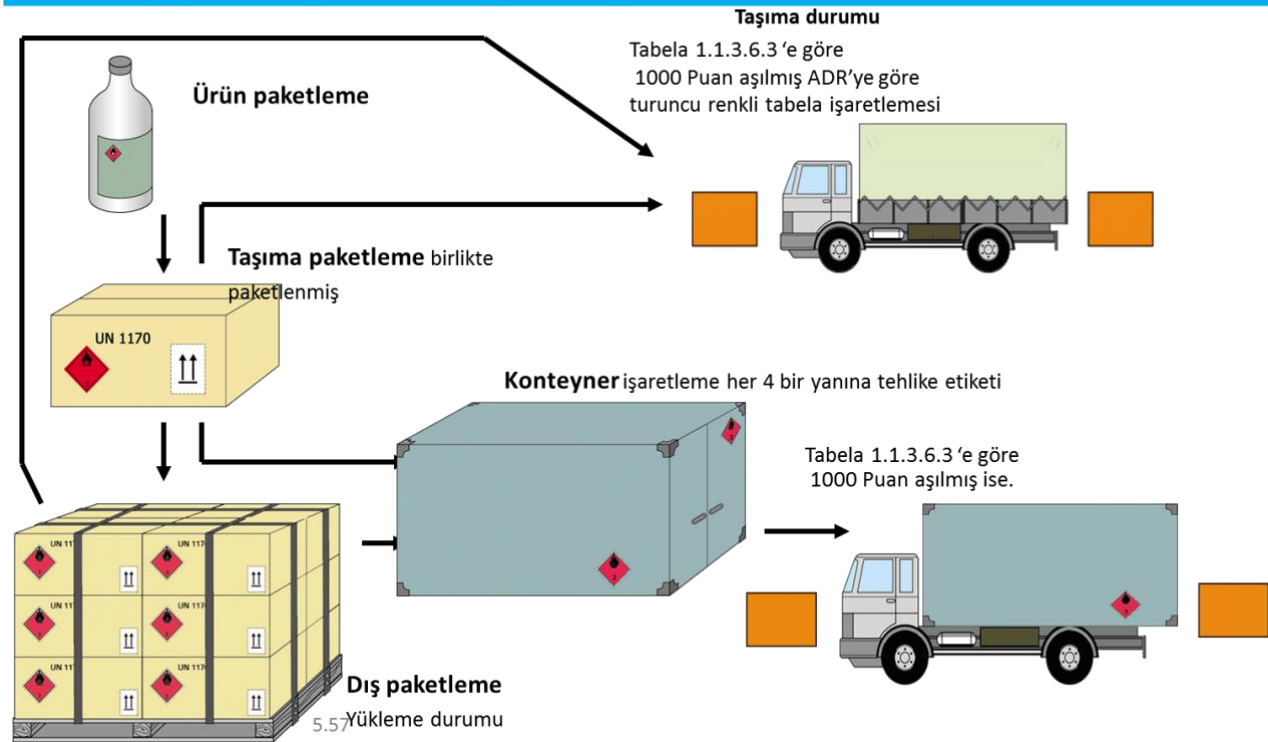
Sınıf 9 – ...	Class 9 – Miscellaneous Dangerous Substances and articles
ASIL TEHLİKE	PRIMARY HAZARD
* Taşıma sırasında...	* Dangerous substances and objects not included in other classes during transportation.
	

İLAVE TEHLİKE	 
Sınıflandırma	Classification
İnce toz...	<p>Substances which may cause harm when inhaled as fine dust,</p> <p>Substances and tools which may cause dioxins in case of fire,</p> <p>Flammable, steam emitting substances</p> <p>Lithium batteries,</p> <p>Lifeguard tools and equipment,</p> <p>Environmentally dangerous goods,</p> <p>Genetically modified microorganisms and organisms,</p> <p>Increased temperature substances,</p> <p>Dangerous substances during transportation with no other given class</p>

4.2 LABELS/PLATES OF DANGEROUS LOADS ON TRANSPORTATION:

BİR TAŞIMACILIKDA MÜMKÜN OLAN İŞARETLEME (BAKIŞ)

Bir araç yada Konteynerde birlikte paketleme yöntemi



Hazard Warning Plate/Label:

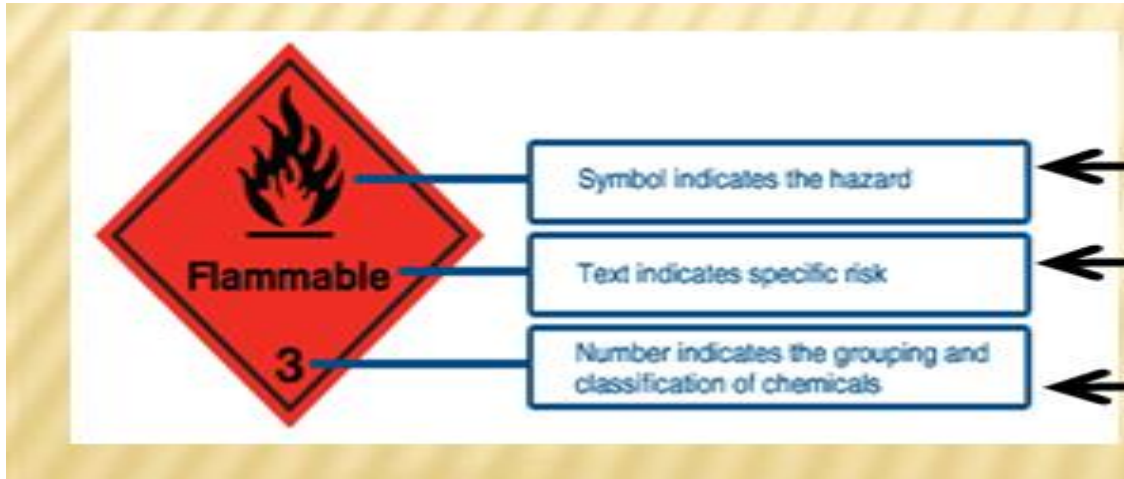
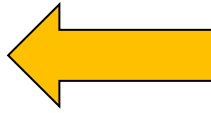
- 1-CTU (container, etc.) and when used in vehicles as 25 cm x 25 cm.
- 2-When used in packages as 10 cm x 10 cm



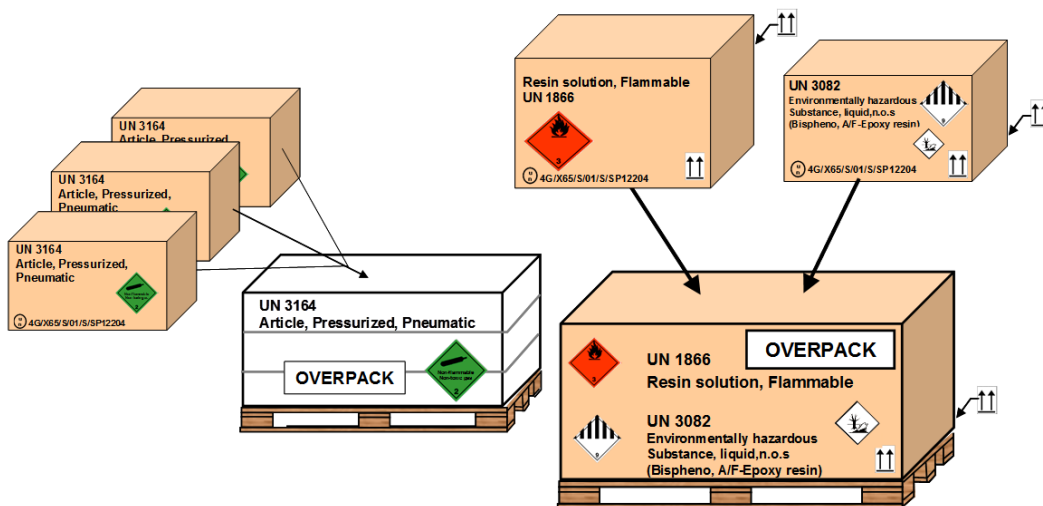
Orange Plate

- 1- The dimensions will be 40 cm x 30 cm when put on transportation vehicle for example, a tanker,

33
1203



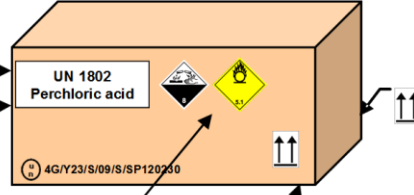
Overpack – Dış Ambalaj



Paket işaretleme ve etiketleme

5.2.1-
5.2.2

Her paket Un Numarası,
Uygun Sevkiyat Adı (PSN)
ve Yön okları ile
işaretlenmesi
gerekmektedir.



Tehlikeli Madde Sınıf Etiketi (100×100 mm)

Yöne Okları

Not: IBC'lerin 450 lt ve daha üstü hacimde olmaları durumunda karşılıklı iki tarafının da işaretleme gerekir.

4.3 SEPARATION

OF DANGEROUS SUBSTANCES:

The separation table to be considered for handling DANGEROUS substances in port site is as given below. The schedules given below shall be applied for implementation of separation rules of DANGEROUS substances for warehouses and outdoor areas. (No storage, temporary storage, stockpiling, separation, temporary stockpiling, etc. is conducted on the pier site. The separation table is as attached for informative purposes.)

SEPARATION TABLE FOR PORT SITES

		2.1	2.2	2.3	3	4.1	4.2	4.3	5.1	5.2	6.1	8	9
Flammable Gases	2.1	0	0	0	S	A	S	0	S	S	0	A	0
Flammable and Non-toxic Gases	2.2	0	0	0	A	0	A	0	0	A	0	0	0
Toxic Gases	2.3	0	0	0	S	0	S	0	0	S	0	0	0
Flammable Liquids	3	S	A	S	0	0	S	A	S	S	0	0	0
Flammable Solids	4.1	A	0	0	0	0	A	0	A	S	0	A	0
Self Flammable Solids	4.2	S	A	S	S	A	A	A	S	S	A	A	0
Solids Producing Flammable Gases in Contact with Water	4.3	0	0	0	A	0	A	0	S	S	0	A	0
Oxidizing Substances	5.1	S	0	0	S	A	S	S	0	S	A	S	0
Organic Peroxides	5.2	S	A	S	S	S	S	S	S	0	A	S	0
Toxic Substances	6.1	0	0	0	0	0	A	0	A	A	0	0	0
Corrosive Substances	8	A	0	0	0	A	A	A	S	S	0	0	0
Miscellaneous DANGEROUS Substances and Objects	9	0	0	0	0	0	0	0	0	0	0	0	0

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

General Principles for Separation of DANGEROUS Substances at the Port Site

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

Explanations of Separation Table for Port Sites:

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

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

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

- O = No separation is required
- A = Keep it away from ...— No separation is required
- S = Keep it away from ...— At least 3 meters separation in open areas unless separated by approved security wall lengthwise and sideways and at least 6 meters separation in warehouses lengthwise and sideways

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

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

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

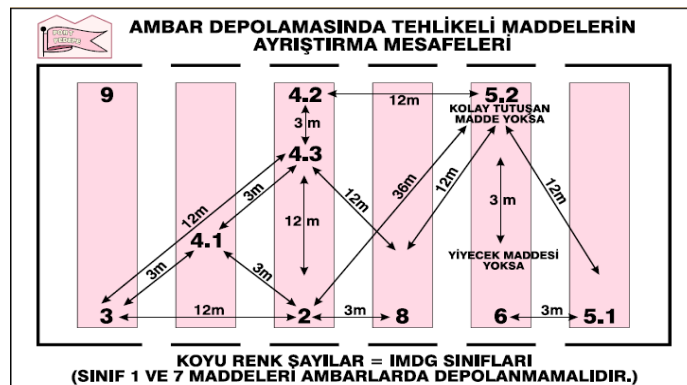
e) The separation requirement for secondary hazard for DANGEROUS loads with secondary hazards must be applied when such secondary hazard is severer than the primary one. The severest separation requirement must be applied for load transportation units with DANGEROUS loads of more than one class.

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

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

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

(2) Separation Distances of DANGEROUS Substances in Warehouse Storage



Ambar Depolamasında Tehlikeli Maddelerin Ayrıştırma Mesafeleri	Separation Distances of DANGEROUS Substances in Warehouse Storages
Koyu Renk Sayılar = IMDG Sınıfları	Bold Numbers = IMDG Classes
(Sınıf 1 ve 7 Maddeleri Ambarlarda Depolanmamalıdır.)	(The substances of Class 1 and 7 may not be stored in Warehouses.)

(3) General Separation Table for DANGEROUS Load Classes

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

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

AYRIŞTIRMA TERİMLERİ

- 1 '...dan uzak' 3 metre min. Yatay ayırıştırma mesafesi ile aynı ambar, kompartıman ve güvertede taşınabilir.
- 2 '...dan ayrı' Güverte altında ayrı ambar veya kompartımanda, yada güvertede min. 6 m yatay ayırıştırma mesafesi olacak
- 3 '...dan bir tam bölme veya ambarla ayrı' Güverte istifi için min. 12 m yatay ayırıştırma mesafesi
- 4 'araya giren bir tam bölme veya ambarla uzunlamasına ...dan ayrı' Güverte istifi için min. 24 m yatay ayırıştırma mesafesi

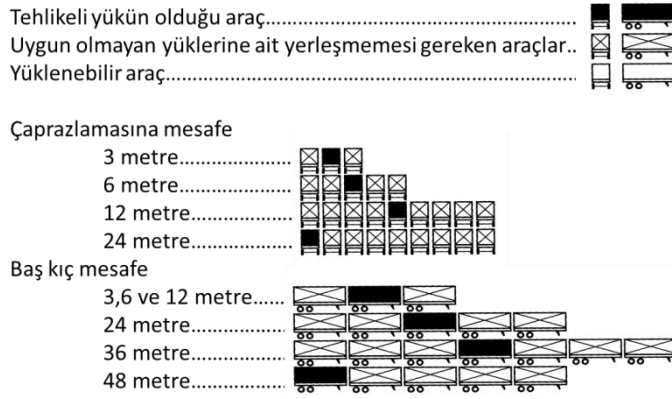
X: DGL de verilen maddeye özel çizelgelerinde belirtilen şartlara göre istif

*: IMDG Kod da belirtilen özel şartlara göre istif (IMO segregation table see 7.2.7.2.1.4)

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

RORO Gemilerinde Ayırıştırma

7.2.4.2.1



RORO Gemilerinde Ayırıştırma	Separation in RORO Vessels
Tehlikeli yükün olduğu araç	Vehicle carrying the DANGEROUS load
Uygun olmayan yüklerine ait yerleşmemesi gereken araçlar	Vehicles to be kept without non-compliant loads
Yüklenebilir araç	Chargeable vehicle
Çaprazlamasına mesafe	Crosswise distance
Metre	Meters
Baş kış mesafe	Head – stern distance

5. BOOKLET REGARDING DANGEROUS LOADS HANDLED AT THE SHORE FACILITY

5.1 The DANGEROUS Substances Booklet was prepared and submitted to use of related persons with an example given in the attachments in dimensions which may be carried in pockets for providing information regarding the DANGEROUS load classes and labels, marks, DANGEROUS load separation rules to related port personnel.

6. OPERATIONAL CONSIDERATIONS

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

Radio or radar transmitters shall not be used on board, in cranes or other nearby locations, except for VHF transmitters with a power output not exceeding 25 W during the loading or unloading of Class 1 (except Section 1.4) loads and no part of their aerial systems shall not pass through the safety distance of at least 2 meters.

The defective or leaking packages, or packages affected by moisture shall not be accepted for shipment.

Using tools causing flames or sparkles or smoking at shore facilities where the vehicles carrying DANGEROUS loads and load-vehicle deck and points of ferries where such vehicles are located is prohibited.

The masters of vessels carrying DANGEROUS loads shall realize the matters given below before the vessel enters the port area:

- Learn about the legal requirements regarding vessels carrying DANGEROUS loads to the port area and make sure the crew learn too;
- Check the status of vessel, its machines, equipment and tools as required and check for damages and leakage on DANGEROUS loads and their packages as much as possible;
- Inform the port authority in case that there is a deficiency or defect that may cause danger to life, property or environmental safety on the vessel, machine, equipment or tools, or if there is damaged and leaking DANGEROUS loads. In case that the DANGEROUS loads are on the deck of the vessel or being loaded to or unloaded from the vessel, the persons responsible for loading and unloading shall realize the matters given below (For decks where only the DANGEROUS substances are carried, each person acting during getting on and off the vessel and getting on the vessel via drivers for the vehicles carrying DANGEROUS substances):
 - a. Act according to warnings and suggestions given by the master or officers of the vessel;
 - b. Avoid smoking in any place on the vessel other than the place deemed suitable by the master;
 - c. Avoid and not allow actions causing sparkles or flames on the vessel other than the place deemed suitable by the master;
 - d. Not conduct any welding process other than the place deemed suitable by the master.

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

Radio or radar transmitters shall not be used on board, in cranes or other nearby locations, except for VHF transmitters with a power output not exceeding 25 W during the loading or unloading of Class 1 (except Section 1.4) loads and no part of their aerial systems shall not pass through the safety distance of at least 2 meters in addition to seasonal conditions.

The defective or leaking packages, or packages affected by moisture shall not be accepted for shipment.

Using tools causing flames or sparkles or smoking at shore facilities where the vehicles carrying DANGEROUS loads and load-vehicle deck and points of ferries where such vehicles are located is prohibited.

The masters of vessels carrying DANGEROUS loads shall realize the matters given below before the vessel enters the port area:

- Learn about the legal requirements regarding vessels carrying DANGEROUS loads to the port area and make sure the crew learn too;
- Check the status of vessel, its machines, equipment and tools as required and check for damages and leakage on DANGEROUS loads and their packages as much as possible;
- Inform the port authority in case that there is a deficiency or defect that may cause danger to life, property or environmental safety on the vessel, machine, equipment or tools, or if there is damaged and leaking DANGEROUS loads. In case that the DANGEROUS loads are on the deck of the vessel or being loaded to or unloaded from the vessel, the persons responsible for loading and unloading shall realize the matters given below (For decks where only the DANGEROUS substances are carried, each person acting during getting on and off the vessel and getting on the vessel via drivers for the vehicles carrying DANGEROUS substances):
 - a. Act according to warnings and suggestions given by the master or officers of the vessel;
 - b. Avoid smoking in any place on the vessel other than the place deemed suitable by the master;

- c. Avoid and not allow actions causing sparkles or flames on the vessel other than the place deemed suitable by the master;
- d. Not conduct any welding process other than the place deemed suitable by the master.

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

“A separate anchoring site must be determined if possible for vessels carrying the DANGEROUS substances and such site must be stowed from other vessels. The vessels and sea vehicles carrying DANGEROUS substances may not get out the site, anchor or get close to the pier and port without the permit of the Port Authority.” is stated in the article 19 of Regulation on Ports.

The port anchoring sites are given in the attachment.

Basic Risks:

- Change of Load
- Fire
- Explosion of Load
- Tipping Over, Spilling or Crashing during Handling

PRECAUTION TO BE TAKEN:

- The necessary warning plates must be placed, and fire fighting systems must be installed against fire risk at the port site.
- In case such agent exists in the environment with fires, the fire fighting process must be conducted behind a protective curtain.
- Use of plenty of water is suggested for extinguishing fires.
- Equipment and protective material must be used preventing creation of sparks for cleaning the leakages.
- The explosive waste materials must be kept away from other waste materials and put away from the port to be disposed as soon as possible.

Basic Risks:

Fire or explosion

Irritation

Burns

Poisoning

The flammable liquids with flash point lower than 61°C of Class 3 includes insensitive liquid explosives.

PRECAUTION TO BE TAKEN:

- They are easily flammable and inflammable liquids (for example: gas, diesel, petroleum)
- In case of any leakage, the environment must be ventilated for a period before intervention with consideration on possibility of suffocating gas exists in indoors areas. In case of fire, water shall not be used, dry powder or foam fire extinguishers shall be used instead.
- Fire Extinguishing: Foam, KKT (Dry Chemical Dust), CO2 and Halon.
- In case that leakages occur from containers containing such materials, they must be cleaned using suitable absorbent kits and the resulting waste liquids shall be disposed of by suitable methods. The leaking container shall be taken inside the leak-proof pond.

6.4 Procedures regarding Fumigation, Gas Measurement, Gas Treatment Processes and Works

There is no fumigation operation because no bulk cargo is stored, stacked or transported on the piers due to the passenger and vehicle transportation on the pier during the administrative port journeys.

However, the procedure for fumigation is as follows:

- The cargo transport units (CTU) with fumigated or fumigation marks are not allowed to leave the port area without active gas or passive ventilation unless the measured values are above the values determined by the Ministry.
- The types and quantities of gas which are considered as dangerous are determined by the Ministry. The gas measurement values are subject to active or passive ventilation in case that they affect the safety of the handling and handling.
- The information on the items used for fumigation shall be notified to the Ministry in 3-month periods.
- The gas measurements and gas free operations of cargo transport units that have been fumigated or produce gas due to their characteristics are realized by the competent authorities of the Ministry. The document is prepared as

a result of measurement and degassing operations. In case that the measured values are above the declared values of the Ministry, it is not allowed for the cargo transport units to go out of the port facility.

- The same measurement, ventilation and degassing rules apply to materials used for cooling and air conditioning.
- For fumigated containers, refer to the IMO/ILO/UN ECE Guideline for the Safe Use of Pesticides in Vessels and Packaging Cargo Transport Units (CTU) in Vessels with IMDG Code Annex. The fumigation warning signs will be found on such containers.
- The cargo transport units which is to be fumigated or to be freed or fumigated shall be of a size clearly visible with a sign or label attached to the warehouses and other coastal areas with an attached pictorial warning sign or label.
- Unauthorized persons must not be allowed to enter such fumigated vessels, warehouses, or cargo transport units unless they are found to be gas-free, the fumigation warning signs are disassembled, and a responsible personnel entry permit is issued.
- The fumigation warning signs shall be affixed or indicated on the ship deck on fumigated cargo transport units or on the outside of cargo areas containing fumigated cargo or items.
- The access authorization certificate shall be issued by the responsible person certifying that it is safe to enter the cargo transport unit or freight area when the cargo transport unit or cargo area is adequately ventilated.
- The opening of the fumigated cargo transport units or bulk cargo shall be realized by qualified personnel with appropriate documentation issued by national or local regulatory agencies.
- The port area used for fumigation shall be clearly defined and surrounded by barriers. Fumigation warning signs shall be placed according to the relevant legal requirements.
- The fumigation activities shall be carried out at a location remote from public areas or other work areas pursuant to the related legal requirements.

The persons or establishments to conduct fumigation shall be "Authorized for Fumigation" by the relevant organizations, public institutions or related institutions.

7. DOCUMENTATION, CONTROL AND RECORDS

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

IMDG Code International Code of Dangerous Goods Transported by Sea
MARPOL73/78 1973/78 International Convention for the Prevention of Pollution from Ships, as amended
S O L A S 74 1974 International Convention for the Safety of Life at Sea, as amended
CSS The Code of Safe Practice for Cargo Stowage and Securing, as amended (CSS Code)

7.1.2 Documents related to the hazardous substances handled at our port must comply with the IMDG Code and the provisions of other relevant legislations.

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

7.1.3 Operations Department will create complete records of the Hazardous Substances received by our port including the dangerous goods that

Arrive at the port,

Depart from the port,

Stored at the port, and

Temporarily stored at the port,

and keep them in a manner which is available upon request.

Records of dangerous goods are limited to need-to-know.

7.2 Procedures to Keep the Updated List of all DANGEROUS Substances at the site of Shore Facility and all Related Information in Regular and Complete Way

The Port Operation Directorate shall keep an updated record of all dangerous items entering and leaving the port area. This record and information shall be provided to the Port Chairman when requested and the emergency response officers in case of an emergency.

7.3 Procedures to Check that the DANGEROUS Substances coming to the Facility are suitably defined, correctly named, certified, packaged/packed, labeled and declared in approved and suitable packages, containers or cargo transport units and to Report the Control Results

7.3.1 Control of DANGEROUS Loads coming to the Port Site:

The Support Services Department shall conduct the controls given below for DANGEROUS goods coming to the port site via land route.

The matters to be checked are:

a- Load shipment certificates;

The documents and certificates for safe transportation of DANGEROUS loads must be checked.

b- The compliance of load coming to the port and load shipment certificates and compliance of declared and real load amounts;

c- The safe and suitable packaging;

- The physical status, durability or package integrity of vehicles carrying DANGEROUS loads must be checked against visible damages by external examination.

d- Compliance of packages and all labels/signs and marks of external load containers or vehicles to rules;

- The packages, unit loads and cargo transport units shall be examined to check and validate that the same are packed, marked, labeled or placarded according to valid national and international standards for transportation method and IMDG Code; the unnecessary labels, placards and signs are removed and the cargo transport units were loaded and stabilized according to IMO/ILO UN ECE Guideline regarding Packing of Cargo Transport Units.

In case that there is an inconsistency between the DANGEROUS goods information and the cargo arriving at the port, the cargo shall be reported to the related parties.

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

7.3.2 Duty and Responsibility to Audit, Administrative Sanctions:

The audit of these guidelines is carried out by Çanakkale Port Authority and when any nonconformity is detected, the administrative sanctions stated in the articles 15 and 16 of Regulation on the Transport of Dangerous Goods by Sea shall be applied.

7.3.3 Obligation to Use Correct Names for DANGEROUS Cargo:

The mandatory rules for DANGEROUS cargo carried in packed condition are regulated in the IMDG Code. The Number of United Nations and Suitable Shipment Name given in "Dangerous Goods List" given in Section 3 of IMDG Code shall be used to define the loads referred to in notifications in the correspondence and load documents to be made by the port management personnel who are responsible for the transportation and handling of the cargo covered by this Code and the other cargo documents.

7.3.4 DANGEROUS Load Records:

The Port Operation Directorate shall keep an updated record of all dangerous items entering and leaving the port area. These records and information shall be given to the intervention officers in emergencies and Port Authority when requested.

7.4 Procedures regarding Procurement of DANGEROUS Goods Safety Data Sheet (SDS/GBF)

SDS/GBF of any dangerous material carried in vehicles and tankers shall be located in the vehicle. The Safety Data Sheets shall be prepared according to the European Union Directive 1272/2008/EC and in particular, the transportation information in Chapter 14 shall be clear and understandable.

7.5 Procedures to Keep Records and Statistics for DANGEROUS Loads

The reports for each three-months on DANGEROUS cargo handled in our port site are presented to the Port Authority. The reports shall be entered into the U-Net system via the e-government system by the DANGEROUS Substances Safety Consultant within the first three months of each year and shall be approved by the Port Authority

7.6 Information on the quality management system

Quality Management System is implemented in Gestaş Port Management, but it is not registered.

8. EMERGENCIES, PREPAREDNESS AND INTERVENTION FOR EMERGENCIES

8.1.1 Acil Tahliye Planı :

In accordance with the directive "**Coastal facility operators prepare an emergency evacuation plan for the evacuation of ships and marine vehicles from coastal facilities in case of emergency, and submit it to the approval of the Regional Port Authority**" stated in Article 19 of the Ports Regulation; Çanakkale Pier Coastal Facility Emergency Evacuation Plan was prepared and approved by Çanakkale Regional Port Authority. If evacuation of the port is deemed necessary in case of emergency, the "Çanakkale Pier Coastal Facility Emergency Evacuation Plan" approved by the Regional Port Authority will be put into use.

It is mandatory for international ports with an emergency evacuation plan ISPS. This pier made an administrative port expedition and obtained a coastal facility operation permit for passenger and vehicle transportation. Therefore, by law, there is no obligation to prepare an emergency evacuation plan and there is no obligation to present it. It has a contract with KEGM only for emergencies and in these cases, KEGM intervenes and works in coordination with rescue-fire tugboats.

8.1.2 Emergency in Port:

Earthquake, fire, explosion, storm, lightning, flood, flood, harmful substance incidents, accident, sabotage, terrorism, war, explosion, etc. In emergencies, the "Port Emergency Plan (ISG)" is put into practice.

The emergency alarm in the port is the siren sound. There is an emergency alarm button located in certain places at each quay. In case of emergency, the emergency fire alarm button will be pressed and the port shift supervisor will be contacted immediately.

In case of fire on the ship, the ship will give a warning with its own whistle and its own fire alarm warning, and then it will ask for help from the shore with its own personnel.

In case of fire on the shore or another ship, the loading/unloading operations are stopped. Actions are taken in line with the instructions of the Piers Operations Department Officer. The ship prepares for an emergency departure.

If necessary, KEGM tugs are called.

8.1.3 Emergency Response Against Fire and Marine Pollution:

The following safety, fire and safety measures are available in the port area where dangerous cargo operations are carried out.

8.1.4 Spill/Leak from Hazardous Substances:

Tehlike madde operasyonlarından kaynaklı sızıntı/doküntü olması halinde deniz ve çevre kirliliğini önlemek için IMDG Kod Acil Durum Kılavuzunda (EmS Guide); IMDG kodda listelenen tehlikeli maddelerin oluşturabileceği SIZINTI'ya karşı Sızıntı için Acil Durum Planı(Ems For Spillage) belirtilen prosedürlere göre müdahale edilir. Olay, Bölge Liman Başkanlığına rapor edilir.

the Fire Plan and the Fire Control List on the ships will be applied within the scope of IA Safety. Ready-to-use oil spill kit is available at the pier. If necessary, oil spill kits and materials can be purchased as support from ships operating at the pier.

8.1.5 Fires Caused by Dangerous Substances:

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

the Leakage Plan prepared within the scope of Occupational Safety (ISG) and the Oil Fuel Pollution Checklist on the ships will be implemented.

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

Marine pollution emergency response plan is mandatory for ISPS and international ports, we have a plan within the scope of occupational safety and an oil fuel pollution checklist on board (administrative port expedition)

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

In case of accidents involving dangerous substances at the port facility, the Medical First Aid Guide (MFAG: Medical First Aid Guide) attached to the IMDG code will be used. First aid trainings are provided in accordance with the legislation in the workplace.

8.3 Arrangements for first response to accidents involving dangerous goods

8.3.1 Emergency Response to Fire and Marine Pollution:

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

8.3.2 Responsible Personnel:

Support Services Division;

- a. At least one responsible staff member who knows well the national and international legal requirements for the carriage of dangerous cargoes, including the separation of unsuitable cargoes, shall be appointed.
- b. The port authority responsible for the passage of dangerous loads must have the necessary knowledge of the measures to be taken to overcome events related to dangerous cargoes and ensure that they are at the scene of an emergency
- c. The captains of vessels carrying dangerous cargo should be notified for the emergency procedures in place and emergency services available at the pier.

8.10.5 Emergency Intervention Procedure:

The procedure to be followed in case of an accident with a DANGEROUS cargo:

- The person who realizes the accident informs the situation immediately to the chief officer of the port
- Pier Officer stops all operations in the vicinity.
- The Pier Officer immediately goes to the scene of the incident to check the notification / notification, assess the situation and report (or confirm) the necessary information.
- In case that any person is injured, injured or infected by these persons, at the ship, at the dock, etc. the precise crime scene, the vehicle's container number, or other information identifying the load party, the IMDG class and other details on the packaging or container (eg: UN Number), identification of leaks or spills; quantity, color, structure, smell, smoke, etc. are immediately determined by the person concerned.
- Pier Officer finds out what DANGEROUS cargoes are present and what kind of danger is involved by checking the notices about the dangerous cargo.
- In case that local emergency service crews are called, a ready-made computer (or photocopy) is available.
- The incident is reported to the Responsible Pier Officer of Support Services Officer.
- If the Pier Officer reports that the incident is serious, it will take all of the area out of the area and secure the area with instructions from the Support Services Officer.
- Security measures are taken within the scope of Emergency plans.
- Port Operation Emergency Plan is taken into application; Emergency fire, ambulance, first aid, security and other systems are now in motion.
- In case that the port's own emergency teams need to intervene in the accident, they are given protective clothing and emergency vehicles from the nearest area to do this without risking themselves.
- The accident may be intercepted by the port operation team at the accident site, or due to danger, it may be necessary for the teams to move the cargo and / or casualties to the safe area as quickly as possible.
- In case that the accident is serious, the Pier Officer will call the local emergency service crews using the system agreed with the Support Services Officer and giving clear details.
 - o Emergency,
 - o The reporting point for a guide to meet the teams,
 - o Found DANGEROUS IMDG class(es),
 - o The DANGEROUS agent(s) found are determined without wasting time.
- When emergency service crews arrive at the agreed point, they are given an output or photocopy of the DANGEROUS substance form of the IMDG data per month and are accompanied by them to the accident site.
- Then, emergency services are accidentally involved and make the area safe.
- the Support Services Supervisor appoints them to contact the shipper or other responsible person, advises them of the accident, and discusses the handling and removal of the damaged cargo.
- A specialist job security specialist is also used as a consultant in the Pier to give independent advice, the work safety specialist should be contacted and should be asked to go to the accident site.
- In case of first aid or inadequacy at the accident site, the injured person or persons should be referred to the nearest medical center or hospital in the region.

- When it is safe to do so, immediately move the damaged vehicle and the packaging and / or container to a safe area for removal.
- In case of leakage, the crime scene is properly cleaned and opened using absorbent materials, chemical foams or water.
- In the event of a fire, the fire is completely extinguished, and the place of the incident is cleared.
- The site may give instructions to the Support Services Officers to start operations again after they have been thoroughly examined and the safety has been declared.

8.4 Notifications to be made on-site and off-site in case of emergency:

The ship carrying the dangerous cargo and the marine vessel shall submit to the Port Authority and the Port Operator in written form the relevant notification document containing detailed information about their cargo at least twenty four (24) hours before entering the Port Administration Area and the ships and marine vessels that are less than twenty-four (24) hours of cruise time before entering the port area shall submit to the Port Authority and the Port Operator in writing, the relevant notification document containing detailed information on their cargo immediately after the departure from the coastal facility.

On the administrative port route, the Support Services on the shore will specify the vessel and the time of the passage of dangerous goods to the Port Authority, and then the vehicles carrying dangerous goods are notified about this issue. The cargo concerned must make a notification to the Port Operator at least three hours before entering the coastal facility with regard to dangerous cargo coming from the road and railroad.

In case that the notification obligation is not complied with or if the notifications do not contain correct information, administrative action will be taken by the Harbor Master about the notifier, and if there is any, it will lose the docking, elevating and transiting order.

Pre-notification includes dangerous cargo to be handled or transit through the port.

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

The main purpose of the information and documents to be declared under IMDG Code; to ensure that the hazards of the Dangerous Goods, their threats, the information about the damages they make and the ones to be made in case of emergency are communicated to all parties involved in the carriage.

The Port Operator's Regulation on the Transport of Dangerous Goods by Sea requests all compulsory documents, information and documents related to dangerous cargo from cargo with regard to cargo and provides for the carriage together.

8.5 Notification of Dangerous Goods Incidents

1. Notifications and Notification Parties

- 1.1 *The notifications explained below referred to in this procedure are Port Authority and the notifications to be made towards Çanakkale GESTAŞ Port Operation or from Çanakkale GESTAŞ Port Operation to port authority. In our coastal facility, Fumigated Cargo Transport Unit does not handle neither hazardous cargo within the scope of IGC Code and IMSBC Code. All activity is the transportation of vehicles between the piers coming from the highway and the piers in the Canakkale and the Marmara Sea region, and cargo transportation units to be transported in this scope safely and in transit without damaging the environment in accordance with the requirements of the IMDG Code.*
- 1.2 *Since the Port Management Information System is not used for dangerous cargoes in our scaffolds by the Sea, (via Ministry of Transport and Infrastructure received a notification on the dangerous cargoes to be sent or sent by the sea with the letter numbered 79462207-360.01.03.02-E.42623 and Notifications and Special Permit (Gestaş)). need not be found a notification.*
- 1.3 *For dangerous goods in packaged or tank arriving to the shore facility by road, the cargo concerned shall notify the shore facility before the cargo arrives at the shore facility, the notifications made to the shore facility shall include the following information and documents:*

- a) Title and contact information of the shipper,
- b) Proper shipping name,
- c) UN Number,
- ç) Hazard class and secondary risk, if any,
- d) Packing group, if any,
- e) Type and number of packages,
- f) Net and gross weight or volume (kg / lt),
- g) Container number,
- ğ) Verified gross weight information of full containers to be exported,
- h) Container / vehicle packaging certificate,
- ı) Vehicle license plate or wagon number,
- i) Safety data sheet.

1.4 Responsibilities of Çanakkale GESTAŞ Port Management

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

2. Preparation before handling dangerous goods

- 2.1 The shipper shall send the notification and safety data sheet for the dangerous goods to be transported one hour before the arrival at the port. The shore facility examines the transport documents of dangerous goods, CMR or CIM documents and the safety data sheet and makes preparations according to IMDG Code segregation rules. It considers the information in the safety data sheet for the measures to be taken for first aid and emergency preparedness and for stacking applications on board. The safety data sheet is prepared by the load generator to the safety data sheet maker and the safety data sheets that do not meet these requirements are not accepted by the coastal facility.

3. Special Permissions

Special permit applications regarding dangerous goods: Çanakkale GESTAŞ Port Management requests exceptionally special permission from the Administration in accordance with Article 5 of the Regulation on Notification of Dangerous Goods Carried by Sea and the Special Permit Regulation in order to handle the dangerous goods that is not included in the TMUB. For this purpose, the safety data sheet of the dangerous good, the cargo manifest and the additional measures to be taken at the coastal facility regarding these goods shall be submitted to the Port Authority at least 96 (ninety six) hours before the ship arrives at the port administrative area.

4. Reporting accidents and incidents

4.1 Çanakkale GESTAŞ Port Operations, notifies the accidents and incidents related to dangerous goods, as soon as possible to the Ministry Main Search and Rescue Coordination Center and the relevant port authority first by telephone, then fax or e-mail to the Administration at deniz.tmkt@uab.gov.tr address.

4.2 Çanakkale GESTAŞ Liman İşletmesi, tehlikeli yüklerle ilgili kaza ve olaylarla ilgili olarak aşağıdaki bilgileri içeren bir rapor hazırlar ve temsile yetkili kişi tarafından imzalanan rapor en geç 12 (oniki) saat içerisinde ilgili liman başkanlığına ulaştırılır.

4.2 The Çanakkale GESTAŞ Port Management shall prepare a report containing the following information regarding the accidents and incidents related to dangerous goods and the report signed by the authorized person shall be delivered to the relevant port authority within 12 (twelve) hours at the latest.

- a) When the accident occurs,
- b) If the accident is known, how it occurred,
- c) The place where the accident occurred (coastal facility and / or ship), position and area of influence,
- ç) Information if there is a ship involved in the accident (name, flag, IMO number, equipment, operator, load and quantity, captain's name and similar information),
- d) Meteorological conditions,
- e) UN number of the dangerous goods, packing group, proper shipping name and amount, if any,
- f) The characteristics and number of the packagings, cargo transport units and the containers where the dangerous goods are transported, if any,
- g) Manufacturer, shipper, carrier and receiver of dangerous goods,
- ğ) The extent of the damage / pollution,
- h) Number of wounded, dead and missing, if any,
- ı) Emergency response applications made by the coastal facility for the accident.

5. Storing notifications

5.1 Çanakkale GESTAŞ Port Management shall keep the notifications made to it within the scope of this procedure in physical or electronic form for 3 years and shall be available for inspections to be carried out by the Administration or the relevant port authority. These notifications shall form the basis of the annual activity reports prepared by the maritime dangerous goods safety advisor.

8.6 Coordination, support and cooperation method with the Authorities:

8.6.1 All accidents related to hazardous substances will be primarily coordinated with the Port Authority. Support and cooperation with the Police Department, Municipality, Customs Directorate and Provincial / District Fire Department, AFAD, and assistance units of adjacent facilities will be provided upon notification by the Port Authority.

8.6.2 In case of noticing indications of a possible explosion, fire or emergency at the adjacent facility, first, the measures will be increased at the facility, and then the teams will be prepared to help the adjacent facility.

8.6.3 In case it is evaluated that there is no time or capability to ask for help by taking into account the urgency of the situation and the extent of the danger, aid and support teams will be assigned to respond to the event.

8.6.4 Dangerous goods area and the classes, quantities, and hazard risks of the goods in such area will be evaluated, and preparations will be made for measures such as discharging and thinning the cargoes, and lifting the ship to the mooring berth in case there is a ship in the interface.

8.7 Emergency evacuation plan for removal of ships and marine vehicles from coastal facilities in case of emergency

The operators of the coastal facilities stated in Article 19 of the Port Regulations, prepare an emergency evacuation plan for the evacuation of ships and marine vessels in coastal facilities in case of emergency and submit them to the approval of the port authority. Gelibolu Car Ferry Jetty Coastal Facility Emergency Discharge Plan "was prepared and approved to Çanakkale Harbor Presidency. In case of emergencies, the " Gallipoli Car Ferry Jetty Coastal Facility Emergency Discharge Plan " approved by the Port Authority will be commissioned if the port is deemed necessary.

8.8 Procedures for the handling and disposal of damaged DANGEROUS GOODS :

8.8.1 Waste Collection and Transfer

8.8.1.1 Wastes generated are collected separately in respective waste bins based on the type of waste, transferred, and stored temporarily. Wastes generated as a result of maintenance operations are handled in this context as well.

8.8.1.2 In case an additional waste class is identified in addition to the current ones, such class shall be integrated to the system.

8.8.2 Waste Disposal

8.8.2.1 Collected wastes will be taken to Hazardous waste temporary storage are based on being hazardous or nonhazardous waste. They are removed from the facility by contracted organizations in accordance with the statutory recovery/disposal methods.

8.8.2.2 Transport and/or disposal capabilities of all contractors and carriers using appropriate methods under the scope of the waste management will be examined.

8.8.2.3 If a contractor service is used for transporting, selling and/or disposal/recovery of wastes, such contractors will be assessed whether they fulfill their statutory obligations or not and in terms of their waste recovery and disposal methods without causing damage to the environmental.

8.8.2.4 All waste disposal records must be kept.

8.8.3 Contaminated Packagings

8.8.3.1 Such wastes are empty drums. When such wastes are generated, they are taken to the contaminated packaging area in the dumpsite. Environmental Consultancy Agency and Environmental Management System Official contact the contracted and licensed company within the period stipulated in the regulation making sure that they are taken away by completing the online form in MoTAT system. The relevant MoTAT form and other documents are kept in the environment file.

8.8.3.2 **Contaminated Wastes:** When such wastes, used gloves, oakum, etc. are generated, they are collected in the drum with the relevant waste name located at the production-storage exit and taken to the dumpsite. Environmental Consultancy Agency and Environmental Management System Official contact the contracted and licensed company

within the period stipulated in the regulation making sure that they are taken away by completing the online form in MoTAT system. The relevant MoTAT form and other documents are kept in the environment file.

8.9 Emergency drills and their records:

8.9.1 Drill Practices

Personnel included in the emergency organization shall be prepared for duty by means of various trainings in order to be prepared for emergencies at the facility. Drills shall be carried out under the coordination of experts and consultants whenever necessary. In this context, the relevant Port personnel has received IMDG Code trainings on dangerous goods and certified accordingly. It shall be planned that the drills which will serve for the purpose of testing the adequacy of emergency plans and being prepared for real world events shall be carried out and practiced in accordance with the worst case scenarios which may occur at the facility.

8.9.2 Drill Scenarios

Worst case scenario of a single event or combined events which may occur at the port shall be anticipated as part of drill planning. Drills shall be carried out in the fastest and most effective way possible in accordance with the prepared scenarios.

8.9.2 Training Scenarios;

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

8.9.3 Emergency Drills to be conducted within the Çanakkale Port facility;

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

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

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

8.9.3.4 Drills can be made with or without notice.

8.9.3.5 The drills are based on various emergency scenarios.

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

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

8.10 Information on fire protection systems

8.10.1 Emergency and fire equipment are as follows:

Fire Hydrants, Fire Extinguishers, Fire Cabinets and Fire Hoses, Field Fire Alarm Detectors, and Electric and Diesel Fire Pumps.

Fire inventory is as mentioned in the Emergency Plan.

8.11 Procedures for approval, inspection, test, maintenance, and keeping ready for use of fire protection systems

Fire prevention and fire protection systems and equipment available at the port facility are periodically inspected.

8.12 Measures to be taken in case fire protection systems are nonoperational

8.12.1 Facility firefighting equipment are systems established serving as a spare system with alternative capabilities for one another.

8.12.2 Support from adjacent facilities, Fire Brigades and AFAD Units will be requested in case the firefighting equipment of the facility are not operational or inadequate.

8.12.3 If possible, other hazardous and flammable materials/vehicles expected to be affected by the fire shall be removed from the zone.

8.12.4 A protocol stipulating the conditions and scope of providing assistance and support may be required to be executed.

8.12.5 Resource capabilities of tugboats or sea vehicles with firefighting capabilities in the region shall be considered as well.

8.13 Other Risk Control Equipment:

8.13.1 Periodic maintenance and controls of gas detectors submersible oxygen mask, and similar risk control equipment are carried out in accordance with the maintenance instructions calibrations are made and kept with documents.

9. OCCUPATIONAL HEALTH AND SAFETY:

9.1 Occupational Health and Safety Precautions

9.1.1 Occupational Health and Safety and Personal Protective Equipment (PPE) at the Port:

The port establishment aims to address occupational health and safety activities and to solve within the framework of the aim of continuous improvement on a regular basis. The aim of the port establishment is "0" accident at occupational health and safety applications. In line with this goal, OHS works are realized, the employees are trained continuously and made aware by safe working instructions.

The port operator is responsible for ensuring that all personal protective equipment to be used in connection with vehicles carrying dangerous cargoes is available at all times in the port facility in adequate numbers and quality.

In the scope given above, at Gelibolu Port Establishment:

- a. Occupational Health and Safety Law Numbered 6331 and the related Regulations in the frame of Occupational Health and Safety, Occupational Health and Safety Rules are applied in terms of the establishment of safety of life, property and environment.
- b. The personnel involved in the operation for the transportation of dangerous goods excluding the passengers in the shore facilities shall wear Personal Protective Equipment (helmet, luminous vest, safety shoes with steel toes for occupational safety) per TSE standards.
- c. The shore facility personnel responsible for the dangerous substances and other authorized personnel for cargo shall have protective clothing suitable for the physical and chemical characteristics of the cargo and inform the harbor site personnel loading and unloading dangerous cargoes on the use of personal protective equipment in trainings and drills.
- d. The following basic emergency equipment shall be available to protect against the risks posed by dangerous cargoes at suitable locations in the port area.
 - Protective clothing (boots, overalls, gloves, eyeglasses and oil spill kit),
 - Foam 50-kilogram fire extinguisher with wheels,
 - Absorbent materials (oil spill kit) for cleaning up DANGEROUS agent spillages,
 - Clean water (for cleaning the skin of dangerous goods),
 - Fire cabin (hose, nozzle, key) in designated areas on the pier,
 - First aid kit (usually in a box office or administrative building).

Every staff member in the dangerous cargo handling chain shall know how to use the above-mentioned materials and their locations.

The 'Personal Protective Equipment Usage Map' which shows the distribution of Personal Protective Equipment (PPE) at the port facility is attached.

9.2 Confined space entry clearance measures and procedures.

There is no closed area or closed facility related to cargo within the pier site. The rules to be applied in closed areas are as follows.

By the Piers Operations Directorate;

a. Areas such as the cargo tank, the void area around the tank, the cargo handling area, the ballast tank, or other confined or enclosed areas that have/may contain hazardous vapors or oxygen-consuming cargoes, unless the area is completely free of hazardous vapors, adequate oxygen is available in the area, and trained and adequate information is provided. No one should be allowed in unless the owner has been given a permit by responsible personnel.

b. When it is necessary to enter a space that cannot be purified from dangerous vapors and is not approved for operational reasons, only personnel wearing self-contained breathing apparatus and other necessary protective equipment should enter the space. Fire suit equipment available on our ships can be used for this job.

c. Separate detectors for oxygen and gas measurements may be available at the port facility, as well as multi-purpose detectors capable of measuring the presence of gases that may result from dangerous cargoes being handled. Calibration of these detectors should be done in the period and method determined by the manufacturer. The gas meter device is only available in the head office.

d. In addition to oxygen measurement at the entrance to closed areas, flammable/explosive/poisonous gas measurement can also be made if necessary.

10. MISCELLANEOUS CONSIDERATIONS:

10.1 Validity of DANGEROUS Agent Compliance Certificate:

After 01/01/2016 which is the date the legal obligation starts,

- a. An application shall be made to the Ministry to obtain "DANGEROUS Agent Compliance Certificate" indicating that the port facility is suitable for handling and transporting DANGEROUS substances.

10.2 The responsibilities of DANGEROUS Agent Safety Advisor are as given below:

- 10.2.1. Observing that the provisions of the related laws and international agreements (ADR/RID/IMDG Code) for transportation of DANGEROUS substances are complied with.
- 10.2.2. Submitting suggestions to establishment for transportation of DANGEROUS substances according to provisions of ADR/RID/IMDG Code.
- 10.2.3. Preparing the annual activity report by the format prepared by the Administration for transportation of DANGEROUS substances by the establishment and submit the same to client establishment and TMGDK to be submitted to the Administration over www.turkiye.gov.tr.
- 10.2.4. Determining the compliance procedures and obligations in ADR/RID/IMDG Code regarding this article after the DANGEROUS substances to be carried are determined.
- 10.2.5. Determining the compliance procedures and obligations in ADR regarding this article after after the DANGEROUS substances to be carried are determined.
- 10.2.6. Providing guidance for purchase of transportation vehicles to be used for transportation of DANGEROUS substances which is within the field of activity of the establishment.
- 10.2.7. Determining procedures for controls of equipment used for transportation of and loading and unloading the DANGEROUS substances.
- 10.2.8. Providing or ensuring training for duties of the employees of the establishment regarding national and international laws and amendments on such laws and archiving the records of trainings.
- 10.2.9. Determining the emergency procedures to be implemented in case an event occurs affecting the safety or an accident during transportation of, loading and unloading DANGEROUS substances, having employees periodically conduct drills and recording the same.
- 10.2.10. Ensuring that the precautions to prevent reoccurrence of severe breaches or accidents.
- 10.2.11. Ensuring that special conditions foreseen by the related laws regarding transportation of DANGEROUS substances are taken for selection and employment of subcontractors or third parties.
- 10.2.12. Ensuring that the employees acting for transportation of, loading and unloading DANGEROUS substances have sufficient knowledge regarding operational procedures and instructions.
- 10.2.13. Taking precautions to increase awareness of the employees to be prepared against potential risks for transportation of, loading and unloading DANGEROUS substances.
- 10.2.14. Creating instructions for keeping the documents and safety equipment required to be kept on the vehicle during transportation per the class of the DANGEROUS substances.
- 10.2.15. Recording all kinds of Works conducted including trainings, audits and controls on activities, archiving these records for 5 years and submitting the same to the Administration when requested.
- 10.2.16. Recording the persons and works being audited by indicating dates and times for audits conducted as his/her duty.
- 10.2.17. Stopping the works when a hazard is present until the removal of the same, starting the works with his/her approval when the hazard is removed and submitting all stages until the hazard was removed to the establishment or related authorities in written.
- 10.2.18. Determining procedures for works and pocesses regarding packaging, labeling, marking and loading the Cargo being loaded into transportation vehicle per provisions of IMDG Code

10.3 Matters regarding Carriers of DANGEROUS Substances separated from Shore Facility coming to Shore Facility on Land Route:

The responsible officer or officer at shore facility of Gelibolu Car Ferry Pier shall conduct the necessary records and controls and general conditions when deemed necessary at entry-exit to ports by land vehicles taking DANGEROUS cargoes to and from the port.

Pursuant to Regulation regarding Transportation of DANGEROUS Substances by Land Route and European Contract regarding International Transportation of DANGEROUS Agent (ADR) via Land Route,

- a. Driver Training Certificate (SRC5)/ADR Driver Training Certificate for Transportation of DANGEROUS Goods,
- b. Applicable dangerous cargo carriage certificate (Vehicle Approval Certificate/ADR Conformity Certificate),
- c. Photocopy of the transport permit from the relevant/competent authorities for the transport of Class 1, Class 6 and Class 7 DANGEROUS substances as defined in the ADR (annual turnaround),
- d. Dangerous Goods and DANGEROUS Waste Compulsory Financial Liability Insurance Policy,
- e. Orange plate with no text at front and back of the vehicle carrying dangerous cargoes
- f. Dangerous goods transport document,
- g. Written Instructions given to the driver by the related carrier regarding actions of the vehicle personnel during hazard or accident pursuant to ADR law,
- h. Personal and protective equipment to be used in case of an emergency,
- i. Multi-Modal DANGEROUS Agent Transport Form in Section 5.4.5 of ADR for DANGEROUS cargoes carried in more than one model

Speed Limit in the Port Area:

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

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

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

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

10.4 Additional considerations to be added by the coastal facility.

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

Update and Distribution of the Guide:

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

According to the changing legislation and conditions, changes in this guide will be made by the Piers Operations Directorate.

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

Approval and Execution:

The monitoring authority of this guide is Çanakkale Regional Port Authority. This guide will enter into force after it is approved by the GESTAŞ A.Ş. Çanakkale Pier Piers Operations Directorate are in charge and responsible for the execution of this guide.

ATTACHMENT-2 General Appearance of Eceabat Küçük Mürakıp Car Ferry Pier:



ATTACHMENT-3: Emergency Points and Contact Information:



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

	Phone Number	Fax Number	VHF
Çanakkale State Hospital	0286 217 10 98	0286 213 69 01	
Çanakkale Municipality	0286 638 50 56	0286 217 12 28	
Çanakkale Port Authority	0286-212-98-75	0286-214-10-41	16
Main Search and Rescue Coordination Center	0312-232-47-83	0312-232-08-23	
Çanakkale Vessel Traffic Services Center	0286-213-48-00	0286-213-30-77	11-12-13
Coast Guard Çanakkale Group Command	0286-212-75-00	0286-212-72-02	
Coast Guard	158		
Çanakkale Sea Police	0286-263-55-00	0286-263-11-19	
Sea Police	155		
Coastal Safety Çanakkale Directorate	0286-213-50-25	0286-213-47-50	
Coastal Safety	151		
Çanakkale Meteorology Station	0286-217-10-44	0286-217-53-50	67
Çanakkale Coastal Health Supervision Center	0286-217-11-64	0286-212-50-61	
Gelibolu Guidance Station	0286-566-16-12		71
Mehmetçik Guidance Station	0286-862-00-06		71

Fire Department	110
Emergency Medical Service	112
Police Emergency	155
Gendermeria Emergency	156
Municipal Police	153
Traffic	154
Coast Guard	158
Electricity Malfunctions	186
Gas Malfunctions	187
Water Malfunctions	185
Phone Malfunctions	121
Health Consultancy	184
Poison Consultancy	114
Funeral Services	188

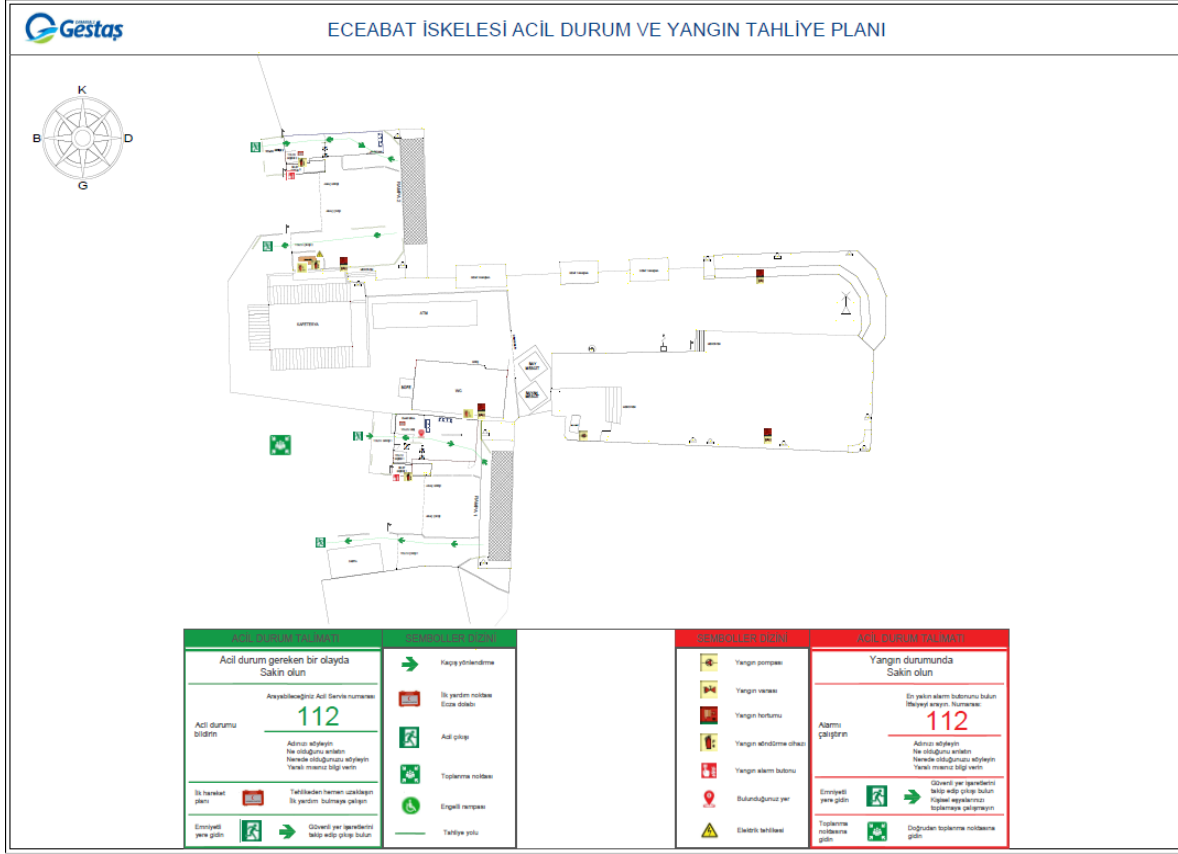
ATTACHMENT-4: General Layout of Areas where DANGEROUS Loads are Handled at:

- There is no Hazardous Material Handling in Our Pier

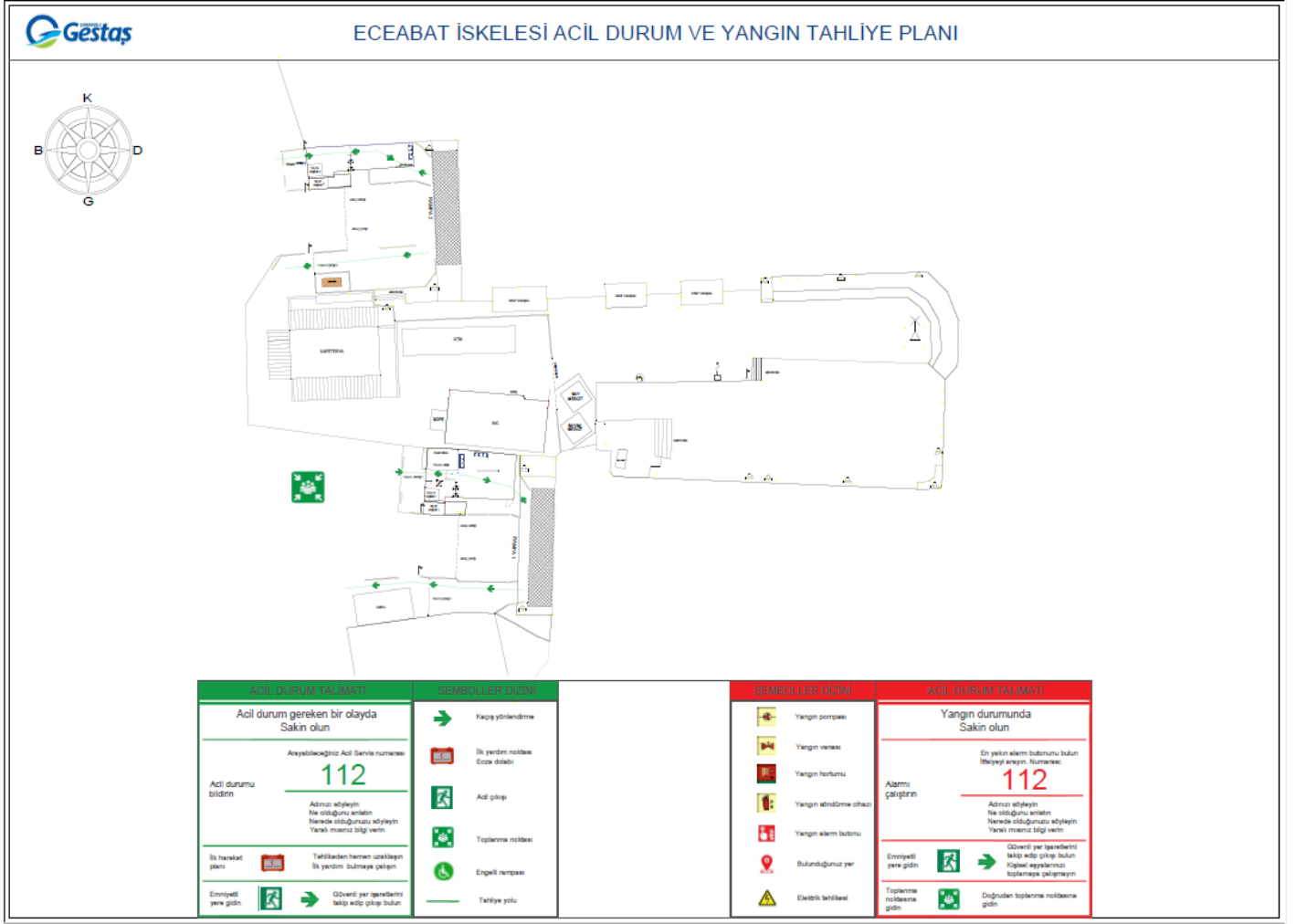
ATTACHMENT-5: Fire Plan of Areas where DANGEROUS Loads are Handled at:

- Since Dangerous Goods Are Not Handled In Our Pier, A General Fire Plan Is Applied.

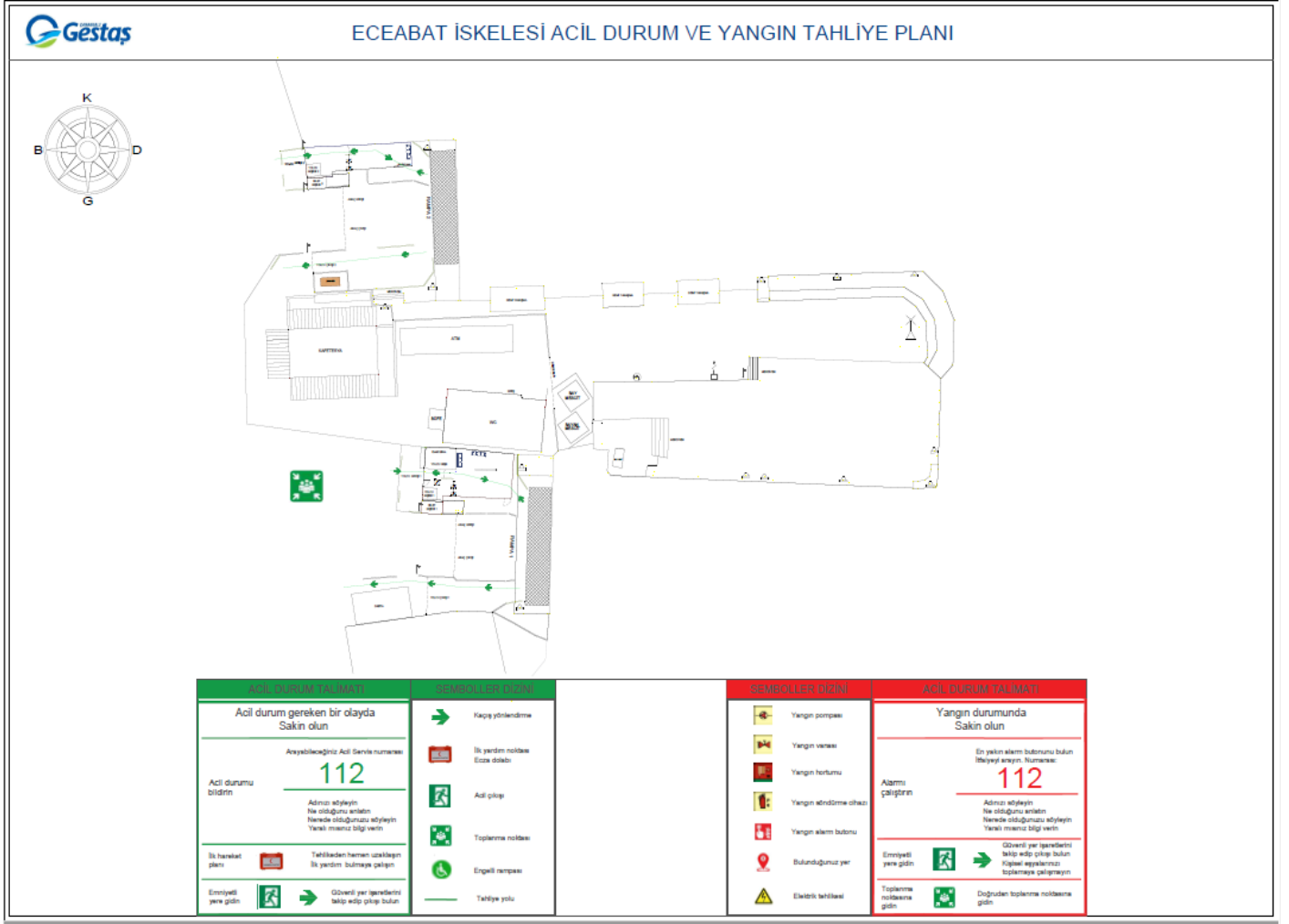
ATTACHMENT-6: General Fire Plan of Facility:



ATTACHMENT-7: Emergency Plan:

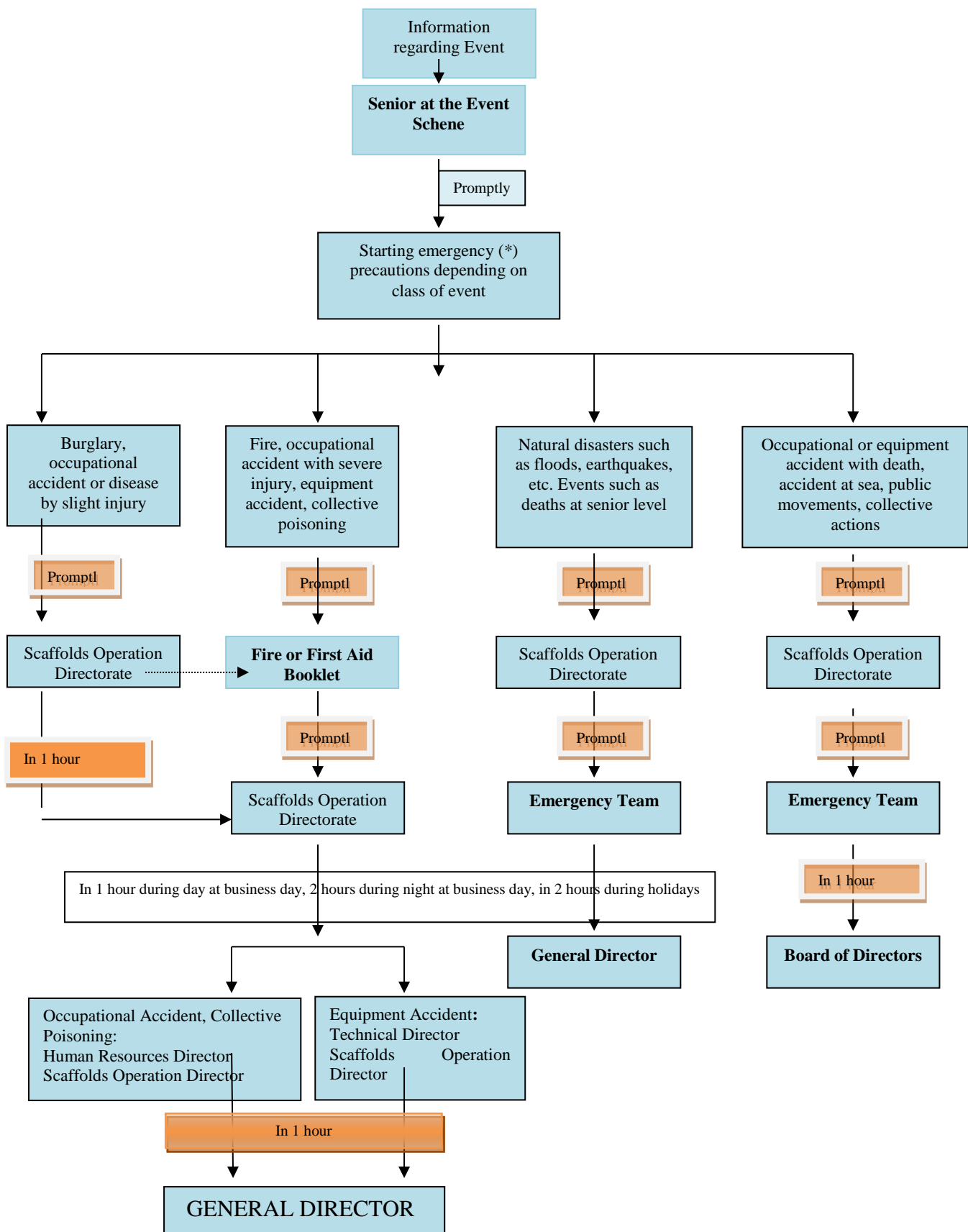


ATTACHMENT-8: Emergency Gathering Locations Plan:



ATTACHMENT-9: Emergency Management Schedule:

GESTAŞ ECEABAT PIER EMERGENCY MANAGEMENT SCHEDULE



DANGEROUS LOAD CLASSES AND LABELS:

SINIF 1 – PATLAYICI MADDE VE NESNELER

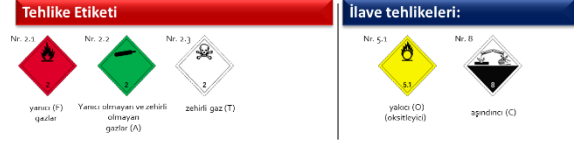


Alt Sınıf 1.1, 1.2, 1.3, 1.4, 1.5, 1.6 / Paketleme gruplarına ayrılmazlar

Özellikleri:

- Yangın tehlikesi
- Patlayıcı Madde taşınmasında azami dikkat!
- Darp
- Isı yükselmesine
- Kıvılcıma karşı aşırı hassasiyet
- Parça ve şarapnel etkisi
- Körlük
- Zehirli duman

SINIF 2 – GAZLAR



Sınıflama Kodları (A, O, F, T, C, TFC, TOC) / Paketleme gruplarına ayrılmazlar

Özellikleri: Gazların bir çok yan etkileri vardır.

- Yanıcı
- Patlayıcı
- Yangını körükleyici
- Zehirli
- Oksijen veya hava ile karışımında patlama tehlikesi
- Donma
- Tahriş edici
- Boğucu
- Asidik

SINIF 1 -	CLASS 1 – EXPLOSIVE SUBSTANCES AND OBJECTS	SINIF 2 -	CLASS 2 – GASES
Tehlike Etkileti	Hazard Label	Tehlike Etkileti	Hazard Label
İlave Tehlikeler	Additional Hazards	İlave Tehlikeler	Additional Hazards
Patlayıcı madde,...	Explosive agent, explosive objects	Yanıcı (F) gazlar	Flammable (F) gases
Alt sınıf...	Sub-Class 1.1, 1.2, 1.3, 1.4, 1.5, 1.6 / not separated into package groups	Yanıcı olmayan ve zehirli olmayan...	Non-flammable and non-toxic gases (A)
Zehirli	Toxic	Zehirli gaz (T)	Toxic gas (T)
Aşındırıcı	Corrosive	Yakıcı (O) (oksitleyici)	Combusting (O) (Oxidizing)
Özellikleri:	Features:	Aşındırıcı (C)	Corrosive ©
...	Fire hazard Maximum care during transportation of explosive substances Blow Temperature increase Excessive sensitivity against sparks Part and shrapnel impact Blindness Toxic smoke	Sınıflama Kodları...	Classification Codes (A, O, F, T, C, TFC, TOC) are not separated into packaging groups.
		Özellikleri:	Features: Gases has many impacts. Combustible Freezing Explosive Irritant Fire amplifier Suffocative Toxic Acidic Explosion danger when mixed with oxygen or air
		...	

SINIF 3 – YANICI SIVI MADDELER



Paketleme Grubu I, II, III (yüksek, orta, az tehlikeli)

Özellikleri: Buharı patlayıcı olabilir <ul style="list-style-type: none"> • Yanıcı • Patlayıcı • Asidik • Zehirli • Suyun biyolojik, kimyasal, fiziksel yapısını değiştirmekte olup, zehirlemektedir 	Örneğin; <ul style="list-style-type: none"> • Benzin • Mazot • Kerosin • Madeni yağlar • Matbaa Mürekkebi • Tutkal, zamb vb.
---	---

SINIF 4.1 – YANICI KATI MADDELER



Paketleme Grubu I, II ve III (yüksek, orta ve az tehlikeli)

- **Özellikleri:**
 - Yangın esnasında zehirli duman oluşabilir.
 - Kıvılcım, ateş, sıcak yüzeyler temasında kolayca yanar.
 - Kuru halde patlayıcı olabilir.
 - Tozları patlayabilir.

SINIF 3 -	CLASS 3 – FLAMMABLE LIQUID	SINIF 4.1 -	CLASS 4.1 – FLAMMABLE SOLIDS
Tehlike Etkileti	Hazard Label	Tehlike Etkileti	Hazard Label
İlave Tehlikeler	Additional Hazards	İlave Tehlikeler	Additional Hazards
Yanıcı Sıvı	Flammable liquids	Yanıcı katı maddeler	Flammable solids
Zehirli	Toxic	Patlayıcı	Explosive
Aşındırıcı	Corrosive	Zehirli	Toxic
Paketleme Grubu...	Packaging Group I, II, III (high, medium, low danger)	Aşındırıcı	Corrosive
Özellikleri: ...	Features: Flammable Explosive Acidic Toxic Changing biological, chemical, physical structure of water and toxic	Paketleme Grubu	Packaging Group I, II, III (high, medium, low danger)
Örneğin:	For example: Fuel Diesel Kerosine Mineral oil Printing ink Glue, etc.	Özellikleri: ...	Features: May create toxic smoke during fire. Easily combustible when in contact with spark, fire and hot surfaces. May be explosive when dry. Its dusts may explode.

SINIF 4.2 – KENDİ KENDİNE YANAN MADDELER



Paketleme grubu I, II, III (kendi kendine yanan, kendi kendine ısınan, kendi kendine az ısınan)

- **Özellikleri:** Suyla temas halinde kendi kendine yanabilmektedir
- Yanıcı maddeler ile bir araya geldiğinde oksijen serbest kalmaktadır.
- Su ile aşırı reaksiyona girmektedir.
- Ateş kaynağı olmadan da kendi kendine yanabilmektedir.

SINIF 4.3 – SUYLA TEMAS HALİNDE TEHLİKELİ GAZLAR ÇIKARAN MADDELER



Paketleme grubu I, II, III (su ile aşırı, hafif, yavaş reaksiyon)

- **Özellikleri:** Su ile temasında aşırı reaksiyon
- Yanıcı gazların meydana gelmesi.

- **Örneğin;**
 - Karpit
 - Çinko tozu
 - Kalium
 - Natriyum (Sodyum)

SINIF 4.2 -	CLASS 4.2 – SELF-COMBUSTIBLE SUBSTANCES	SINIF 4.3 -	CLASS 4.3 – SUBSTANCES EMITTING DANGEROUS GASES WHEN IN CONTACT WITH WATER
Tehlike Etkileti	Hazard Label	Tehlike Etkileti	Hazard Label
İlave Tehlikeler	Additional Hazards	İlave Tehlikeler	Additional Hazards
Kendi kendine...	Self-Combustible Substances	Suyla temas halinde...	Emitting dangerous gases when in contact with water
Suyla temas halinde...	Emitting dangerous gases when in contact with water	Yanıcı sıvı	Flammable liquids
Zehirli	Toxic	Kendi kendine	Self-combustible
Aşındırıcı	Corrosive	Zehirli	Toxic
Paketleme Grubu...	Packaging Group I, II, III (self-combustible, self-heating and self-less-heating)	Aşındırıcı	Corrosive
Özellikleri:	Features:	Paketleme Grubu	Packaging Group I, II, III (severe, slight, slow reaction to water)
...	They are self combustible when in contact with water. Oxygen is emitted when combined with flammable substances. They reach with water. They combust with no fire source	Özellikleri:	Features:
		...	Excessive reaction when in contact with water Occurrence of flammable gases
		Örneğin:	For example:
		...	Calcium carbide Zinc dust Kalium Natrium (Sodium)

SINIF 5.1 – YAKICI (OKSİTLEYİCİ) MADDELER

Tehlike Etiketleri

 Nr. 5.1
 Yakıcı maddeler
 Paketleme grubu I, II, III (aşırı yakıcı, yakıcı, zayıf yakıcı)

İlave tehlikeleri:

 Nr. 5.1
 Zehirli
 Aşındırıcı

- Özellikleri: Yanabilecek Maddeler ile bir araya gelmemesi gerekmektedir.
- Başka maddeler ile karıştırılması sonucu yanmaya sebebiyet verebilir.
- Sürtünme ve darp yanmaya sebebiyet verir.
- Patlayıcı, aşındırıcı ve sağlık bozucu olabilir.

Örneğin;
Kalsiyumhypochlorit
Natriyumnitrat
Kromium asidi
Amonyumnitrat içeren gübreler

SINIF 5.2 – ORGANİK PEROKSİTLER

Tehlike Etiketleri

 Nr. 5.2
 Organik Peroksitler

İlave tehlikeleri:

 Nr. 5.2
 Patlayıcı
 Aşındırıcı

- Özellikleri: Ayrışma sonucu yanıcı ve zehirli gazlar oluşmaktadır.
- Göz ile temas önlenmelidir.
- Ayrışma sonucu ısı meydana gelmektedir.
- Peroksitler yanıcıdır (Ateş ile dikkat).
- Bazı organik peroksitler dondurulmuş taşınmalıdır.

SINIF 5.1 -	CLASS 5.1 – OXIDIZING SUBSTANCES	SINIF 5.2 -	CLASS 5.2 – ORGANIC PEROXIDES
Tehlike Etkileti	Hazard Label	Tehlike Etkileti	Hazard Label
İlave Tehlikeler	Additional Hazards	İlave Tehlikeler	Additional Hazards
Yakıcı maddeler	Combustible substances	Organik Peroksitler	Organic Peroxides
Zehirli	Toxic	Patlayıcı	Explosive
Aşındırıcı	Corrosive	Aşındırıcı	Corrosive
		Özellikleri:	Features:
		...	

Paketleme Grubu...	Packaging Group I, II, III (Severe, average, slight combustible)		Generates flammable and toxic gases as a result of segregation. Eye contact must be prevented. Heat occurs as a result of segregation. Peroxides are flammable. Some organic peroxides must be carried in frozen form.
Özellikleri: ...	Features: They should not be close to Flammable Substances. Mixture with other substances may cause combustion. Friction and impacts may cause combustion. They may be explosive, corrosive or health deteriorating.		
Örneğin: ...	For example: Calcium hypochloride Natrium nitrate Chromium acid Amonium nitrate including fertilizers		

SINIF 6.1 – ZEHİRLİ MADDELER

Tehlike Etiketleri

Nr. 6.1

zehirli

İlave tehlikeleri:

Nr. 3

Yanıcı sıvı

Nr. 4.1

Yanıcı katı

Nr. 4.2

Kendi kendine yanan

Nr. 4.3

Suyla temasta yanıcı gazlar çıkaran

Nr. 5.1

Yakıcı

Nr. 8

Aşındırıcı

Paketleme grubu I, II, III (çok zehirli, zehirli, az zehirli)

- Özellikleri: Yanma Noktası 23°C'nin altında olan zehirli maddeler
- Sınıf 3'e aittir.
- Zehirli
- Sağlık bozucu
- Yanma tehlikesi
- Suyla temasta zehirli gazların oluşumu sözkonusu.

SINIF 6.2 – BULAŞICI MADDELER

Tehlike Etiketleri

Nr. 6.2

bulaşıcı

İlave tehlikeleri:

Nr. 2.2

gaz

Bulaşıcı Maddeler;

I-1- İnsanlar ve hayvanlar için bulaşıcı maddeler

I-2- Hayvanlar için bulaşıcı

I-3- Klinik Çöpler

I-4- Diagnostik Testler

Özellikleri:

- Temastan kaçınılmalı
- Temizlik çok önemlidir.
- İnsanlar ve hayvanlar için bulaşıcıdır.

Sınıfın örnek maddeleri:

Virüsler,
Bakteriler,
Kadavra,
Klinik çöpler,
Kan örnekleri
Tıbbi atıklar vb.

Tehlikeli Maddelerin bulaşma tehlikesi Dünya Sağlık Örgütü (WHO) tarafından belirlenmektedir. Ayrıca A ve B Kategorilerine ayrılmaktadır.

SINIF 6.1 -	CLASS 6.1 – TOXIC SUBSTANCES	SINIF 6.2 -	CLASS 6.2 – INFECTIOUS SUBSTANCES
Tehlike Etkileti	Hazard Label	Tehlike Etkileti	Hazard Label
İlave Tehlikeler	Additional Hazards	İlave Tehlikeler	Additional Hazards
Zehirli	Toxic	Bulaşıcı	Infectious
Yanıcı sıvı	Flammable liquid	Gaz	Gas
Yanıcı katı	Flammable solid	Özellikler:	Features:
Kendi kendine yanan	Self-combustible	...	Avoid contact Cleaning is very important Infectious for humans and animals.
Suyla temas halinde...	Emitting dangerous gases when in contact with water	Bulaşıcı Maddeler:	Infectious Substances:
Yakıcı	Burning	...	I-1- Infectious substances for humans and animals I-2- Infectious for animals I-3- Clinic waste materials I-4- Diagnostic Tests
Aşındırıcı	Corrosive	Sınıfın Örnek Maddeleri:	For Example:
Paketleme Grubu...	Packaging Group I, II, III (Very toxic, toxic, slightly toxic)		
Özellikleri:	Features:		
...	Toxic substances with flash point under 23°C.		

	This belongs to Class 3. Toxic Harmful to health Burning danger. Generation of toxic gases when in contact with water.	...	Viruses, Bacteria, Cadaver, Clinic waste materials, Blood samples, Medical waste materials, etc.
		Tehlikeli maddelerin...	The contamination danger of infectious is determined by World Health Organization (WHO). Additionally, they are separated into A and B categories.

SINIF 7 – RADYOAKTİF MADDELER

Tehlike Etiketi

İlave tehlikeleri:

Paketleme gruplarına ayrılmaz, maddenin aktivitesine göre sınıflandırılmaktadır.

- Özellikleri: Radyoaktif maddelerden tehlikeli ışınlar çıkmaktadır.
- İşine (şua) maruz kalma
- Isı üretimi tehlikesi mevcuttur
- Kiritikaliteye eğilim (birbirleri ile içerisinde reaksiyona girme)

SINIF 8 – AŞINDIRICI (ASİDİK) MADDELER

Tehlike Etiketi

İlave tehlikeleri:

- Özellikleri: Yanma Noktası 23 °C'nin altında olan Asidik maddeler genelde
- Sınıf 3'e aittir.
- Aşındırıcı
- Yanma tehlikesi
- Kendi aralarında aşırı reaksiyona girme
- Reaksiyon esnasında zehirli gazların oluşumu mümkündür.
- Nesneler üzerinde parçalama etkisi

SINIF 4.2 -	CLASS 7 – RADIOACTIVE SUBSTANCES	SINIF 8 -	CLASS 8 – CORROSIVE (ACIDIC) SUBSTANCES
Tehlike Etkileti	Hazard Label	Tehlike Etkileti	Hazard Label
İlave Tehlikeler	Additional Hazards	İlave Tehlikeler	Additional Hazards
Kendi kendine...	Self-Combustible Substances	Suyla temas halinde...	Emitting dangerous gases when in contact with water
Radyoaktif...	Radioactive substances	Yanıcı sıvı	Flammable liquids
Yakıcı	Burning	Kendi kendine	Self-combustible
Aşındırıcı	Corrosive	Oksitleyici	Oxidizing
Paketleme gruplarına...	Not separated into packaging groups; they are classified by activity of substances.	Yanıcı katı	Flammable solids
Özellikleri:	Features:	Zehirli	Toxic
...	Radioactive substances radiate dangerous radiations. Danger of exposure to radiation. Danger of heat generation. Tendency to chirality (reacting with each other)	Aşındırıcı	Corrosive
		Özellikleri:	Features:
		...	The acidic substances with flash points lower than 23°C generally belongs to Class 3. Corrosive Danger of Fires Excessive Reaction between each other. Generation of toxic gases during reaction. Degrades objects.

SINIF 9 – FARKLI TEHLİKELERİ OLAN MADDE VE NESNELER

Tehlike Etiketi



Paketleme grubu II, III (orta, az tehlikeli)

•Özellikleri: Bu sınıf "toplama sınıf" olduğundan, birçok tehlike ihtiva etmektedir.

9. Sınıf Maddeler taşıma esnasında tehlike arz eden; ancak diğer sınıfların özelliklerine uymayan "toplama sınıfıdır". Bu sınıfta bulunan maddelerin ana tehlikesinden ziyade kendilerine özgü tehlikeleri ile öne çıkmaktadır. Örneğin, "Asbest", diğer sınıflar kadar tehlikesi olmamakla birlikte, solunduğu veya temas edildiği zaman ileride kanserojen etkisi yaratabilir.

Örneğin; Asbest, Airbag Modülleri, Çevreye zararlı maddeler, Isıtılmış sıvı maddeler (zift/ bitümen) , lityum pilleri

İlave tehlikeleri:



SINIF 9 -	CLASS 9 – SUBSTANCES AND OBJECTS WITH DIFFERENT HAZARDS
Tehlike Etkileti	Hazard Label
İlave Tehlikeler	Additional Hazards
Farklı tehlikeleri...	Substances with different hazards
Gazlar	Gases
Isıtılmış madde	Heated material
Paketleme Grubu...	Packaging Group II, III (medium, low danger)
Özellikleri: ...	Features: Since this is a class for many substances, there are many dangers.

LİMAN SAHALARI İÇİN AYRIŞTIRMA TABLOSU

		2.1	2.2	2.3	3	4.1	4.2	4.3	5.1	5.2	6.1	8	9
Alev alabilen 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
Alev alabilen sıvılar	3	S	A	S	0	0	S	A	S	S	0	0	0
Alev alabilen katılar	4.1	A	0	0	0	0	A	0	A	S	0	A	0
Kendiliğinden yanıcı maddeler	4.2	S	A	S	S	A	0	A	S	S	A	A	0
Suyla temas ettiğinde tehlike arz edenler	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
Toksik (zehirli) maddeler	6.1	0	0	0	0	0	A	0	A	A	0	0	0
Aşındırıcı (korozyif) maddeler	8	A	0	0	0	A	A	A	S	S	0	0	0
Diğer tehlikeli maddeler ve eşyalar	9	0	0	0	0	0	0	0	0	0	0	0	0

0 =
Ayrıştırma
gerekmez

A =
'...dan uzak'
(>3m veya
ayrıştırma yok)

























S =
'...dan uzak'
(açıkta >6m
ambarda >12m
veya
açıkta >3m
ambarda >6m)

RORO Gemilerinde Ayırıştırma































7.2.4.2.1

Tehlikeli yükün olduğu araç.....  
Uygun olmayan yüklerine ait yerleşmemesi gereken araçlar..  
Yüklenebilir araç.....  

Çaprazlamasına mesafe

3 metre.....   
6 metre.....     
12 metre.....        
24 metre.....        

Baş kış mesafe

3,6 ve 12 metre.....   
24 metre.....       
36 metre.....          
48 metre.....          

ANCHORAGE SITES

(Çanakkale Port Authority - 24/10/2013)

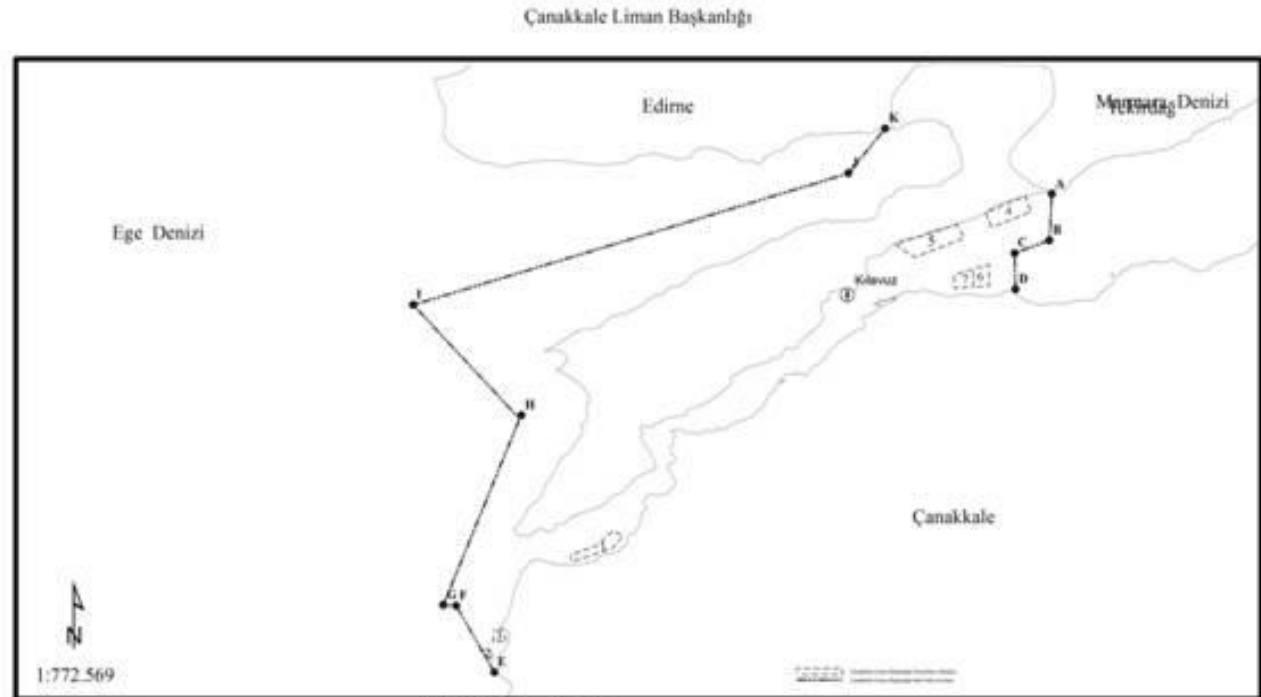
The coordinates of anchorage sites located within the administrative borders of our Authority were changed with Regulation regarding Changes in Ports Regulation" published in Official Gazette dated 22/10/2013 and numbered 28799.

ÇANAKKALE PORT AUTHORITY

A) Liman idari saha sınırı

Çanakkale Bölge Liman Başkanlığının liman idari sahası, (a), (b), (c) ve (d) koordinatlarını birleştiren hat ile (e), (f), (g), (h), (i), (j) ve (k) koordinatlarını birleştiren hattın arasında kalan deniz ve kıyı alanıdır.

- a) 40° 33' 00" K – 026° 58' 12" D
- b) 40° 28' 48" K – 026° 58' 12" D
- c) 40° 27' 42" K – 026° 55' 00" D
- d) 40° 24' 24" K – 026° 55' 00" D
- e) 39° 50' 27" K – 026° 08' 15" D (Kum Burnu)
- f) 39° 56' 21" K – 026° 04' 48" D (Tavşan Adası Palamut Burnu)
- g) 39° 56' 27" K – 026° 03' 39" D (Tavşan Adası Kuzeybatısı)
- h) 40° 13' 00" K – 026° 10' 30" D
- i) 40° 23' 00" K – 026° 00' 00" D
- j) 40° 34' 42" K – 026° 40' 00" D
- k) 40° 38' 36" K – 026° 43' 33" D



İdari Saha Koordinatları

- A) 40° 33' 00" K – 026° 58' 12" D
- B) 40° 28' 48" K – 026° 58' 12" D
- C) 40° 27' 42" K – 026° 55' 00" D
- D) 40° 24' 24" K – 026° 55' 00" D (Kavaklı Burnu)
- E) 39° 50' 27" K – 026° 08' 15" D

Kılavuz Kaptan Koordinatı

Kılavuz-40 24 00 K - 26 40 00 D

İdari Saha Koordinatları

- F) 39° 56' 21" K – 026° 04' 48" D
- G) 39° 56' 27" K – 026° 03' 39" D
- H) 40° 13' 00" K – 026° 10' 30" D
- I) 40° 23' 00" K – 026° 00' 00" D
- J) 40° 34' 42" K – 026° 40' 00" D
- K) 40° 38' 36" K – 026° 43' 33" D

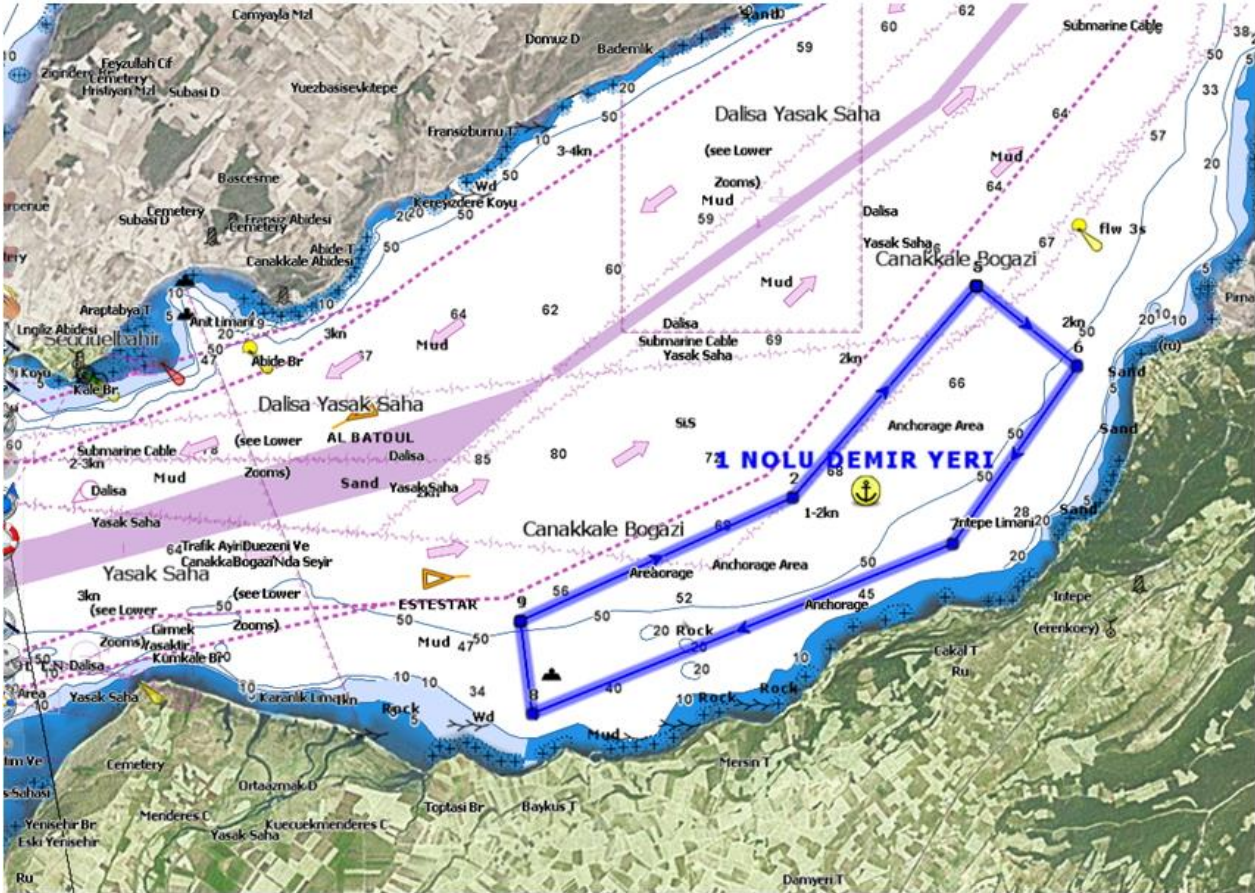
Demirleme Sahaları

- 1 - Tehlikeli Madde Taşımayan Gemiler
- 2 - Yakıt İkmal ve Atık Alım Hizmeti Yapacak Gemiler
- 3 - Çanakkale Limanına Yanaşacak Gemiler
- 4 - Tehlikeli Madde Taşımayan Gemiler
- 5 - Tehlikeli Madde Taşımayan Gemiler
- 6 - Tehlikeli Madde Taşıyan ve Yakıt İkmal ve Atık Alım Hizmeti Yapacak Gemiler
- 7 - Tehlikeli Madde Taşımayan Gemiler

b) Anchorage Sites:

Anchorage Site numbered 1: This is the sea area consisting of coordinates given below and anchorage site of ships which do not carry DANGEROUS substances and military vessels.

- 1) 40° 00',90 N – 026° 15',10 E
- 2) 40° 01',70 N – 026° 17',40 E
- 3) 40° 03',07 N – 026° 18',95 E
- 4) 40° 02',55 N – 026° 19',80 E
- 5) 40° 01',40 N – 026° 18',75 E
- 6) 40° 00',30 N – 026° 15',20 E

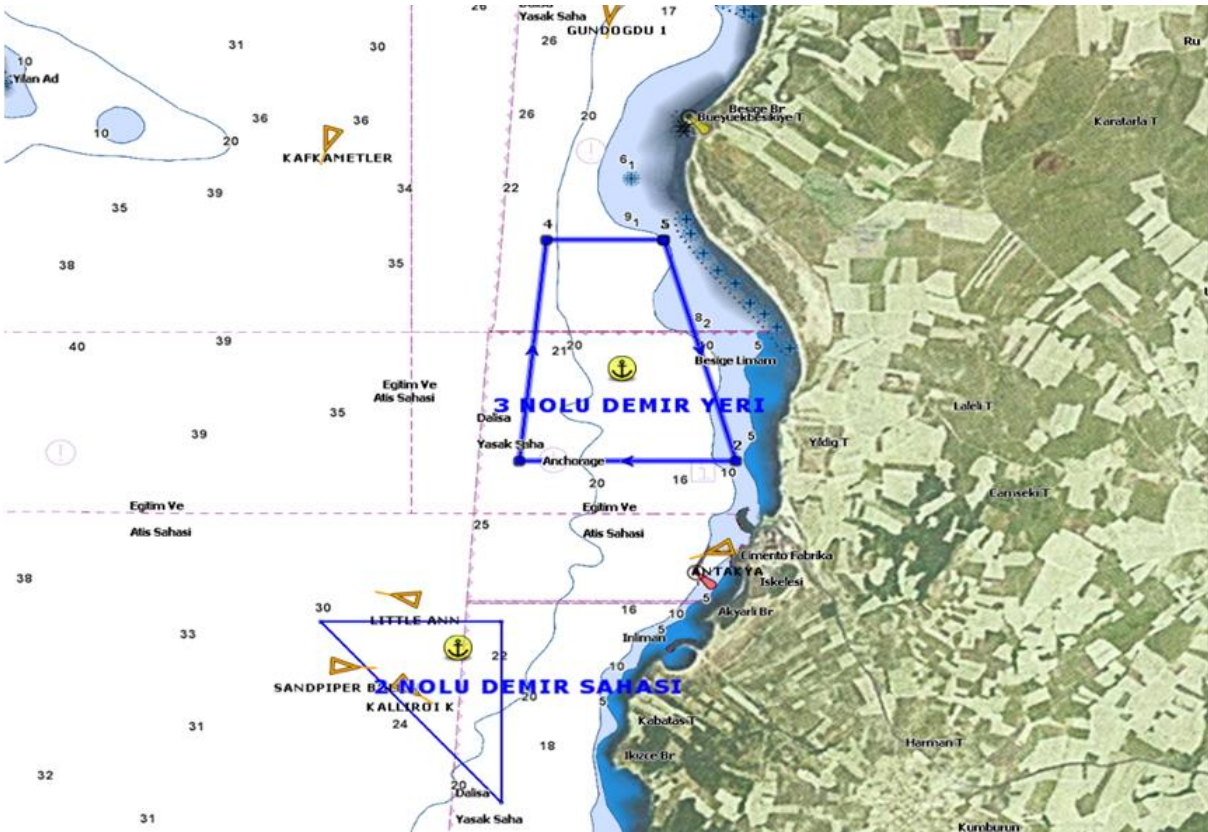


Anchorage Site numbered 2: This is the sea areas consisting of coordinates given below and anchorage sites for vessels anchoring for short periods and refueling vessels and vessels to drop off waste materials.

- 1) 39° 51' 30" N – 026° 08' 00" E
- 2) 39° 52' 24" N – 026° 08' 00" E
- 3) 39° 52' 24" N – 026° 07' 00" E

Anchorage Site numbered 3: This is the sea areas consisting of coordinates given below for vessels coming to shore facilities located in Çanakkale.

- 1) 39° 54' 18" N – 026° 08' 54" E
- 2) 39° 53' 12" N – 026° 09' 18" E
- 3) 39° 53' 12" N – 026° 08' 06" E
- 4) 39° 54' 18" N – 026° 08' 15" E



Anchorage Site numbered 4: This is the sea area consisting of coordinates given below and anchorage site of ships which do not carry DANGEROUS substances and military vessels.

- 1) 40° 32' 48" N – 026° 56' 00" E
- 2) 40° 31' 24" N – 026° 56' 30" E
- 3) 40° 30' 00" N – 026° 53' 00" E
- 4) 40° 31' 18" N – 026° 52' 24" E

Anchorage Site numbered 5: This is the sea area consisting of coordinates given below and anchorage site of ships which do not carry DANGEROUS substances and military vessels.

- 1) 40° 28' 30" N – 026° 44' 15" E
- 2) 40° 27' 21" N – 026° 46' 00" E
- 3) 40° 29' 03" N – 026° 50' 30" E
- 4) 40° 30' 15" N – 026° 49' 51" E

Anchorage Site numbered 6: This is the sea area consisting of coordinates given below and anchorage site of ships carrying DANGEROUS substances and giving waste materials and refueling.

- 1) 40° 26' 42" N – 026° 52' 42" E
- 2) 40° 24' 48" N – 026° 52' 42" E
- 3) 40° 24' 42" N – 026° 51' 18" E
- 4) 40° 26' 18" N – 026° 51' 18" E

Anchorage Site numbered 7: This is the sea area consisting of coordinates given below and anchorage site of ships which do not carry DANGEROUS substances and military vessels.

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

C) Locations to Get and Drop Guide Captain

- 40° 22' 00" N – 027° 57' 12" E
 40° 23' 21" K – 027° 56' 00" D

ATTACHMENT-12

FORM OF REQUEST AND COMMITMENT FOR GUIDANCE AND TOWAGE SERVICES

We are requesting the provision of guidance / tugboat / mooring services to our vessel, which we are informed of below and the time of arrival, when we are an Agency / Fixture. Our claim is that you will not be required to pay the application of the United Kingdom Standard Towage Condition Revised (1986) and the service fees incurred by the company before the closing of the respective vessel, in accordance with the provisions of the service tariffs applied by your company, the application of the regulations, instructions and other regulations on ports and docks , we accept and undertake that Courts and the Enforcement Offices of Antalya are authorized to resolve disputes arising from payment of the same.

.../.../20...

Ship Agency Signature/Cachet

ARRIVAL DATE	
ARRIVAL TIME	
NUMBER OF PIER TO APPROACH:	
NUMBER OF PIER TO DEPART:	
REQUESTED GUIDANCE DATE AND TIME:	
VESSEL NAME	FLAG
JOURNEY NUMBER:	VESSEL TYPE:
GROSS TON:	DEAD WEIGHT TON:
IMO NUMBER:	CALL SIGNAL
FULL LENGTH(LOA) :	BEAM:
CARGO TYPE	CARGO TONS::
ARRIVAL DRAFT FWD:	ARRIVAL DRAFT AFT:
DEPARTURE DRAFT FWD:	DEPARTURE DRAFT AFT:

REQUESTED SERVICES

GUIDANCE	<input type="checkbox"/>	TOWAGE	<input type="checkbox"/>	MOORING	<input type="checkbox"/>
SOLID WASTE	<input type="checkbox"/> m ³	LIQUID WASTE	<input type="checkbox"/>	WATER	<input type="checkbox"/>

AGENCY NOTE:

1. This form will be sent by the ship's agent/rig in signed form in Pdf format to ... e-mail addresses until 16:00 a day before the dock request.
2. Buform is sent by ship agent/owner in signed form in Pdf format to ... e-mail addresses 12 hours before departure request.
3. The business is declared and undertaken by the ship agency/equipment in which the information on this form is requested to be complete and/or correct. In the event that the above information is incomplete and/or incorrect, all business losses and losses that may occur with any kind of administrative/monetary penalty will be repaid by the port authority to the ship agency/equipments.

Registration and submission of this form is done according to ... FORM REGISTRATION AND DELIVERY PROCESS INSTRUCTIONS.

Publication Date:


ATTACHMENT- 13: Emergency Equipment against Sea Pollution at Port Facility

MONTHLY CHECK LIST FOR ENVIRONMENTAL POLLUTION INTERVENTION EQUIPMENT

Serial Number	Environmental Pollution Intervention Equipment	Control Date Explanation	Control Conducted By Name, Surname, Signature
1	OIL SPILL KIT BOX		
2	OIL BOOM (3 METERS)		
3	OIL SUCTION PED (ABSORBANT40X50)		
4	PLASTIC BUCKET		
5	PLASTIC DUSTPAN		
6	SEA SURFACE CLEANER (DISPERSANT 30KG)		
7	GLOVES PVC ACID		
8	ACID SMOKE GOGGLES		
9	FRINGE MOP (TIP)		
10	FRINGE MOP (STICK)		
11	LONG BOOTS		
12	BIG TRASH BAG (65X80)		
13	PAPER OVERALLS		
14	SAWDUST (SACK)		
15			
16			
17			
18			
19			
20			

The Environmental Pollution Control Equipments are monitored by the Environment & QMS Chief Unit on a monthly basis. The sea pollution intervention equipment is being used jointly by contract pursuant to the Code numbered 5312. Company Officer stamps and signs the form on a monthly basis to declare and undertake that the equipment is intact. Then the form is placed in the OHS Board Meeting folder for that month.

ATTACHMENT-14: Utilization Map for Personal Protective Equipment:

			KİŞİSEL KORUYUCU DONANIM KULLANIMINA İLİŞKİN RİSK BELİRLEME TABLOSU															Doküman No : LS.ISG.02 Yayın Tarihi : 25.02.2014 Rev.No/Tarihi :00/06.07.2020 Sayfa No : 1 / 2								
İŞKELİLER			RİSKLER																							
			FİZİKSEL						KİMYASAL						BİYOLOJİK											
			MEKANİK			TERMAL		ELEKTRİK	RADYASYON		GÜRÜLTÜ	AEROSOLLAR-SIVILAR-GAZLAR-BUHARLAR														
			Yüksekten Düşmeler	Darbeler-Kesikler Çarpmalar-Ezikler	Batmalar-Kesikler Syırıklar	Tıraşın	Kaymalar Düşmeler	Sıcaklık Alev	Soğuk		İyonize Olmayan	İyonize			Tozlar Lifler	Duman	Buhar	Sıvıya Basma	Sıçrama Püskürtme	Zararlı Bakteriler	Zararlı Virüsler	Manatlar (Mikotik fungi)	Mikrobiyolojik olmayan Antijenler			
VÜCUDUN KISIMLARI			BAŞ		Kafatası	X			X																	
					Kulak																					
					Göz																			X		
					Solunum Yolu																			X		
					Yüz		X	X		X																
					Baş (Tamamı)		X	X		X																
			ÜST BEDEN		El		X	X		X		X											X			
					Kol (Kısımları)		X			X		X														
			ALT BEDEN		Ayak		X			X		X														
					Bacak (Kısımları)		X			X																
			DİĞER		Deri		X	X		X		X												X		
					Gövde/ Karın		X			X																
					Parenteral Yollar																					
					Tüm Vücut		X			X		X														
KULLANILMASI GEREKEN KKD TÜRLERİ			Güvenlik Ayakkabısı, Baret, Eldiven																							

ATTACHMENT-15: Notification Form for DANGEROUS Agent Incidents

			28.12.2015
	DANGEROUS AGENT INCIDENT NOTIFICATION FORM	Revision Date	0
		Revision	0
		Page Number:	61 / 65
NAME OF PORT FACILITY			
PORT OFFICER			
1.EXPLANATION AND TIME OF INCIDENTS			
2.LOCATION AND PLACE OF INCIDENT			
3.TYPES, AMOUNTS, STATUS ABOUT CARGOES AFFECTED BY INCIDENTS			
4.SPECIFIC DANGERS/SEA POLLUTANTS			
5. DETAILS OF MARKS AND LABELS OF DANGEROUS CARGO			
6.IN CASE THAT THE CARGO IS CLASSIFIED WITH IMDG CODE, SUITABLE TRANSPORTATION NAME, CLASS (COMPLIANCE GROUP AND SECTION FOR PRODUCTS IN CLASS 1 WHEN PROVIDED), UN NUMBER AND PACKAGING GROUP			
7. NAME OF MANUFACTURER OF DANGEROUS CARGO			
8.RATIO OF DAMAGE/POLLUTION			
9. ORDER OF INCIDENTS CAUSING THE INCIDENT			
10. NUMBER AND TYPES OF INJURIES/DEATHS			
11.EMERGENCY INTERVENTION CONDUCTED			
12. OTHER SITUATIONS			
13. REQUESTS			
14.INFORMANT (RELATED PERSON) DUTY/NAME AND SURNAME/SIGNATURE/CONTACT INFORMATION			

Note: It is extremely important to make a short and accurate description of the incident as soon as possible to the emergency response units, the Port Authority, in order to be able to respond quickly and effectively, to treat the injured personnel and to reduce the damage. If present, this definition should include the above details.

ATTACHMENT-16:



T.C.
ULAŞTIRMA, DENİZCİLİK VE HABERLEŞME BAKANLIĞI
Tehlikeli Mal ve Kombine Taşımacılık Düzenleme Genel Müdürlüğü

TEHLİKELİ YÜK TAŞIMA ÜNİTELERİ (CTUs) İÇİN KONTROL SONUÇLARI BİLDİRİM FORMU
INSPECTION RESULTS FOR CARGO TRANSPORT UNITS (CTUs) CARRYING DANGEROUS GOODS
(Form Ön Sayfa)


Yıl/Dönem/.....			
İlgili Liman Başkanlığı				
Kıyı Tesisinin Adı				
KONTROL MADDELERİ	Kontrol Edilen (Adet)	Hatalı (Adet)	Kontrol Edilen (%)	Hatalı (%)
CTU Levha ve Markaları Uygunluğu				
Uygun Olmayan veya Hasarlı Ambalajlar				
Ambalajların Etiketleri ve Markaları				
Dokümantasyon (Tehlikeli Yük Deklarasyonu)				
Uygunsuz veya Hasarlı Taşınabilir Tank veya Kara Tankerleri				
CTU/Araç/Konteyner içi İstif veBağlama				
Yükün Segregasyonu (yük ayırım kurallarına uyum)				
Emniyetli Konteynerler Sözleşmesi (CSC) Onay Levhası				
Kara Tankeri Bağlama Aparatı ve Eklentileri				
..../.../..... Formu Hazırlayan Liman İşletmesi veya Liman Başkanlığı				

İşbu Bildirim Formu; IMO'nun MSC.1/Circ.1442 sayılı sirküleri ile Tehlikeli Mal ve Kombine Taşımacılık Düzenleme Gn.Md.lüğünün 04.03.2013 tarih ve 80063613/115.01.1099 sayılı yazıları gereğince; paketli tehlikeli yüklerin elleçlendiği liman tesislerince IMDG Koda tabi yük içeren Yük Taşıma Ünitelerinin(CTUs) IMDG koda uygunluğuna ilişkin gerekli denetimler yapılarak üçer aylık periyodun sonunda kıyı tesisinin bağlı olduğu Liman Başkanlıklarına bildirilecektir. Bildirimin yapıldığı Liman Başkanlığınca da Tehlikeli Mal ve Kombine Taşımacılık Genel Müdürlüğüne kontrol sonuçları bildirilecektir.


(Bildirim Formu Arka Sayfa)

KONTROL EDİLEN CTU DOLUM ÜLKESİ BİLGİLERİ	Konteyner Adet	Diğer CTU (Adet)	Araç (Adet)
Yurt içinde doldurulmuş			
Yurt Dışında Doldurulmuş Ülke:			
Ülke:			
Ülke:			
Ülke:			
Ülke:			
Ülke:			
Ülke:			
Ülke:			
Ülke:			
Ülke:			
Ülke:			
Ülke:			
Ülke:			
Ülke:			
Ülke:			
Ülke:			
Ülke:			
Ülke:			
Ülke:			

ATTACHMENT-17: DANGEROUS Agent Chenk out and Control Form

		ATLAS TMGD TEHLİKELİ MADDE TESLİM ALMA KONTROL FORMU		Doküman No:	FORM ATLAS 101
				Revizyon No:	
				Revizyon Tarihi:	
1		Genel Bilgiler			
Taşıma Güzergahı		Nereden:		Nereye:	
Taşınan maddenin UN NUMARASI ve Paketleme Grubu					
Taşınan Miktar		Sefer Saati		Araç Plakası/Modeli:	
2		Genel Kontroller			
No	Parametre	Durum Tespiti		Açıklama	
1	Araç, nizamiye dışında park etmiş araçlardan en az 20 m. uzakta park edildi mi?	<input type="checkbox"/>	<input type="checkbox"/>		
2	Nizamiye personeli gelen sevkiyat hakkında önceden bilgi sahibi mi?	<input type="checkbox"/>	<input type="checkbox"/>		
3	Fatura ve irsaliyesi 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	Baş Tanker ise "Gas Free" Tam temizlik belgesivar mı?	<input type="checkbox"/>	<input type="checkbox"/>	Varsa Özel sefere gerek yoktur.	
Not: Cevap "Hayır" ise, mutlaka İşletme Yetkilisi ile koordine edilerek işlem yapılacaktır.					
3		ADR - Muafiyetler			
No	Parametre	Durum Tespiti		Açıklama	
1	Tehlikeli madde yükü muafiyet kapsamında mıdır? Taşıma evrakı gerekir	<input type="checkbox"/>	<input type="checkbox"/>		
3		ADR - Sevk Belgeleri			
No	Parametre	Durum Tespiti		Açıklama	
1	Mürettebatın fotoğrafı kimlik belgesi var mı? Mürettebat taşıma evrakında kayıtlı kişi 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	Taşıma evrakı var mı ve uygun hazırlanmış mı?	<input type="checkbox"/>	<input type="checkbox"/>		
4	Araçta Yazılı Talimat var mı?	<input type="checkbox"/>	<input type="checkbox"/>		
5	Araç Onay (Uygunluk) Belgesi var mı?	<input type="checkbox"/>	<input type="checkbox"/>		
6	Bu taşıma için "Taşıma İzin Yazısı" var mı?	<input type="checkbox"/>	<input type="checkbox"/>		
4		ADR - Ambalajlar			
No	Parametre	Durum Tespiti		Açıklama	
1	Tehlikeli madde ambalajları ADR'ye uygun şekilde etiketlenmiş ve işaretlenmiş mi?	<input type="checkbox"/>	<input type="checkbox"/>		
5		ADR - Araçların İşaretlenmesi			
No	Parametre	Durum Tespiti		Açıklama	
1	Tehlikeli madde taşıyan araçlara uygun levha ve turuncu plakalar takılmış mı?	<input type="checkbox"/>	<input type="checkbox"/>		
6		ADR - Kişisel Korunma Teçhizatı			
No	Parametre	Durum Tespiti		Açıklama	
1	Araçta bulunması gereken "Kişisel Korunma Teçhizatı" tam ve kullanılabilir durumda mıdır?	<input type="checkbox"/>	<input type="checkbox"/>		
7		ADR - Yangın Söndürme Teçhizatı			
No	Parametre	Durum Tespiti		Açıklama	
1	Araçta ADR'ye uygun yeterli miktarda Yangın Söndürme Cihazı (YSC) bulunmakta mıdır?	<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:	

ATTACHMENT-18: DANGEROUS Agent Transport Form

	Nu 0001 ÖZEL SEFER VE PROJE KARGO YÜKÜ GEÇİŞ TUTANAĞI		
GEÇİŞ YAPILAN İSKELE	TARİH	SAAT	GEMİ ADI
YAPILAN İŞLEMİN AÇIKLAMASI			
GEÇİŞ BEDELİ			
NAKİT GEÇİŞ	KREDİLİ GEÇİŞ	ÖN ÖDEMELİ	DİĞER
AÇIKLAMA:			
FİRMA VE E FATURA BİLGİLERİ			
Firma veya Şahıs Ünvanı :			
Vergi No veya T.C Kimlik Numarası :			
Adresi :			
E- Mail Adresi :			
İrtibat Telefonu :			
Araç Plakası : <input style="width: 100px;" type="text"/>	Dorse Plakası : <input style="width: 100px;" type="text"/>	Şoför Adı Soyadı: <input style="width: 100px;" type="text"/>	
Araç Plakası : <input style="width: 100px;" type="text"/>	Dorse Plakası : <input style="width: 100px;" type="text"/>	Şoför Adı Soyadı: <input style="width: 100px;" type="text"/>	
Araç Plakası : <input style="width: 100px;" type="text"/>	Dorse Plakası : <input style="width: 100px;" type="text"/>	Şoför Adı Soyadı: <input style="width: 100px;" type="text"/>	
FİRMA YETKİLİSİ	GEMİ KAPTANI	İSKELE BAŞ PERSONELİ	

FRL/0.05
Rev03/08.03.2013