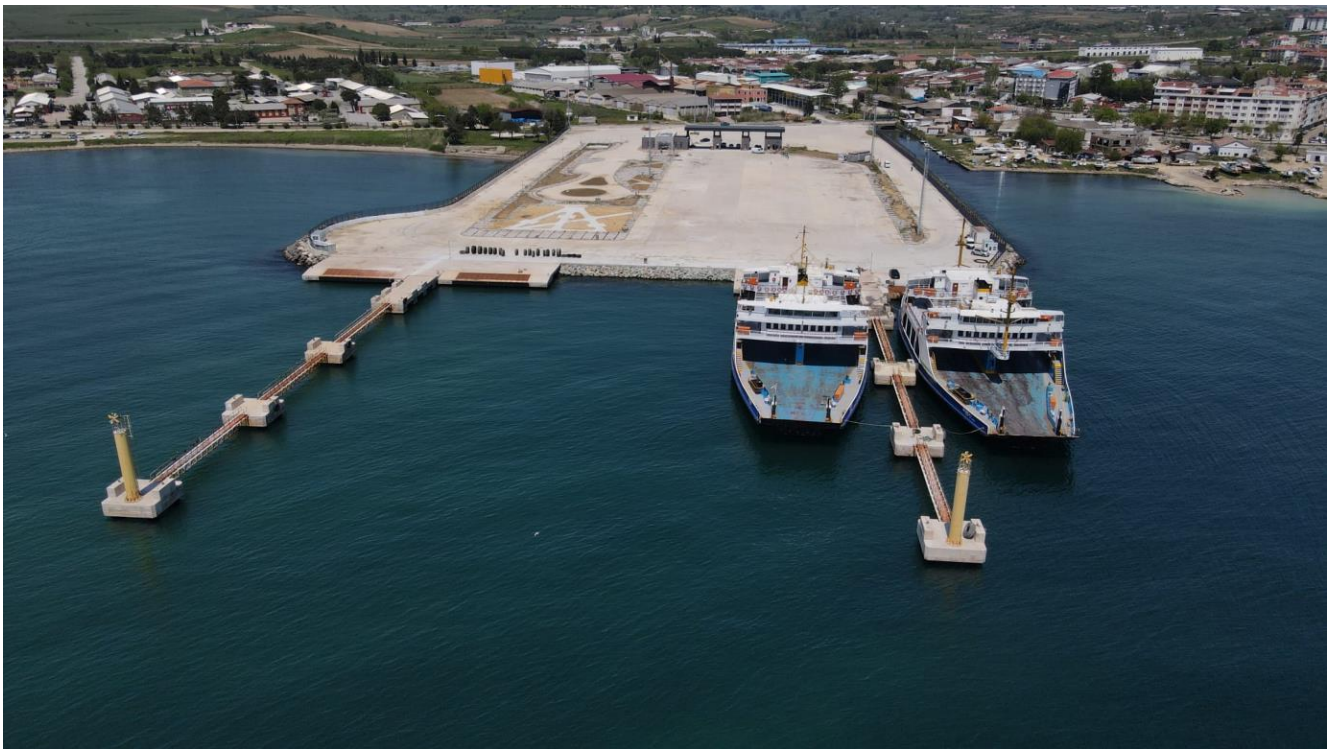
GESTAŞ NEW GELIBOLU FERRY TERMINAL

DANGEROUS LOADS HANDLING GUIDE



PREPARATION DATE: 14.05.2026
(See Revision Page for revisions)

UGUR UZUN

SIGNATURE
SEAL

CHAPTER ONE

CONTENTS

Page No.

REVISION PAGE

Serial Number	Revision No.	Content of the Revision	Revision Date	The person who revised it	
				Name Surname	His signature
1	**001**	**This document has been prepared for the purpose of applying for a Coastal Facility Dangerous Goods Compliance Certificate.**	**14.05.2026**	**AHMET CAYIK**	
2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					
16					
17					
18					
19					
20					
21					

FACILITY INFORMATION FORM

1	Facility Operator Name/Title	GESTAŞ Maritime Transportation Tourism Trade Inc.		
2	Contact information for the facility operator. (Address, telephone, fax, email and website) page)	Sarıcaeli Village No:276 Merkez/Çanakkale		
3	Name of the facility	Gestaş New Gelibolu Ferry Terminal		
4	The province where the facility is located	Canakkale		
5	Contact information for the facility (address, telephone, fax, email, and website)	Alaeddin Mah. Armatör Yakup Aksoy Cad. No:7 Gelibolu/Çanakkale		
6	The geographical region where the facility is located	Marmara		
7	Port Authority to which the facility is affiliated and contact details.	Çanakkale Regional Port Authority Kayserili Ahmet Paşa Cad. No:13 Merkez/Çanakkale		
8	The relevant Municipality and contact details for the facility.	Gelibolu Municipality Camiikebir Neighborhood, Hükümet Street, No:1, Gelibolu/Çanakkale		
9	The name of the Free Zone or Organized Industrial Zone where the facility is located.	Special Administration		
10	Validity date of the Coastal Facility Operating Permit/Temporary Operating Permit	First Application		
11	Facility's operating status	His own Loads and additional third party (×)	His own burden (…)	third party (…)
12	Facility manager's full name and contact details (telephone, fax, email)	Uğur UZUN (Tel: 0534-853 14 25 / Fax : 0286-217 58 52 / Email: uguruzun@gdu.com.tr)		
13	The full name and contact details (telephone, fax, email) of the facility's Dangerous Goods operations manager.	Sadık ACAR (Tel: 0532-171 50 73 / fax : 0286-217 58 52 / e-mail: sadikacar@gdu.com.tr)		
14	The full name and contact details (telephone, fax, email) of the facility's Dangerous Goods Safety Advisor.	Ahmet CAYIK (0532- 472 07 70) e-mail: info @atlastmgd.com.tr		
15	Sea coordinates of the facility	40º24′25.87 ′ N 26º39′26.78″ E		
16	Types of Dangerous Loads handled at the facility (Loadses covered under MARPOL Annex I, IMDG Code, IBC Code, IGC Code, IMSBC Code, Grain Code, TDC Code, as well as asphalt/bitumen and scrap Loadses)	Transit of road transport units covered by the IMDG Code is carried out.		
17	Dangerous goods handled at the facility (Loads types other than those in the IMDG Code, as listed in Article 16, will be listed Segregationly. Additional Loads requests will be submitted to the relevant port authority using Form Annex-1. If deemed appropriate, they will be added to the TYER) .	handling operations are performed on loaded road vehicles other than those covered by the IMDG Code .		
18	Classes for handled Loads subject to the IMDG Code.	Loads belonging to Class 1, Class 2, Class 3, Class 4, Class 5, Class 6, Class 8, and Class 9, subject to the IMDG Code, is transported in transit.		

19	handled Loadses subject to the IMSBC Code.	Transit is not permitted under the IMSBC Code.
20	Types of ships that can dock at the facility	Car ferry (passenger-vehicle), Ferry, Ro Ro Passenger, High-Speed Light Passenger Ship, Sea Bus, Passenger Ship, Tenderboat , Yachts, Sea Taxi

21	Distance of the facility from the main road (kilometers)	1 km	
22	Distance of the facility from the railway (kilometers) or railway connection (Yes/No)	--	
23	Name of the nearest airport and its distance from the facility (in kilometers)	45 km	
24	Facility's Loads handling capacity (Tons/Year; TEU/Year; Vehicles/Year)	--	
25	Whether scrap metal is handled at the facility .	--	
26	Is there a border crossing point? (Yes/No)	No	
27	Is there a bonded area? (Yes/No)	No	
28	Load handling equipment and capacities	--	
29	Storage tank capacity (m^3)	--	
30	Open storage area (m^2)	6700	
31	Semi-enclosed storage area (m^2)	--	
32	Indoor storage area (m^2)	--	
33	Designated fumigation and/or degassing area (m^2)	--	
34	Name, title, and contact details of the pilotage and towing services provider .	KEGM and Rescue Assistance Agreement	
35	Has a security plan been created? (Yes/No)	No	
36	Waste reception facility capacity (This section will be organized Segregationly according to the types of waste accepted by the facility.)	Waste Type	Capacity (m^3)
37	Characteristics of docks/piers, etc.		

Quay/Pier No.	Height (Meters)	Length (Meters)	Maximum water depth (Metre)	Minimum water depth (Metre)	Maximum tonnage and length of the vessel that will dock (DWT-GT/Meters)
Pier No. 1	98	23	12.5	6.8	2000 DWT - 102 m
Pier No. 2	98	23	11.7	5,6	2000 DWT - 102 m
Pier No. 3	98	23	7.3	4.5	2000 DWT – 102 m
Pier No. 4	98	23	5.8	3.8	2000DWT-102M

Pipeline name (if available at the facility)	Number (pieces)	Length (Meters)	Diameter (Inches)
NOTE: Vessels operating between ports adjacent to the facility will dock here.			

FIGURES AND TABLES :

APPENDICES:

ABBREVIATIONS:

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

IMO : International Maritime Organization,

MARPOL: International Convention for the Prevention of Pollution from Ships

SOLAS: International Convention for the Safety of Life at Sea,

ADR: Agreement concerning the International Carriage of Dangerous Goods by Road,

DEFINITIONS:

Ministry: The Ministry of Transport and Infrastructure,
Emergency: A crisis situation caused by events such as fire, explosion, flood, sabotage, terrorist attack , nuclear explosion , and similar incidents , including natural disasters, that halt or interrupt the normal operations of all or parts of the Gallipoli Ferry Terminal and require immediate intervention .
Emergency Evacuation Plan: A plan prepared for the evacuation of ships, marine vessels, personnel, and equipment from the Gallipoli Ferry Terminal in case of an emergency.
Port Management: Gestaş Deniz Ulaşım Turizm Ticaret A.Ş. Piers Operations Directorate,
Port Authority : Çanakkale Regional Port Authority,
Emergency Evacuation : This refers to the evacuation of ships and marine vessels, personnel, and equipment from a port in emergency situations .
Loads Party: The consignor, consignee, representative, and freight forwarder of dangerous goods.
Coastal Facility : A facility whose boundaries are defined by the Administration, where ships can safely load or unload Loads or passengers, or dock; including quays, piers, buoys, platforms, and related anchorages , approach areas, enclosed and open storage areas, and buildings and structures used for administrative and service purposes; in this guide, it refers to the Gelibolu Port belonging to Gestaş Deniz Ulaşım Tur.Tic.AŞ.
Loads Transport Unit: Designed and manufactured for the transport of packaged or bulk dangerous goods; road trailers, semi-trailers and tankers, portable tanks and multi-element gas containers, railway wagons and tank wagons, containers and tank containers,
Dangerous Goods (Dangerous Substances):

1. Oil and petroleum products falling within the scope of Annex I of the International Convention for the Prevention of Pollution from Ships (MARPOL 73/78),
2. Packaged substances listed in the International Code for Dangerous Goods Transported by Sea (IMDG Code),
3. Bulk goods having a UN number given in Annex 1 of the International Maritime Solid Bulk Loads Code (IMSBC Code),
4. According to the provisions of Part 17 of the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code)
5. Articles given in Part 19 of the International Code for the Construction and Equipment of Ships Carrying Liquefied Gas in Bulk (IGC Code)

Ship Captain: The person who steers and manages a ship carrying dangerous Loads arriving at the port.
Ship: Ships that fall within the scope of our legislation or international agreements to which we are a party,
Safety Data Sheet (SDS): A document containing detailed information about the properties of Dangerous substances and preparations, the safety measures to be taken in workplaces according to the Dangerous properties of the substance or preparation , and the necessary information to protect human health and the environment from the negative effects of Dangerous substances and preparations .
Prepared: The least or more mixtures or solutions consisting of many substances ,
Coastal Facility Operator : Gestaş DenizUlaşımTurizm Ticaret A.Ş.
Incident Control Center: Piers Operations Directorate
Receiver: The natural and legal persons who will receive the dangerous goods according to the transportation contract ,

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

Packer: Refers to the natural and legal persons who place Dangerous Goods into various types of containers, including large packaging and intermediate bulk Loads containers, and, when necessary, prepare the packaging for transport; who pack Dangerous Goods or change the packaging and labels of these goods ; who label them for transport; and who perform these operations on behalf of the sender or under their instructions, as well as the land and shore facility personnel who actually carry out this operation.

Handling: The movement of dangerous goods from one container to another without altering their essential properties, such as from large containers to smaller ones .

Transfer to containers, ventilation , separation, sieving, mixing, renewal, replacement or repair of Loads handling units and packaging, and transportation. similar operations aimed at ,

Administration: General Directorate of Maritime Affairs

Container: A Loads transport equipment that has the necessary documentation to comply with the standards applicable under the CSCS Convention,

SOLAS: The 1974 International Convention for the Safety of Life at Sea.

Carrier: Each various dangerous Loadses in one's own name or on behalf of third parties the carrier , broker, shipowner, transport organizer, transport commission agent, ship agent, and the party making the offer for transportation services, or the party accepting the offer, in the context of combined transport of dangerous goods by road or rail under contract. natural and legal persons who carry out transportation operations without a contract ,

Dangerous waste: Parts, solutions , mixtures , and used waste of Loads or Dangerous Loads, or packaging and Loads transport units carrying Dangerous Loads, whose direct use is not intended, and which are transported for disposal by reprocessing, discarding, incineration, or other means, classified as specified in the Basel Convention and whose transport class and conditions are determined under SOLAS. packaging and freight transport units ,

Shipper: The party that loads dangerous goods and goods posing a safety risk during loading onto a ship or vessel, vehicle or Loads carriage in accordance with the shipper's instructions, and labels and placards the Loads carriage , dangerous goods on board the ship or Loads carriage. natural or legal persons who handle , stack, and unload Loads ,

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

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

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

1.1 Loading/Unloading, Handling and Storage Procedures for Dangerous Goods Handled and Temporarily Stored at Shore Facilities

handle dangerous goods . Vehicles and tankers loaded and handled in accordance with the The Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) , specifically those complying with ADR Part 9 requirements (ADR Vehicle Conformity Certificate), are transited through Çanakkale and the Southern Marmara Region via car ferries.

Our port only handles transit of packaged dangerous goods falling under the IMDG Code of IMO regulations, including packaged, bulk, and tank transport. We do not handle liquid bulk Loads (IBC Code) or solid bulk Loads (IMSBC Code) . The IMDG Code includes all classes except Class 7.

FOR SAFE HANDLING OF VEHICLES AND TANKERS CARRYING DANGEROUS LOADS :

1.0 Aim

The purpose of this procedure is to prevent workplace and environmental accidents involving Dangerous Goods by describing the loading and unloading process of vehicles and tankers carrying Dangerous Goods arriving by road at the pier area.

2.0 Scope

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

3.0 Responsibilities

The handling operations for tankers and all types of vehicles carrying Dangerous Goods that arrive by road and wish to cross the Çanakkale Strait or the islands, from their entry into the pier area and loading onto the ferry to their unloading from the ferry on the opposite shore and departure from the pier area, include the Pier Operations Manager, Pier Operations Chief, ship Captain and Second Captain, Pier Chief Personnel who have received relevant training, Pier Personnel, and third parties who will be involved in the handling operations .

4.0 APPLICATION

4.1 Acceptance of Vehicles and Tankers Carrying Dangerous Goods at the Dock and Loading onto the Ferry

4.1.1 Vehicles and tankers carrying dangerous goods must arrive at the pier area at least one hour before their scheduled special departure time.

4.1.2 Transport units are inspected by dock personnel who have received training, outside the dock, according to the IMDG Code requirements and within the framework of a control form. If the area outside the dock is unsuitable due to congestion or other reasons, the inspections are completed in the designated inspection area on the dock. Since our voyages can be considered a continuation of road transport, the passage of transport units complying with ADR regulations is also permitted. The points to be inspected are as follows;

4.1.2.1 Shipping documents

4.1.2.2 Checking the conformity of the declared Loads with the actual Loads.

4.1.2.3 Whether the packaging for the dangerous goods is suitable.

4.1.2.4 Whether the packages in the packaged shipment are properly marked.

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

4.1.2.6 Checking the number and quality of Fire Fighting Equipment that must be present in the transport unit.

4.1.2.7 Inspection of General and Personal Protective Equipment Required in the Transport Unit

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

4.1.4 At piers with sufficient width, transport units that have completed their inspections move to their designated "Dangerous Goods Vehicle and Tanker Waiting Area" and wait. At piers with insufficient space, vehicles and tankers are loaded directly onto ferries after the inspection. The waiting time cannot exceed 1 hour , and during the waiting period, the vehicle separation distances specified in Article 4.5 are enforced by the pier personnel.

4.1.5 The order of boarding the ferry is determined according to the stowage plan prepared by the Captain. The basis for the stowage plan is IMDG Code Ref: 7.2.4 “Separation Table” and Ref : 7.5.3.2 “ Table for the separation of Loads carrying units on the deck of ro-ro vessels”, and, where necessary, DGL columns 16A and 16B .

4.1.6 In weather conditions with a BEAUFORT (BOFOR) value of 6 or higher, Gestaş A.Ş. may cancel special voyages without prior notice. This does not entitle the Loads party or the ship party to any legal claim.

4.2 Discharge of Vehicles and Tankers Carrying Dangerous Goods from the Ferry

4.2.1 Once the loaded ferry has properly docked at the pier, unloading operations will commence in accordance with the Captain's Stowage Plan, prioritizing Loads units carrying goods of the same class.

4.2.2 All transport units disembarking from the ferry leave the dock area without delay.

4.3 Operational and Emergency Information

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

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

4.3.3 They are aware of the hazards associated with the Loads being transported in the transport units. For this purpose, a Safety Data Sheet (SDS) for the transportation to be carried out is requested from the driver performing the transportation.

4.3.4 In case of spillage or leakage of the Dangerous Goods being transported, intervention methods and necessary equipment for safe transport are kept ready at the dock site.

4.3.5 Contact information for Fire Department, Police, or AFAD (Disaster and Emergency Management Authority) units to be contacted in case of possible accidents or emergencies will be displayed in visible locations around the pier area.

4.3.6 During the operation involving vehicles and tankers carrying Dangerous Goods, unauthorized persons will not be allowed to enter the pier area or board passengers onto the ferry; responsibility for this lies with the Pier Chief Personnel.

4.3.7 If there are difficulties in containing Dangerous Goods, feasible steps are taken to minimize the risks to individuals and negative environmental impacts.

4.3.8 The packaging and containers used for transporting the Loads must be manufactured and certified in accordance with the provisions of IMDG Code Part 6, and must be suitable for the nature of the Dangerous Goods.

4.3.9 fumigated and/or contain toxic gases must be stacked in a way that prevents their lids from being opened uncontrollably. Labeling in accordance with IMDG Code 5.5.2.3.2 is mandatory. Loads units that do not comply with this requirement will not be allowed into the dock area.

4.3.10 Loads units carrying temperature-controlled Dangerous Goods are temporarily held at the dock area with the necessary precautions in place. The temperature of these Loads units is continuously monitored and tracked by a camera system. If Loads units carrying polymerizing agents are offered for transport with a self-accelerating polymerization temperature (SAPT) of 45 °C or below, their temperatures are kept under constant control.

4.3.11 Class 4.3 containers, which release flammable gas upon contact with water, and Loads units containing such packages, do not have enclosed spaces. Containers containing Class 4.3 Loads may be stacked in the dock area, taking into account separation regulations, if they are resistant to rain, seawater, and similar factors. Otherwise, handling and entry into the port facility are not permitted.

4.3.12 Special voyages arranged for the transportation of Dangerous Goods may be postponed or cancelled by the general directorate in cases where vessels cannot safely depart, are not operating, or the pier is closed due to reasons such as strikes, lockouts, adverse weather and sea conditions, security issues, construction work, breakdowns, or similar reasons, which are within or beyond GESTAŞ 's control.

5.0 Relevant Documents and Records

5.1 Ships must have seaworthiness reports. Ships carrying dangerous goods must also carry a list detailing the dangerous Loads and its location on board, a manifest, or a detailed stowage plan. An example can be found in IMO FAL Form 7. The stowage plan must specify the class of substances to be transported

under the IMDG Code and whether they are marine pollutants. (This information can be obtained from the transport documents). The information and documents required in the detailed stowage plan are listed below:

5.1.1 Transport Document for the transport unit of the dangerous goods being transported: Multimodal Dangerous Goods Transport Form (IMDG Code 5.4.5) or Container/Vehicle Packing Certificate (IMDG Code 5.4.2)

5.1.2 Written Instructions for transport under ADR (ADR 5.4.3)

5.1.3 Driver Training Certificate (SRC5) within the scope of ADR

5.1.4 Mandatory liability insurance for Dangerous Goods and Dangerous waste.

5.1.5 ADR Vehicle Conformity Certificate for road tankers.

5.1.6 For transport units carrying explosive or radioactive Goods, a transport permit letter issued by the Ministry of Interior and the Ministry of Energy and Natural Resources, respectively.

5.1.7 Transport units with missing or incorrect documents as required in the stacking plan will not be stacked on the dock or ship without approval from the administration.

5.1.8 The control of documents subject to the stowage plan is the responsibility of the operations chief at the dockside, while the responsibility on board the ship lies with the captain.

5.1.9 also based on the Ports Regulation dated Wednesday, October 31, 2012, numbered 28453; the Regulation on the Carriage of Dangerous Goods by Sea dated Tuesday, March 3, 2015, numbered 29284; and the Regulation on Training and Authorization within the Scope of the International Code for the Carriage of Dangerous Goods by Sea dated Friday, January 22, 2016, numbered 29601.

2. RESPONSIBILITIES

2.1.1 **General responsibilities**

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

2.1.2 Load The relevant party responsibilities

a) Prepares or has prepared the mandatory documents, information, and records related to dangerous goods, and ensures that these documents accompany the goods throughout the transportation process.

placarded according to their type .

c) Ensures that dangerous goods are loaded, stacked, and securely fastened in approved packaging and transport units in accordance with regulations and safety standards.

c) Vehicles and tankers will arrive at the port at designated safe locations determined by the governor's office at least fifteen minutes before the ship's departure time and will be stowed onto the ship for transit.

d) In cases where special voyages arranged for the transportation of dangerous goods cannot safely depart or operate due to reasons such as strikes, lockouts, adverse weather and sea conditions, security issues, construction work, breakdowns, or similar reasons within or outside of GESTAŞ's control , and the voyage is postponed or cancelled by the general directorate, GESTAŞ will not make any demands

2.1.3 Carrier's responsibilities

The carrier's responsibilities are listed below:

a) The courier requests the necessary documents, information, and records related to dangerous goods from the Loads owner and ensures that these documents and records accompany the Loads throughout the transportation process.

It checks the compliance of dangerous goods, classified, packaged, marked, labeled and placarded by the Loads owner, with the legislation.

c) It checks that dangerous goods are properly packaged using approved packaging and Loads handling units, loaded securely onto the Loads handling unit, and securely fastened.

2.1.4 Responsibility of Coastal Facility Operators

a) It shall not allow vessels carrying dangerous goods to dock at its facility without the permission of the port authority.

provides written information to the vessel approaching it regarding facility rules, Loads handling rules, and relevant legislation.

c) It shall not handle dangerous goods for which it has not obtained handling permission from the administration , and in this context, it shall not cause inconvenience to vessels that will dock by making appropriate plans.

c) The contractor shall request the necessary documents, information, and records related to the dangerous goods from the Loads owner and ensure that these are present with the goods. If the Loads owner cannot provide the relevant documents, information, and records, the contractor is not obliged to accept or handle the dangerous goods at the facility.

d) By sharing all necessary data regarding the nature of the Loads with the ship's owner, the loading or unloading operation is carried out according to the agreement reached. No changes are made to the operation without the knowledge of the ship's owner.

e) Taking into account the safe operating capacity of its facility and weather forecasts, it determines the operating limits and takes the necessary measures to ensure the vessel remains safely moored at the quay and is handled securely.

f) The contractor checks the transport documents to ensure that the Dangerous Goods arriving at the facility have been properly classified, packaged, marked, labeled, placarded , and safely loaded onto the Loads handling unit.

Ensures that personnel involved in the handling and planning of dangerous goods receive the necessary training and certification, and does not assign personnel without the required certifications to these operations.

g) Ensures that the Dangerous Goods handling equipment in its facility is in working order and that the relevant personnel are trained and certified in the use of this equipment.

h) By taking occupational safety measures at the coastal facility, it ensures that personnel use personal protective equipment appropriate to the physical and chemical properties of the Dangerous Goods.

i) Activities involving dangerous goods shall be carried out in docks, piers, and warehouses constructed in accordance with these facilities.

i) It shall equip the quays and piers designated for loading or unloading ships carrying dangerous liquid bulk Loads with facilities and equipment suitable for this purpose.

j) It maintains an up-to-date list of all dangerous goods on board ships docked at its facility and in both enclosed and open areas of its facility, and provides this information to relevant parties upon request.

k) The facility shall report to the port authority the immediate risk posed by the dangerous goods it handles or temporarily stores at its premises, and the measures it has taken to mitigate this risk.

l) Reports accidents involving dangerous goods, including accidents occurring upon entry into confined spaces, to the port authority.

Provides the necessary support and cooperation in the controls and inspections carried out by the administration and the port authority.

n) Ensures the prompt and immediate removal of Class 1 (excluding Class 1 Compatibility Group 1.4 S), Class 6.2, and Class 7 Dangerous Goods, for which temporary storage is not permitted, from the shore facility; in cases where delay is necessary, applies to the Administration for permission.

o) The carrier shall establish temporary storage facilities for Loads handling units transporting dangerous goods in accordance with separation and stacking regulations, and shall take appropriate fire, environmental, and other safety measures in the storage area, depending on the class of dangerous goods. Fire extinguishing systems and first aid units shall be kept readily available at all times in areas where dangerous goods are handled , and necessary checks shall be carried out periodically.

(o) Permission must be obtained from the port authority before carrying out any hot work or operations in areas where dangerous goods are handled and temporarily stored.

(p) They prepare an emergency evacuation plan for the evacuation of ships from shore facilities in emergency situations and submit it to the port authority, and inform the relevant persons about the plan approved by the port authority.

Responsibilities of the Ship's Owner

a) Ensures that the Loads the vessel will carry is documented as suitable for carriage and that the Loads holds, Loads tanks, and Loads handling equipment are in a condition suitable for Loads transportation.

b) The courier requests all mandatory documents, information, and records related to dangerous goods from the Loads owner and ensures that they are present with the Loads throughout the transportation activity.

c) Ensures that the documents, information, and records required to be present on board the ship regarding dangerous goods under legislation and international agreements are appropriate and up-to-date.

c) Checks the transport documents containing information that the Loads units loaded onto the ship are properly marked, labeled, and loaded securely.

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

e) The ship shall maintain up-to-date lists of all dangerous goods on board and provide them to the relevant authorities upon request.

f) Ensures that the loading schedule, if any, is approved, documented, and kept in working order on board the vessel.

g) The vessel docks at the shore facility and reports the immediate risk posed by the dangerous goods on board to the port authority and the measures taken to mitigate this risk.

g) The ship will not accept the transport of dangerous goods if there is a leak or possibility of leakage.

h) He/she reports any Dangerous Loads accidents that occur on board his/her vessel during voyage or while at a shore facility to the port authority.

Provides the necessary support and cooperation in the controls and inspections carried out by the administration and the port authority.

i) It refuses to transport dangerous goods that are not listed in the ship certificates issued by the relevant institutions and organizations.

that seafarers involved in handling dangerous goods use personal protective equipment appropriate to the physical and chemical properties of the Loads during handling .

k) Ensures that the requirements regarding the safety of loading the Loads loaded onto its ships are met.

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

Load safety
(1) Pier Operation shall stop handling operations at the shore facility if it sees any risk and shall not restart them until the risk is eliminated.
(2) Stacking of goods shall be carried out in accordance with the relevant legislation and international agreements to which we are a party.
(3) The ship cannot be loaded beyond its load limit, taking into account the load limit mark. If such a situation is detected, the ship will not be allowed to sail.
(4) In adverse meteorological and oceanographic conditions that may affect Loads handling operations, the handling operation is stopped by the captain until the conditions improve. This limit refers to weather conditions of 6 Beaufort and above.
(5) In order to ensure the complete implementation and maintenance of safety measures related to the loading, stowage, separation, handling , carriage and unloading of Loadses on board the ship, all Loadses, Loads units and Loads carriage units, except for solid and liquid bulk Loadses, are loaded, stowed and secured in accordance with the Loads Securing Manual approved by the Administration or authorized classification societies on behalf of the Administration, in accordance with SOLAS Chapter VI Part A Rule 5.6.
(6) In case of adverse weather and sea conditions, the Regional Port Authority may postpone or cancel special voyages for the transit of dangerous goods with its approval.

Loads covered by the IMDG Code
(1) Substances and objects prohibited from being transported under the IMDG Code cannot be transported by sea.
(2) Parties involved in the carriage of packaged dangerous goods shall take measures in accordance with this Regulation and the provisions of the IMDG Code, taking into account the nature and extent of foreseeable risks, in order to prevent damage and injury and to minimize their effects.
(3) In the carriage of dangerous goods by sea, it is mandatory to use packaging that is defined in IMDG Code Part 6 and has been tested by organizations authorized by the Ministry or the competent authority of a country party to SOLAS and given a UN certificate.
(4) For container transit, the Container/Vehicle Packing Certificate, as defined in IMDG Code Rule 5.4.2, is completed and signed by the persons loading the dangerous goods into the Loads transport unit (excluding tank containers). These

persons receive the relevant training as defined in IMDG Code Rule 1.3. The Container/Vehicle Packing Certificate is presented to the port before the Loads arrives at the port or upon arrival with the Loads . A copy of this certificate is placed on the inner wall of the right door of the container.
(5) Every ship carrying dangerous goods in packages (including road transport units carrying packaged goods) shall have the documents specified in IMDG Code Rules 5.4.3, 5.4.4 and 5.4.5.

General Rules for the Transit of Dangerous Goods Vehicles/Road Tankers Through Ports :

- Vehicles and tankers carrying dangerous goods will wait for the departure time of the ships at designated locations determined by the Governorship, and will arrive at the port area 15 minutes before the ship's departure to be stowed on board for transit purposes.
- The UN Number, Proper Shipping Name, and Packing Group information for dangerous goods to be transited must be provided to the Docks Operations Directorate.
- The transport documents and Safety Data Sheet, which comply with ADR 5.4.1 requirements for dangerous goods, must be present in the vehicle; otherwise, transit will not be permitted.
- Instead of a transport document, a CMR or CIM document containing the requirements of ADR 5.4.1, or a bill of lading for air or sea transport, will also be accepted.

4. CLASSIFICATION, TRANSPORTATION, LOADING/UNLOADING, HANDLING, SEGREGATION, STACKING AND STORAGE OF DANGEROUS LOADS

DANGEROUS LOADS CLASSES :

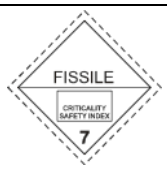
IMDG Code; dangerous goods 1 with between 9 nine important risk It categorizes them into classes.
Dangerous loads to their losses connected aspect 9 category They have Segregationd. These 'class' aspect They are named.

This classes five (1, 2, 4, 5 And 6th graders) lower sections or lower to the classes subject to He was detained. Class 3, Class 7, Class 8,Class 9 Dangerous Articles lower to the classes They haven't Segregationd. Nine (9) in the title classification United Nations (UN=BM)It was done according to the criteria determined by [the relevant authority]. All modes of transportation, such as land, air, and sea. by same A classification system is used.

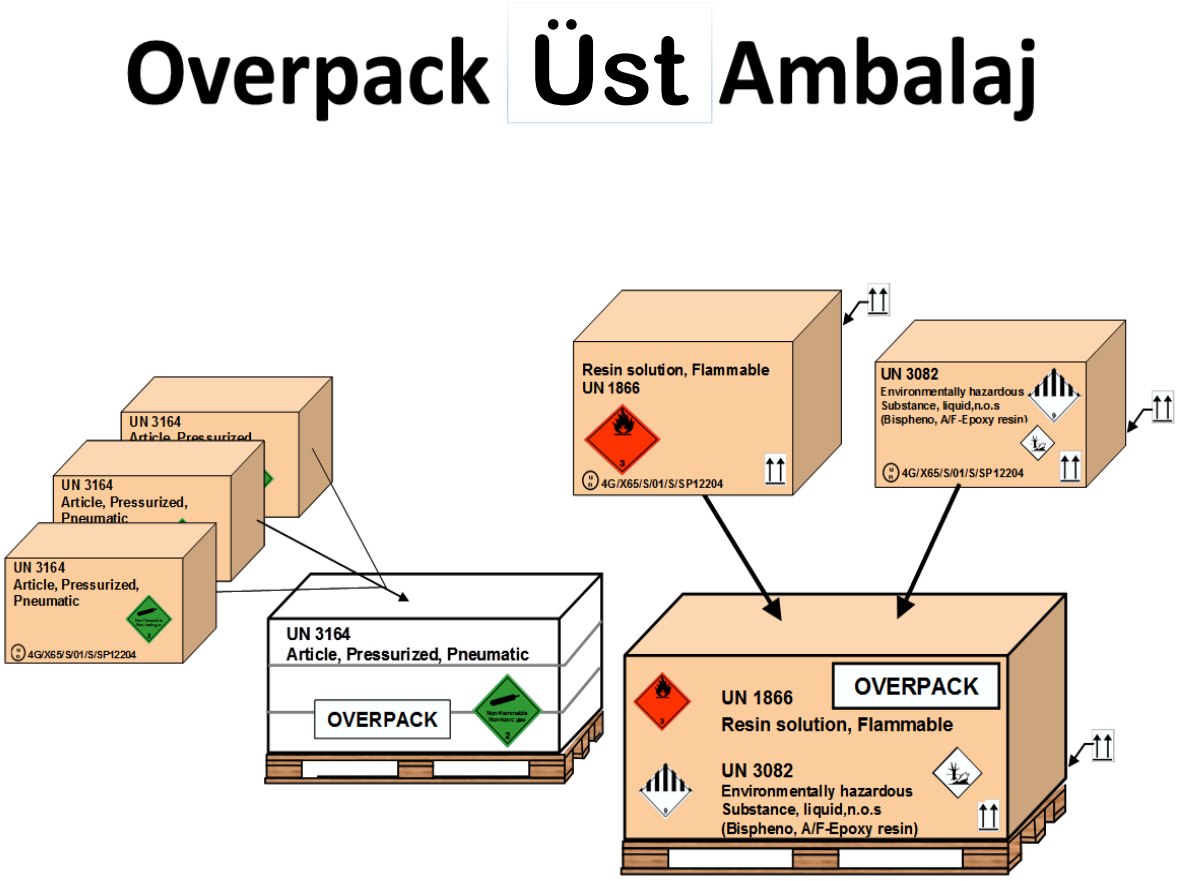
Class	**1:**	Explosives
Class	**2:**	Gases
Class	**3:**	Flammable Liquids
Class	**4.1:**	It flares up Solids , spontaneously to the reaction entering substances v reduced sensitivity thick
Class	**4.2:**	Explosives Spontaneously to burn prone substances
Class	**4.3:**	This with contact when flares up gases are released extracting substances
Class	**5.1:**	Oxidizer (Oxidizing agent) substances
Class	**5.2:**	Organic peroxides
Class	**6.1:**	Toxic substances
Class	**6.2**	Contagious Articles
Class	**7:**	Radioactive substances
Class	**8:**	Corrosive substances
Class	**9:**	Various dangerous Goods and objects

Class 1		
	**1**	Explosive Goods and products used to produce explosions or pyrotechnic effects.
Subgroups		
	**1.1**	Explosives that pose a risk of mass explosion
	**1.2**	Explosives posing a high projection hazard.
	**1.3**	It does not pose a fire, explosion or projection hazard, but explosives that pose a risk of mass explosion
	**1.4**	Explosives that pose a minor fire or projection hazard.
	**1.5**	Impact-insensitive Goods that pose a risk of mass explosion,
	**1.6**	Goods that are extremely insensitive to impact.

Class 2		
	**2.1**	Flammable gas
	**2.2**	Non-flammable and non-toxic gas
	**2.3**	Toxic or poisonous gas
Class 3		
	**3**	Flammable Liquids
Class 4		
	**4.1**	Flammable solids
	**4.2**	Solids prone to spontaneous combustion
	**4.3**	Flammable substances when in contact with water.
Class 5		
	**5.1**	Oxidizing agent
	**5.2**	Organic peroxide
Class 6		
	**6.1**	Toxic substances

	**6.2**	Infectious substances
Class 7		
	**I**	Category I – White (symbol) 7A)
	**II**	Category II – Yellow (symbol) 7B)
	**III**	Category III – Yellow (symbol) 7C)
	**Fissile**	Criticality security index label (symbol 7E)
Class 8		
	-	Corrosives
Class 9		
	-	Miscellaneous Dangerous Goods
	-	Lithium Battery

4.2 Packaging and Wrapping of Dangerous Goods



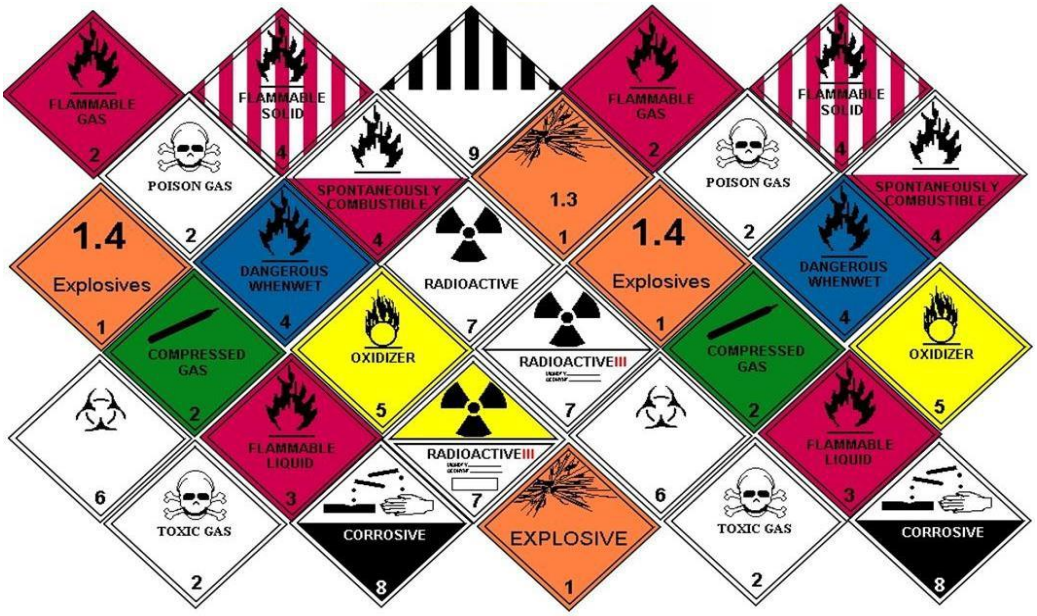
4.3 Plates , signs, marks and labels relating to dangerous goods:

At first glance, various colored and shaped labels are used to provide information about the class and characteristics of a Dangerous Goods, symbolizing that particular substance. Colored, clearly identifiable shapes are used on the labels for memorability. Dangerous Goods Labels are typically a white, orange, blue, green, or red rhombus shape, depicting the hazard of the respective class .

Danger Warning Sign/ Labels:
1- If used in CTUs (containers, etc.) and vehicles, the dimensions are...
It measures 25 cm x 25 cm.
2- If used in packages (containers)
10 cm x 10 cm in size

Yazılı Turuncu Plaka
1-Taşıma aracına örneğin tankere konursa ölçüsü :
40 cm x 30 cm ebatlarında olmalıdır,

DANGEROUS LOADS LABELS



4.4 Dangerous Goods Labeling and Packaging Groups:

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

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

- Packaging Group I : High Hazard
- Packaging Group II : Medium Hazard
- Packaging Group III : Low Hazard

Tables for Dangerous Goods by Class on Board and at Shore Facilities :

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

TABLE 1 – *SEGREGATION TABLE FOR DANGEROUS CARGOES IN PORT AREAS*

Classes		**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
Non-toxic, non-flammable 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, self-reactive substances and desensitized explosives	**4.1**	a	0	0	0	0	a	0	a	s	0	a	0
Spontaneously combustible substances	**4.2**	s	a	s	s	a	0	a	s	s	a	a	0
Substances which, in contact with water, emit flammable gases	**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 (liquid and solids)	**6.1**	0	0	0	0	0	a	0	a	a	0	0	0
Corrosives (liquid and solids)	**8**	a	0	0	0	a	a	a	s	s	0	0	0
Miscellaneous dangerous substances and articles	**9**	0	0	0	0	0	0	0	0	0	0	0	0

Port Fields Decomposition Table Explanations:

Port yard sorting table for packages/ IBCs /trailers/flat racks or platform containers HE, S And Meanings of A

- 0 = special plans unforeseen as long as separation necessary not
- A =…from far- -most little 3 m'lik separation necessary
- S =…from Segregation – approved security wall with did not leave as long as open in the fields -most little 6 m'lik , in hangars -most little 12m'lik separation Required 1.2-Closed containers/portable tanks/closed road vehicles for port field in the parsing table HE, S And A's Meanings
- 0 = separation necessary not
- A =…from far- separation necessary not
- S =…Segregation– approved security wall with did not leave as long as open in the fields longitudinal And laterally -most little 3m'lik discrimination, in hangars longitudinal And laterally -most less than 6 m separation Required 1.3-Open highway vehicles/railway load wagons/tops open containers for port field decomposition in the table
- O, S , A's Meanings
- 0 = separation necessary not
- A = dan far - -most little 3 m'lik separation necessary
- S = dan Segregation – approved security wall with did not leave as long as open in the fields longitudinal And laterally least 6 m'lik separation, in hangars or in longitudinally in warehouses And laterally -most little 12 m'lik separation It is necessary.

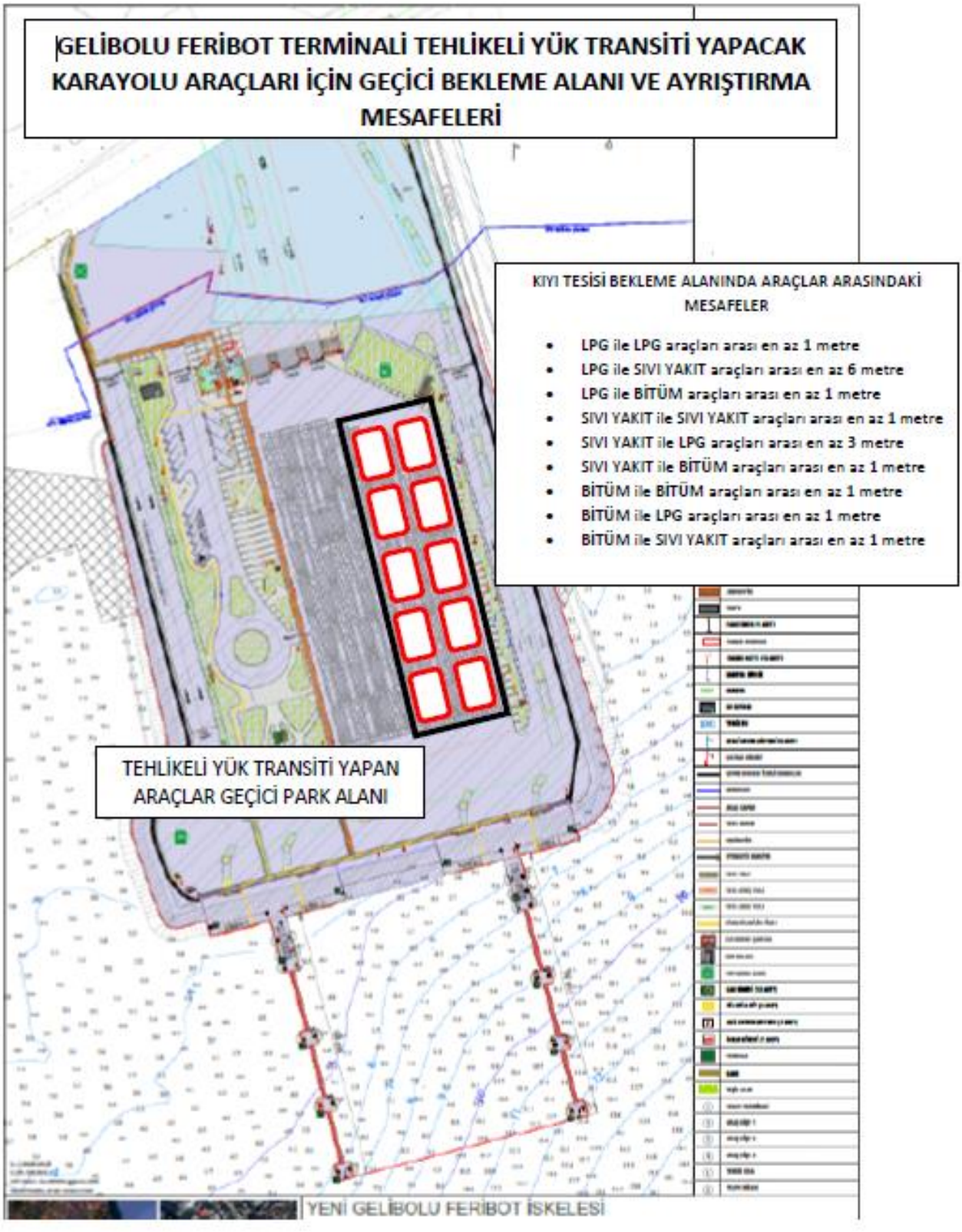
Dangerous Load Classes General Segregation Table

This sorting table is for Dangerous Goods transported in pallets, barrels, boxes, crates and similar packaging.It is applied.

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

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

1 - "Away from"
2 - "Separated from"
3 - "Separated by a complete compartment or hold from"
4 - "Separated longitudinally by an intervening complete compartment or hold from"
X - The Dangerous Goods List has to be consulted to verify whether there are specific segregation provisions.
* - See **7.2.7.1** of this chapter for the segregation provisions between class 1 substances or articles.



5. HANDBOOK ON HANDLING DANGEROUS LOADS AT SHORE FACILITIES :

To contribute to the safe execution of dangerous goods loading/unloading, handling , and temporary storage activities at shore facilities, a pocket-sized Dangerous Goods Handbook has been prepared and made available to relevant

parties as shown in Annex 10. This handbook covers dangerous goods classes, packages, packaging, labels, markings and packing groups, segregation tables on board and at shore facilities according to dangerous goods classes, segregation distances for dangerous goods in Loads holds, segregation terms, dangerous goods documents, dangerous goods emergency response action flowchart, emergency contact information, locations and usage instructions for emergency equipment, and shore facility rules .

6. OPERATIONAL CONSIDERATIONS:

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

During the loading or unloading of Class 1 Loads (excluding those in section 1.4), no radio or radar transmitters, other than VHF transmitters with a power output not exceeding 25 W, shall be used on board, on cranes or elsewhere nearby, and no part of their overhead systems shall pass within a safety distance of at least 2 meters from explosive Goods.

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

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

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

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

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

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

Anchorage Location for Vessels Carrying Dangerous Goods :

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

Port mooring areas are listed in the appendix.

6.2 Procedures regarding additional precautions required during loading, unloading and handling of dangerous goods, depending on seasonal conditions.

6.2.1 No loading operations involving explosive Dangerous Goods shall be carried out in stormy weather.

6.2.2 Vehicles or road tankers carrying dangerous goods comply with ADR regulations, therefore fire prevention measures will be taken to prevent fires caused by the vehicle itself or from the exhaust from affecting the Loads.

6.3 Procedures for keeping flammable, combustible and explosive loads away from spark-

generating/potentially spark-generating operations and for prohibiting the operation of spark-generating/potentially spark-generating tools, equipment or devices in Dangerous load handling , stacking and storage areas.

6.3.1 Hot work is not performed, and is not permitted, during the handling of Dangerous Goods at our facility .

7. DOCUMENTATION, CONTROL AND RECORDS:

7.1 What are all the mandatory documents, information, and records related to dangerous goods, and the procedures for their procurement and control by the relevant parties?

7.1.1 The following documents regarding dangerous goods are kept up-to-date.

IMDG Code (Turkish version) International Code for the Transport of Dangerous Goods by Sea

7.1.2 In our port handled dangerous with substances relating to documents IMDG Code And other relating to legislation provisions suitable to be It is necessary . Handling . done dangerous security of loads information forms -most little One year It is hidden .
Above stated documents with together dangerous loads related other relating to documents port in our facility written or electronic in the environment It is kept . Dangerous . load IMDG Code in transactions book And documents effective One in a way It is used .

7.1.3 Control of Dangerous Goods Shipment Documents and Records:

The Piers Operations Directorate checks the relevant Dangerous Goods documentation to verify that Dangerous Goods entering the facilities and the vehicles carrying them are properly identified, classified, certified, packaged, labeled, and accurately declared, and that they are loaded safely into approved and compliant packaging, containers, and Loads handling units.

Dangerous goods operations will be suspended until the irregularities are rectified.

The following documents must be accompanied by the vehicle/tanker:

a. Transport Documents (according to IMDG Code or ADR)
b. Dangerous Goods Transport Form
c. Invoice
d. Delivery note
e. Written instructions
f. Safety Data Sheet (SDS) for the transported Loads

7.2 Procedures for maintaining a regular and complete list of all Dangerous Goods and other relevant information at the coastal facility site.

The port facility, shipper and carriers must provide a copy of the dangerous goods transport document and the IMDG The company is required to retain and maintain the additional information mentioned in the code for at least 3 months.

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

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

Upon receipt of information regarding the dangerous goods, the Piers Operations Directorate shall:
a) Information will be obtained regarding the class of Loads,
b) A suitable vessel will be planned for vehicles carrying Dangerous Goods,
c) The time for transporting Dangerous Goods will be determined.

They will be involved in the loading and unloading operations of vehicles onto and off the ship using their own resources and drivers .

Preparations will be made to equip port personnel with personal protective equipment (PPE).

e) Necessary safety measures against fire and leakage will be reviewed and any deficiencies will be rectified.

f) Emergency plans and procedures will be checked.

As a general principle in dangerous goods handling:

1- The class of dangerous goods, and their main and additional hazards must be known.

2- To determine if the packaging is damaged, opened, leaking or spilling, or if the Dangerous Loads has contaminated the packaging or the Loads transport unit, and to check the certificates related to the packaging.

3- In general, the hazard class of the load should be known (Very Dangerous – Moderately Dangerous – Less Dangerous)

4-Dangerous goods hazard warning signs should be checked.

5. Dangerous goods documents and other official documents should be checked and compared.

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

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

7.3.1 Control of Dangerous Loads Arriving at the Port Area:

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

Points to be checked;

a - Freight shipment documents,

They must check the documents and certificates related to the safe transport of dangerous goods.

b - Consistency between declared Loads quantities and Loads shipment documents, and consistency between the Loads arriving at the port.

c - Whether it is packaged safely and appropriately,

- Through external inspection, the physical condition, durability, or packaging of vehicles carrying Dangerous Goods can be assessed.

It should be checked for any visible damage that affects its integrity .

d - The marking/ labeling of packaging and all external Loads containers or vehicles in accordance with the rules.

harmony

-Packages, unit loads and Loads carrying units containing dangerous goods must be inspected to verify that they are packaged, marked, labeled or placarded in accordance with the provisions of the IMDG Code and the national or international standards applicable to the mode of transport ; that unnecessary labels, placards and markings have been removed; and that the Loads carrying units are loaded, packaged and secured in accordance with the IMO/ILO UN ECE Guidelines on Packaging of Loads Carrying Units (CTUs).

If there are discrepancies between the dangerous goods information and the Loads arriving at the port, the situation must be reported to the Loads parties.

Discrepancies between the declared Loads and the actual Loads arriving at the port are reported to the Regional Port Authority.

7.3.2 Inspection Duties and Responsibilities, Administrative Sanctions:

The Çanakkale Regional Port Authority will supervise compliance with these guidelines, and if any non-compliance is detected, the administrative sanctions specified in Articles 21 and 22 of the Regulation on the Maritime Transport and Loading Safety of Dangerous Goods will be applied.

7.4 Procedures for obtaining and maintaining Dangerous Loads safety data sheets (SDS/GBF) :

7.4.1 As of January 1, 2014, in accordance with the laws of our country, in all modes of transport Dangerous goods transported (by road, rail, air, and sea) must be accompanied by a Dangerous Loads Safety Data Sheet (SDS/GBF) containing the following information.

UN Number,
PSN name (Appropriate Transport Name)
The class (including its subgroups)
Packaging Group (Class 3, 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9)
Whether it is a marine pollutant,

7.4.2 For all dangerous goods accepted at the port, it will be checked that the SDS Safety Data Sheet is present with the dangerous goods . Safety data sheets are kept at the Gelibolu Ferry Terminal for at least one year.

7.5 Procedures for keeping records and statistics of dangerous goods:

The Port Management Directorate will maintain up-to-date records of all Dangerous Goods entering and leaving the port area. In particular, measures have been taken to ensure that transit Dangerous Loads, along with their UN numbers, transport documents, and Safety Data Sheets, are kept for at least one year. These records and information will be provided to the Regional Port Authority and emergency response personnel upon request.

7.6 Information regarding the quality management system

Gestaş Port Operations, the Quality Management System is implemented with the ISO 9001:2015 certificate, which was revised on 4.5.2026.

8. EMERGENCIES, PREPAREDNESS FOR AND RESPONSE TO EMERGENCIES:

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

8.1.1 Fire:

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

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

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

8.1.2 Leak:

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

Response to Marine Pollution :

In accordance with the Implementing Regulation of the Law on the Principles of Emergency Response and Compensation for Damages in Cases of Marine Pollution by Oil and Other Harmful Substances, published in the Official Gazette dated 21/10/2006 and numbered 26326 , an agreement has been made with a company authorized by the Ministry to respond to marine pollution by oil and other harmful substances, and the necessary equipment and Goods for emergency response to marine pollution are available at the port facility. The list of Goods and equipment for emergency response to marine pollution is attached .

In the event of a leak or spill from Dangerous Goods, if it poses a serious threat to the sea and the environment, the matter is assessed as a Level 1 incident, and the "Coastal Facility Marine Pollution Emergency Response Plan" is implemented to take the necessary action.

8.1.4 Protective Actions :

8.1.4.1 Protective Measures: In the event of an incident involving the release of Dangerous Goods, the following measures shall be taken to protect the health and safety of emergency response teams and the public.

8.1.4.2 Isolation of the Dangerous Area and Prohibition of Entry means that everyone who will not be directly involved in emergency response operations must be kept away from the area. Unprotected emergency response teams should also not be allowed to enter the isolated area.
8.1.4.3 This "isolation" objective is primarily aimed at ensuring control over the area where the operations will be carried out. This serves as a first step for any protective actions that may be implemented later.

8.1.5 Evacuation :

8.1.5.1 Evacuation operation: Everyone will be moved from a threatened area to a safer place. For an evacuation to be possible, there must be enough time for people to be warned, prepared, and to leave the area. If sufficient time is available, then evacuation is the best protective measure.
8.1.5.2 Even after people have been evacuated to the recommended distances, they may not be completely safe from danger. They will not be allowed to gather in these areas.
8.1.5.3 Evacuated persons will be transported a certain distance, along a designated route, to a location far enough away that they will not need to be evacuated again if the wind blows.

8.1.6 Protecting the Crime Scene
8.1.6.1 : In situations where people need to be secured inside a building and remain inside until the danger has passed; On-site containment measures will be applied if attempting to evacuate the people poses a greater risk than them remaining in place, or if evacuation is not possible. Those inside will be instructed to close all doors and windows and to turn off all ventilation, heating, and cooling systems.
8.1.6.2 Taking protective measures at the crime scene is not the best course of action in the following situations:
8.1.6.2.1 In case the vapors are flammable;
8.1.6.2.2 In cases where degassing the area will take a long time.
8.1.6.2.3 In cases where buildings cannot be tightly closed.
8.1.6.2.4 Vehicles can provide a certain degree of protection for a short period when windows are closed and ventilation systems are switched off. However, vehicles are still not as secure as buildings in terms of on-site protection.
8.1.6.3 Maintaining communication with competent personnel inside the building is vital in order to provide advice regarding changing conditions. Persons under protection on site should be warned to stay away from windows, as there is a risk of being struck by glass or metal fragments in the event of a fire and/or explosion.
8.1.6.4 Every incident involving Dangerous Goods is different. Each presents its own problems and concerns. The form of action to protect people must be carefully chosen.

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

8.2.1 In emergency situations, actions will be taken in accordance with the Emergency Response Plan and the facility's approved fire plan. Firefighting teams have been formed for each shift. Training, drills, and exercises are conducted at planned and unplanned, unspecified times under various scenarios, and reports and records are created. Firefighting equipment as stipulated in the approved plan is kept complete, and maintenance, inspection, and testing are carried out.

8.2.2 The facility has an approved Environmental and Marine Pollution Control Plan. Pollution control teams have been formed for each shift. Training and drills are conducted twice a year according to a planned scenario, and reports and records are created. Environmental and marine pollution equipment is stored at the facility, and counts and controls are carried out. The facility also has a protocol for obtaining support in case of shortages for Goods stored in the area.

8.2.3 In case of Dangerous Goods spills, intervention teams will be assigned in accordance with this guide and the relevant CODE.

8.3 Regulations concerning initial response to accidents involving Dangerous Goods.

Emergency Response to Fire and Marine Pollution:

- Fire circuits, backup water storage tanks connected to the fire circuit, fire hydrants , fire cabinets (nozzles , fire hoses), oil hydrants throughout the entire port area and docks. The spill kit includes an emergency button and an announcement system.
- If necessary, there are two electric and one backup fire pumps available to supply the port's fire circuit with seawater.
- Due to the risk of flammable liquids, 12 foam fire extinguishers have also been procured and made available for use.

8.3.2 Responsible Personnel:

By the Piers Operations Directorate;

a. The company shall appoint at least one responsible personnel who is well-versed in the national and international legal requirements relating to the carriage of dangerous goods, including the separation of incompatible loads.
b. The port area manager responsible for handling dangerous goods must ensure they have the necessary information about the measures to be taken to deal with dangerous goods incidents and are present at the scene in case of an emergency.
c. Captains of vessels carrying dangerous goods must be informed of the applicable emergency procedures and the emergency services available at the dock.

8.3.3 Emergency Response Procedure:

Procedure to Follow in Case of an Accident Involving Dangerous Goods;

- The person who noticed the accident immediately reported the incident to the Pier Supervisor.
- The Pier Supervisor halts all operations in the surrounding area.
- The Pier Supervisor immediately goes to the scene to check the notification/report, assess the situation, and report (or confirm) the necessary information.
- Whether anyone has been injured or contaminated by the substance , the exact location of the incident (on the ship , dock, etc.), the container number or other identifying information of the Loads batch, the IMDG class and other details on the packaging or container (e.g., UN Number), and any leakage or spillage must be identified by the relevant person immediately; this information must be provided in terms of quantity, color, composition, odor, smoke, etc.
- The Dockyard Officer checks the Dangerous Goods declarations to determine which Dangerous Goods are present and what kind of hazards the Loads poses.
- A readily available computer printout (or photocopy) in case local emergency services are called.
- The pier officer reports the incident to the Piers Operations Directorate .
- If the Pier Supervisor reports that the incident is serious, they will evacuate everyone from the area and secure it, following instructions from the Piers Operations Directorate .
- Security measures are taken in the field as part of emergency plans.
- By implementing the Port Operations Emergency Plan, emergency fire, ambulance, first aid, security and other systems are now activated.
- If the port's own emergency teams need to respond to an accident, they are provided with protective clothing and emergency equipment from the nearest area so they can do so without putting themselves at risk.
- The port operator team(s) may respond to the accident at the scene, or due to the danger, the teams may

need to move the Loads and/or injured persons from the accident site to a safe area as quickly as possible.

- If the accident is serious, the Pier Supervisor will call local emergency services using the system agreed upon with the Piers Operations Directorate and providing clear details.
    - Emergency,
    - The reporting point where a guide will meet the teams,
    - The Dangerous IMDG class(es) found are:
    - s) found are identified without delay.
- When emergency services arrive at the designated location, they are given a printout or photocopy of the IMDG data sheet (the Dangerous Goods form specified monthly) and escorted to the accident site.
- Then, emergency services deal with the accident and secure the area.
- Meanwhile, the Docks Operations Directorate, through its designated personnel , contacts the shipper or other responsible parties to inform them of the accident and consult with them regarding the handling and removal of the damaged Loads.
- An expert occupational safety specialist is also employed as a consultant to provide independent advice at the scaffolding; this specialist should be contacted and requested to visit the accident site.
- If first aid is unavailable or inadequate at the scene of the accident, the injured person or persons should be transported to the nearest medical center or local hospital.
- When it is safe to do so, the damaged vehicle and packaging and/or container are immediately moved to a secure area for disposal.
- In case of a leak (outside the pier area), the site is cleaned and opened appropriately using absorbent Goods, chemical foams, or water.
- In case of fire, the fire is completely extinguished and the scene is cleared .
- After the scene has been thoroughly examined and declared safe, the Piers Operations Directorate may issue the order to resume operations.

8.4 Notifications to be made on-site and off-site in emergency situations.

Ships and marine vessels carrying dangerous goods shall submit a notification document containing detailed information about their Loads to the Regional Port Authority and the Port Operating Organization in writing through their representatives at least twenty-four (24) hours before entering the Port Administrative Area of the Regional Port Authority; and ships and marine vessels whose sailing time until entering the port area is less than twenty-four (24) hours shall submit it immediately after departure from the coastal facility.

The Loads carrier must notify the Port Operating Authority at least three hours before the Loads, which arrives by road, enters the coastal facility.

Failure to comply with the notification obligation or the notifications not containing accurate information will result in administrative action being taken against the notifier by the Regional Port Authority, and the vessel will lose its berthing, departure, or transit priority, if applicable.

Prior notification also covers dangerous goods that will be handled , transited, or stored at the port.

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

Basic information and documents that must be reported under the IMDG Code . Its purpose is ; Dangerous Goods dangers , threats , what they create damage related information And urgent in case what to do in transport place area all to the parties transmission The goal is to provide . Urgent . in situations search required person And institutions The list is in Appendix 3 .

According to the Regulation on the Transportation of Dangerous Goods by Sea, the port operating authority "requests all mandatory documents, information and records related to dangerous goods from the Loads owner and ensures that they are present with the Loads."

8.5 Accident reporting procedures.

1. Notifications and Parties Responsible for Notification

1.1 The recipient of the notifications mentioned in this procedure is the Regional Port Authority, and the notifications to be made are explained below. In our coastal facilities The fumigated Loads handling unit does not handle dangerous goods under the IGC Code and IMSBC Code . All activities involve the safe and environmentally friendly transit of vehicles arriving by road and transiting between piers in the Çanakkale Strait and Marmara Sea region, including transport units and Loads handling units, in accordance with the IMDG Code requirements.

1.2 Since the Port Management Information System is not used for dangerous goods at our piers, according to the letter dated 31.05.2019, numbered 79462207-360.01.03.02-E.42623, and titled "Notifications and Special Permit (Gestaş)" received from the Ministry of Transport and Infrastructure, there is no need to make notifications regarding dangerous goods arriving or destined by sea.

1.3 Regarding dangerous goods arriving at a shore facility by road in packages or tanks, the Loads carrier shall notify the shore facility before the goods arrive. Notifications to the shore facility shall include the following information and documents:

a) Title and contact information of the consignee,
b) Appropriate shipping name,
c) UN Number,
c) Hazard class and secondary risk, if any,
d) Packaging group, if any,
e) Type and number of packages,
f) Net and gross weight or volume (kg/ liter),
g) Container number,
g) Verified gross weight information of loaded containers to be exported,
h) Container/vehicle packing certificate,
i) Vehicle license plate or wagon number,
i) Safety data sheet for the Loads.

1.4 Responsibilities of GESTAŞ Port Operations
Notifications will be requested from the relevant parties regarding vehicles carrying Dangerous Goods arriving at coastal facilities by road, and these will be recorded within the system.

2. Preparation before handling Dangerous Loads .

2.1 The Loads owner shall submit the notification and safety data sheet regarding the dangerous goods to be transported at least one hour before arrival at the berth. The shore facility shall review the dangerous goods transport documents, CMR or CIM documents, and safety data sheet, and make preparations according to the IMDG Code separation rules. It shall take into account the information in the safety data sheet regarding measures to be taken for first aid and emergency preparedness, as well as stowage practices on board the vessel. The safety data sheet shall be prepared by a safety data sheet preparer on behalf of the Loads producer; safety data sheets that do not meet these requirements will not be accepted by the shore facility.

3. Special Permissions

Applications for special permits related to dangerous goods: GESTAŞ Port Management may exceptionally request a special permit from the Administration in accordance with Article 5 of the Regulation on Notification and Special Permits Regarding Dangerous Goods Transported by Sea, to handle dangerous goods not included in its existing TYUB (Traffic Safety Information System). For this purpose , it must submit its application, which includes the safety data sheet for the dangerous goods, the Loads manifest, and additional measures to be taken at the shore facility related to these goods, to the Regional Port Authority at least 96 (ninety-six) hours before the vessel arrives at the port administrative area.

4. Reporting accidents and incidents

4.1 GESTAŞ Port Management shall report accidents and incidents related to dangerous goods to the Ministry's Main Search and Rescue Coordination Center and the relevant Regional Port Authority as soon as possible, first by telephone, then by fax or e-mail, and also to the Administration via the email address deniz.tmkt@uab.gov.tr .

4.2 GESTAŞ Port Management prepares a report containing the following information regarding accidents and incidents involving dangerous goods, and this report, signed by the authorized representative, is delivered to the relevant Regional Port Authority within 12 (twelve) hours at the latest.

a) At the time the accident occurred,
b) If known, how the accident occurred and its cause.
c) Location of the accident (shore facility and/or vessel), its position and area of impact,

c) Information about the vessel involved in the accident, if any (name, flag, IMO number , owner, operator, Loads and quantity, captain's name, etc.),

d) Meteorological conditions,

e) UN number of the Dangerous substance, packing group (if any), proper transport name and quantity,

f) If applicable, the characteristics and number of the packaging, Loads unit and container in which the dangerous substance is transported,

g) The producer, sender, carrier, and recipient of the Dangerous substance,

g) The extent of the damage/pollution that occurred,

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

i) Emergency response procedures carried out by the coastal facility in relation to the accident.

5. Saving notifications

5.1 GESTAŞ Port Authority shall keep the notifications it receives under this procedure in physical or electronic form for 3 years and make them available during inspections conducted by the Administration or the relevant Regional Port Authority. These notifications shall form the basis of the annual activity reports prepared by the maritime dangerous goods safety consultant.

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

8.6.1 All accidents involving dangerous goods will be coordinated primarily with the Regional Port Authority. Upon notification of the Regional Port Authority, support and cooperation will be ensured with the Security Directorate, Municipality, Customs Directorate , Provincial /District Fire Department, AFAD (Disaster and Emergency Management Presidency), and the assistance units of neighboring facilities.

8.6.2 In the event of any signs of explosion, fire or emergency at the adjacent facility;
The first step will be to increase safety measures at the facility, and teams will be prepared to assist the neighboring facility.

8.6.3 If, considering the urgency of the situation and the extent of the danger, it is determined that there are no means or time to request assistance, aid and support teams will be assigned to intervene in the incident.

8.6.4 The dangerous goods area and the class, quantity , and risk of danger of the Loads in the area will be assessed, and preparations will be made for measures such as unloading or thinning the Loads, and, if there is a ship at the interface , moving the ship to anchor.

8.7 Emergency evacuation plan for ships and marine vessels to be removed from the port facility in emergency situations.

Emergency evacuation plan for ships and marine vessels to be removed from the port facility in emergency situations.

In the event of emergencies involving Dangerous Goods, if the evacuation of ships from the port is deemed necessary, the " Gestaş Gelibolu Ferry Terminal Dangerous Goods Emergency Plan " will be activated. Within this plan, port personnel, ship personnel, and an emergency response team will be involved.

8.7.1 Emergency Isolation System Preparation

8.7.1.1 All emergencies must be reported to the Çanakkale Regional Port Authority.

8.7.1.2 If an emergency departure of the vessel is decided upon, the Regional Port Authority must specify safe locations where the vessel can be transported under controlled conditions.

8.7.1.3 In situations requiring emergency separation, the ship captain and the port facility will initiate the emergency separation procedure by mutual agreement and will report the situation to the Regional Port Authority as soon as possible. If the severity of the emergency and time permit, before the emergency separation procedure is carried out, a representative from the Regional Port Authority or the Regional Port Authority Head, the Pier Operations Chief, the Ship Captain, and the Pilot Captain will reach an agreement on the timing and method of the separation.

8.7.1.4 The ship's machinery, steering equipment, and marine system break-away equipment must be made ready for immediate use.
8.7.1.5 All Loads unloading and ballast loading operations must be stopped and preparations made for separation.
8.7.1.6 Water should be pumped into the ship's fire circuit and water mist should be deployed for strategic areas.
8.7.1.7 If atmospheric vent operation is required, engine room personnel must be prepared, all non-essential receiving inlets must be closed, all safety precautions applicable to normal operations must be implemented, and a warning notice must be issued.
8.7.1.8 In all emergencies, if the necessary response exceeds the terminal's capabilities, the local police or fire department should be notified immediately.
8.7.1.9 The decision to remove the vessel under control must be based on the principle of safety of life, but must also include the following conditions.
Tugboat suitability
The ship's ability to lift off under its own power.
The availability of safe places where a vessel in distress can proceed or be towed.
Firefighting capability
Proximity of other ships
Fire Ropes
8.7.1.10 While the vessel is in port, fire ropes must be kept on the seaward side of the vessel, at the bow and shoulders. The eye of the rope must be lowered to sea level, and the portion above the hull must be secured by wrapping it around the bollard at least five turns. The portion above the hull must be taut from the bollard onwards. A rope capable of supporting the rope must be tied just before the eye of the rope, and the eye of the rope must be positioned three meters above sea level. The eye of the rope must be maintained at this level at all times while the vessel is in port.

8.7.2 Implementation of Emergency Separation
8.7.2.1 If all the above preparations have been reviewed and deemed appropriate, the emergency salvage operation will commence.
8.7.2.2 Emergency separation procedures will be carried out by performing the following steps in sequence.
8.7.2.3 Close coordination and cooperation between the Terminal, Ship and Port Authorities are required at each stage.
8.7.2.4 Emergency Separation Procedures are as follows.

Alarm sounded
VHF, providing information about emergencies via telephone.
An initial situation assessment will be conducted between the ship captain and the Port Facility official.
Stopping the operation
Implementation of port facility and ship emergency plan measures.
The current situation is deteriorating and the emergency separation mentioned above.
the existence of the conditions.
A situation assessment shall be conducted between the ship captain, port facility official, port authority or port director, and the pilot.
Decision to Segregation immediately
Environmental facilities and other vessels must be notified.
Tugs deployed around the ship for emergency departure, completing their preparations and indicating their readiness.
The ship captain completes the preparations related to the ship and declares it ready.
Authorized person's approval for opening the release hooks.

ATTENTION !
SHIP EMERGENCY SEPARATION PROCEDURE SHOULD BE APPLIED AS A LAST RESORT. IT SHOULD BE CONSIDERED CAREFULLY, AND ALL PRECAUTIONS SHOULD BE TAKEN BEFORE THE ABOVE CONDITIONS ARE MET, BUT THE SEPARATION HOOKS SHOULD NOT BE RELEASED WITHOUT THESE CONDITIONS.

8.7.3 Post-Emergency Separation

8.7.3.1 - After the ship separation process, deciding on and declaring the towing of the ship and its destination.
8.7.3.2 Transfer/moore of the vessel to the designated area with the assistance of tugboats or with its own machinery.
8.7.3.3 Port Facility Inspection of the port facility to identify any potential damage or deficiencies.
8.7.3.4 Assessment of the time it will take for the ship and port facilities to be ready for Loads handling again.
8.7.3.5 Sharing any negative experiences that may have occurred during the emergency departure.

Procedures for the handling and disposal of damaged Dangerous Goods and waste contaminated with Dangerous Goods .

8.8.1 Waste Collection and Transportation

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

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

8.8.2 Waste Disposal

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

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

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

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

8.8.3 Contaminated Packaging;

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

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

8.9 Emergency drills and their records.

8.9.1 Training Practices ;

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

8.9.2 Training Scenarios;

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

8.9.3 Emergency drills to be conducted at the Gallipoli Ferry Terminal;

The port should be included in the annual training plans.

It can be planned as a local or general intervention,

Security, spill, etc. can be combined within exercise scenarios.

can be conducted with or without prior notice .

The drills are based on various emergency scenarios.

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

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

8.10 Information on fire protection systems.

To prevent fires resulting from Dangerous Goods operations, the IMDG Code Emergency Guidelines (EmS Guide) include a Fire Emergency Plan (EmS Plan) against fires that may be caused by Dangerous Goods listed in the IMDG code. The incident is handled according to the procedures specified for Fire. The incident is reported to the Regional Port Authority.

In the event of a leak or spill caused by Dangerous Goods, if it poses a serious threat to the sea and the environment, the matter is evaluated as a Level 1 incident, and the "Marine Pollution Emergency Response Plan" is implemented, and the necessary intervention is carried out.

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

The fire prevention and fire protection systems and equipment located in the port facility undergo periodic inspections.

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

8.12.1 Facility fire fighting equipment consists of systems installed that are redundant and provide alternative capabilities to each other.

8.12.2 In cases where the facility's own fire-fighting equipment is not working or is insufficient, support will be requested from neighboring facilities, **fire departments, and AFAD (Disaster and Emergency Management Authority) units.**

8.12.3 Other Dangerous and flammable Goods/equipment that may be affected by the fire should be removed from the area if possible.

8.12.4 A protocol may need to be established defining the conditions under which aid and support will be provided and its scope.

8.12.5 The capabilities and resources of tugboats or marine vessels with fire-fighting capabilities in the region should also be taken into consideration.

8.13 Other risk control equipment.

8.13.1 When present , gas detectors , submersible oxygen masks, and similar risk control equipment are periodically maintained and inspected according to maintenance instructions, calibrated, and their documentation is kept.

9. OCCUPATIONAL HEALTH AND SAFETY:

9.1 Occupational health and safety measures:

The port operator aims to address and resolve occupational health and safety issues regularly and continuously. The port operator's goal in occupational health and safety practices is "zero" accidents. In line with this goal, occupational health and safety activities are carried out, employees are provided with continuous training, and awareness is raised by ensuring safe working instructions are present in the port area.

Port operating organization;
Within their area of responsibility, they are responsible for ensuring that all personal protective equipment to be used with vehicles carrying dangerous goods is available in sufficient quantity and quality at all times within the port facilities.

Within the scope mentioned above, at the Gallipoli Ferry Terminal Operation;

a. In accordance with Law No. 6331 on Occupational Health and Safety and related regulations, occupational health and safety rules are applied in our port to ensure the safety of life, property and the environment.
b. At our coastal facility, personnel involved in operations during the transportation of Dangerous Goods, excluding passengers, are required to wear Personal Protective Equipment (PPE) conforming to TSE standards (helmet, reflective vest, steel-toed safety shoes).
c. Shore facility personnel responsible for Dangerous Goods, and other authorized persons handling the Loads, must wear protective clothing appropriate to the physical and chemical properties of the Loads (oil) during loading and unloading. Personal protective equipment (PPE) is available (in the spill kit) and is used in training and exercises to inform port field personnel working with Dangerous Goods about the use of PPE.
d. The following essential emergency equipment is provided in appropriate locations within the port area to protect against risks posed by Dangerous Goods in the port.
   - Protective clothing (boots, overalls, gloves, goggles and helmet) (included in the spill kit)
   -Foamy- 50 kg with KKT wheeled fire extinguishers,
   -Absorbent Goods for cleaning up Dangerous spills (oil) (spill kit)
   - Clean water (for removing the Dangerous substance from the skin)
   - Fire cabinets (hose, nozzle , switch) in designated areas on the pier site
   - First aid kit (usually located inside the ticket office or administrative building)

the Dangerous Goods handling chain is familiar with the location and proper handling of the aforementioned Goods.

9.3 Information about personal protective equipment and procedures for its use.

This shows the distribution of Personal Protective Equipment (PPE) located at the port facility. The list of personal protective equipment deemed necessary for our coastal facility as a result of the risk analysis conducted , and the "Personal Protective Equipment" itself, are included in the appendix.

9.4 Closed neighborhood entrance permission measures And procedures .

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

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

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

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

Testing the atmosphere of the enclosed space: Before entry, after, and at regular intervals until the entire operation is completed, the atmosphere of the space should be tested using appropriately calibrated instruments. These should only be used by persons specifically trained in the use of the equipment. Forced ventilation should be stopped during the test (preferably 10 minutes before the test). Where appropriate, the space test should be conducted at as many different levels as possible to obtain a representative sample of the atmosphere in the space. In some cases, it may be difficult to test the atmosphere in an enclosed space without entering the space (e.g., the landing of a staircase). The use of flexible hoses or fixed sampling lines reaching far areas within the enclosed space can allow for safe testing without having to enter the space. If the atmosphere in the enclosed space is classified as unsafe or questionable following a risk assessment, the space should only be entered when there are no practical alternatives. This should only be for further testing, basic operation, life safety, or the safety of the vessel. A breathing apparatus should always be worn during such an entry, and the number of persons entering the space should be kept to the minimum required to perform the work.

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

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

¬An SCBA (Self-Contained Breathing Apparatus) with a fully charged spare cylinder.

¬Life rope and rescue harness. The life rope must be of sufficient length and strength and detachable in case of entanglement.

¬Fire extinguisher,

¬Equipment for lifting a disabled person (e.g., stretcher) and,

¬Portable atmospheric testing equipment.

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

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

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

¬Helmet, with chin strap,

¬Gloves,

¬Goggles,

¬Ear protectors,

¬Self-safe torch,

¬Protective footwear,

¬Overalls (protective clothing) and,

¬An ELSA (Emergency Life Support Apparatus), EEBD (Emergency Escape Ventilator), or other emergency escape ventilators.

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

detail the broader elements that an "Access Permission" should encompass. Additional points specific to the entered field can be added as needed:

¬Location, type of work, detailed information of the crew involved, responsible person, officer, and validity period of the permit (this period should never exceed 8 hours),

¬The nature and results of preliminary tests and measures taken to minimize risks and make the work safer,

¬Details of the ventilation system and confirmation that continuous ventilation will be maintained, ¬results of the atmospheric test,

¬Details of the first aid and life-saving equipment deployed, and

¬Confirmation that all personnel are wearing the correct types of personal protective equipment (PPE), including verification of equipment testing, and that the relevant personnel are competent in their use (e.g., respiratory equipment).

10. OTHER MATTERS:

Validity of the Dangerous Goods Conformity Certificate :

a. The Dangerous Goods Compliance Certificate is updated every three years through applications submitted to the General Directorate of Maritime Affairs.

Defined Responsibilities for Dangerous Goods Safety Advisors:

According to the Regulation on the Transportation of Dangerous Goods by Sea, as of January 1, 2018, all activities related to the transportation of dangerous goods must involve the employment of a "Dangerous Goods Safety Consultant" at the port facility or the procurement of consultancy services.

10. 2.1 The consultant's main duties

10.2.1.1 Monitoring compliance with requirements regarding the transport of Dangerous Goods .

10.2.1.2 To provide recommendations to the coastal facility regarding the transport of Dangerous Goods.

10.2.1.3 Preparing an annual report for the coastal facility operator regarding the activities of the coastal facility operator in the transportation of Dangerous Goods. (Annual reports are kept for 5 years and submitted to the administration upon request.)

10.2.2 To follow the practices and methods specified below;

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

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

10.2.2.3 Whether the coastal facility takes into account the specific requirements regarding the dangerous goods being transported when purchasing transport vehicles for the handled dangerous goods,

10.2.2.4 Control methods for equipment used in the transport, loading and unloading of Dangerous Goods .

10.2.2.5 Whether coastal facility employees receive appropriate training, including changes in legislation, and whether records of this training are kept.

10.2.2.6 Suitability of emergency procedures to be applied in the event of an accident or incident affecting safety during the transport, loading or unloading of Dangerous Goods .

10.2.2.7 Suitability of reports prepared regarding serious accidents, incidents, or serious breaches occurring during the transport, loading, or unloading of Dangerous Goods .

10.2.2.8 Determining what measures are necessary to prevent the recurrence of accidents, incidents, or serious violations, and evaluating the implementation of these measures.

10.2.2.9 To what extent the rules regarding the selection of subcontractors or third parties and the transport of Dangerous Goods are taken into account,

10.2.2.10 Determining whether employees involved in the transport, handling , storage, and loading/unloading of Dangerous Goods have detailed knowledge of operational procedures and instructions.

10.2.2.11 Suitability of measures taken to be prepared for risks during the transport, handling , storage and loading/unloading of Dangerous Goods.

10.2.2.12 Procedures regarding all mandatory documents, information, and records related to Dangerous Goods .

10.2.2.13 Procedures for the safe approach, mooring, loading /unloading, sheltering or anchoring of vessels carrying dangerous goods at shore facilities, both day and night.

10.2.2.14 Procedures regarding additional measures required according to seasonal conditions for loading, unloading and handling of Dangerous Goods.

10.2.2.15 Procedures for fumigation , gas measurement and degassing operations. Procedures for keeping records and statistics of Dangerous Goods .

10.2.2.16 Accuracy of matters relating to the coastal facility's ability, capability, and capacity to respond to emergencies,

10.2.2.17 Suitability of regulations for initial responses to accidents involving Dangerous Goods ,

10.2.2.18 Procedures for the handling and disposal of damaged Dangerous Goods and waste contaminated with Dangerous Goods .

10.2.2.19 Checking information about personal protective equipment and procedures for their use.

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

Road vehicles bringing dangerous goods to or taking dangerous goods from the port shall, at the port's entry and exit points, carry out general checks as well as their own necessary registration and control, if deemed necessary by the responsible officer or employee at the Gelibolu Ferry Terminal operator's shore facility.

According to the Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) and the Regulation on the Transport of Dangerous Goods by Road;

a. Dangerous Goods Transport Driver Training Certificate (SRC 5) / ADR Driver Training Certificate
b. Valid dangerous goods transport document for the tanker (Vehicle Conformity Certificate/ADR Conformity Certificate)
c. in ADR , a photocopy of the transport permit obtained from the relevant/authorized authorities is required.
d. Dangerous Goods and Dangerous Waste Mandatory Financial Liability Insurance Policy
e. The vehicle carrying Dangerous Goods has a plain orange plate on the front and rear.
f. Dangerous goods transport document
g. Written instructions given by the carrier to the driver regarding how vehicle personnel should act in case of danger or accident, in accordance with ADR regulations.
h. Personal and emergency protective equipment specific to the Loads being carried in the vehicle.
i. For dangerous goods transported in more than one mode , refer to the Multimodal Dangerous Goods Transport Form in ADR Section 5.4.5.

Speed Limit in Port Area:

The maximum speed limit for road vehicles entering the port area to load or unload Loads is 10 km/ h . Administrative penalties will be applied to vehicles found exceeding the speed limit.

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

Signals to be Displayed by Ships Carrying Dangerous Goods in Port :

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

Additional considerations to be added by the coastal facility.

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

Guide Update and Distribution:

A copy of this guide will be available at the Çanakkale Regional Port Authority, and another copy at the Gelibolu Ferry Terminal Pier (Piers Operations Directorate). The distribution and announcement of this guide to all relevant port employees, facility users, Loads handlers, and public authorities will be handled by the Piers Operations Directorate.

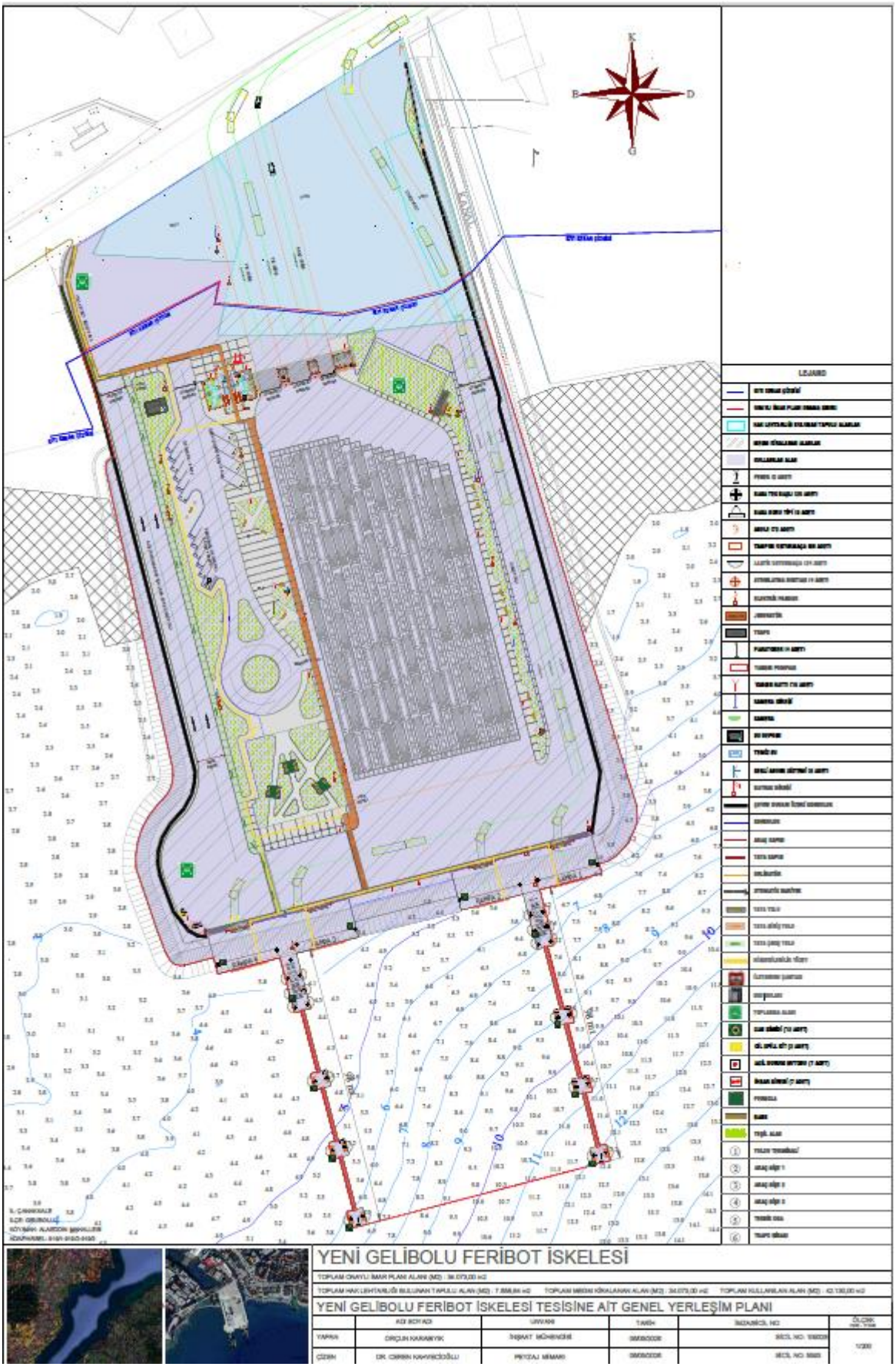
Changes to this guide will be made by the Piers Operations Directorate in accordance with changing legislation and conditions.

All relevant facility personnel, Loads handlers, public authorities, and facility users will be able to access this guide through the Gestaş A.Ş. website .

Approval and Execution:

Gestaş A.Ş. Piers Operations Directorate is responsible for the implementation of this guide .

Appendix 1: Gallipoli Ferry Terminal General Layout Plan



Appendix 2: Gallipoli Ferry Terminal General view photo:

APPENDIX-3: Emergency Contact Points and Communication Information:

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

	Telephone	Fax	VHF
Gelibolu State Hospital	**0 286 566 10 35**	**0 286 566 32 00**	
Gelibolu Municipality	**0286 566 93 33**	**0 286 566 03 02**	
Çanakkale Port Authority	0 286 212 98 76	0 286 212 98 79	
Main Search and Rescue Coordination Center	0312-232-47-83	0312-232-08-23	
Canakkale Ship 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 Maritime Police	0286-263-55-00	0286-263-11-19	
Maritime Police	155		
Coast Guard Çanakkale Directorate	0286-213-50-25	0286-213-47-50	
HELLO Coast Guard	151		
Çanakkale Meteorological Station	0286-217-10-44	0286-217-53-50	67
Çanakkale Coastal Health Inspection Center BT	0286-217-11-64	0286-212-50-61	
Çanakkale Pilotage Station	0286-566-16-12		71
Mehmetçik Guidance Station	0286-862-00-06		71

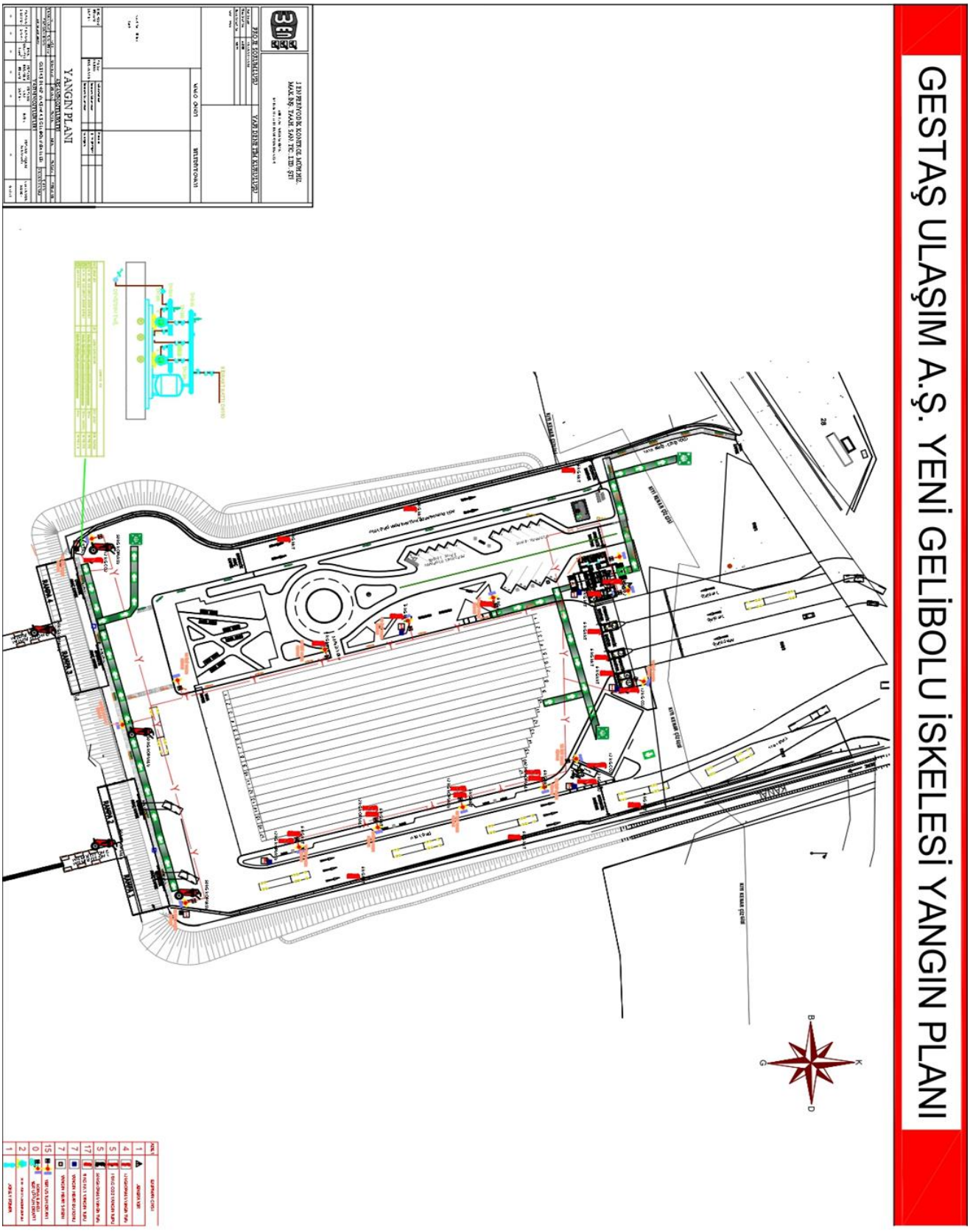
Fire	110
Emergency Medical Services	112
Police Emergency	155
Gendarmerie Emergency	156
Hello, Municipal Police	153
Hello Traffic	154
Hello Coast Guard	158
Electrical Fault	186
Gas Malfunction	187
Water Fault	185
Phone Malfunction	121
Health Consulting	184
Poison Control	114
Funeral Services	188

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

- It is the same as Annex-1.

APPENDIX 5: Fire Plan for Areas Where Dangerous Goods Are Handled

- Since no Dangerous Goods are handled at our pier, the general fire plan is implemented.



Appendix 6: General Fire Plan of the Facility:

- It is the same as Annex-5.

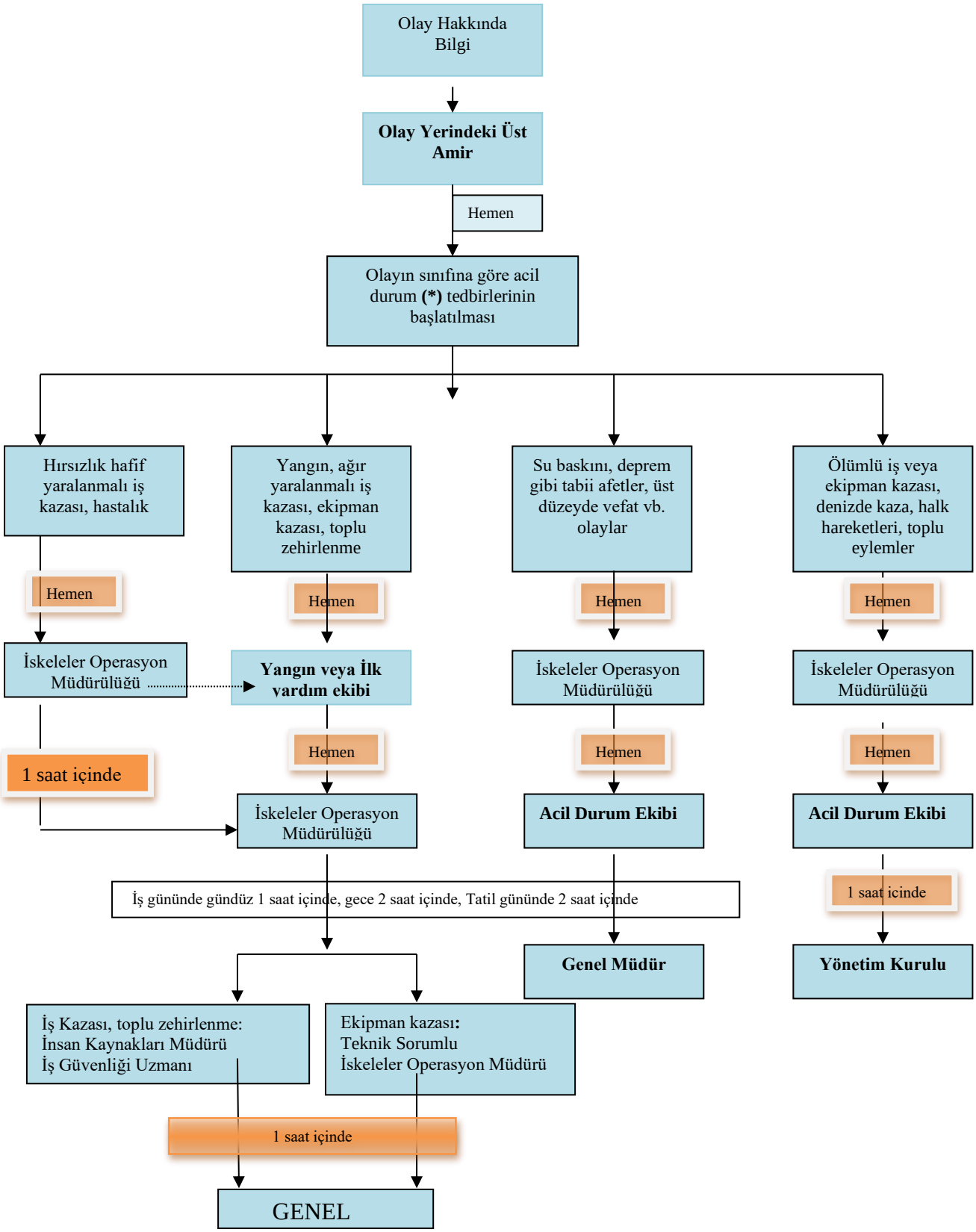
Appendix 7: Emergency Plan:

- It is the same as Annex-5.

Appendix 8: Emergency Assembly Point Plan:

Appendix 9: Emergency Management Scheme:

GESTAS GELIBOLU FERRY TERMINAL EMERGENCY MANAGEMENT CHART



APPENDIX 10: DANGEROUS LOADS HANDBOOK:

Examples can be found at the piers. (NOT INCLUDED)

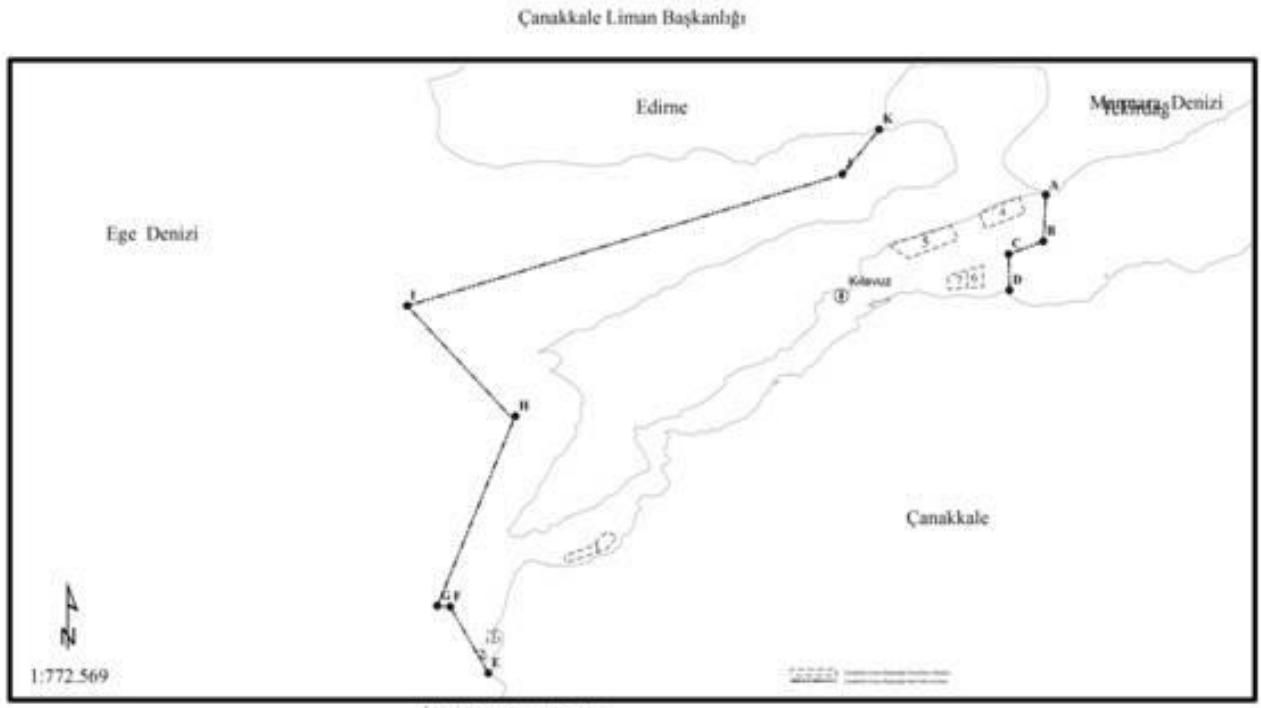
APPENDIX-11: Administrative Boundaries of the Regional Port Authority, anchorage areas:

ANCHORING AREAS

(Çanakkale Regional Port Authority General Directorate - 24/10/2013)

The coordinates of the anchoring areas within the administrative boundaries of our Presidency were changed by the "Regulation Amending the Ports Regulation" published in the Official Gazette dated 22.10.2013 and numbered 28799.
ÇANAKKALE REGIONAL PORT AUTHORITY

A) Port administrative area boundary
The port administrative area of the Çanakkale Regional Port Authority is the sea and coastal area between the line connecting coordinates (a), (b), (c) and (d) and the line connecting coordinates (e), (f), (g), (h), (ı), (j) and (k).
a) 40º 33′ 00" N – 026º 58′ 12" E
b) 40º 28′ 48" N – 026º 58′ 12" E
c) 40º 27′ 42" N – 026º 55′ 00" E
d) 40º 24′ 24" N – 026º 55′ 00" E
e) 39º 50′ 27" N – 026º 08′ 15" E (Kum Burnu)
f) 39º 56′ 21" N – 026º 04′ 48" E (Rabbit Island Palamut Cape)
g) 39º 56′ 27" N – 026º 03′ 39" E (Northwest of Tavşan Island)
h) 40º 13′ 00" N – 026º 10′ 30" E
i) 40º 23′ 00" N – 026º 00′ 00" E
j) 40º 34′ 42" N – 026º 40′ 00" E
k) 40º 38′ 36" N – 026º 43′ 33" E



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

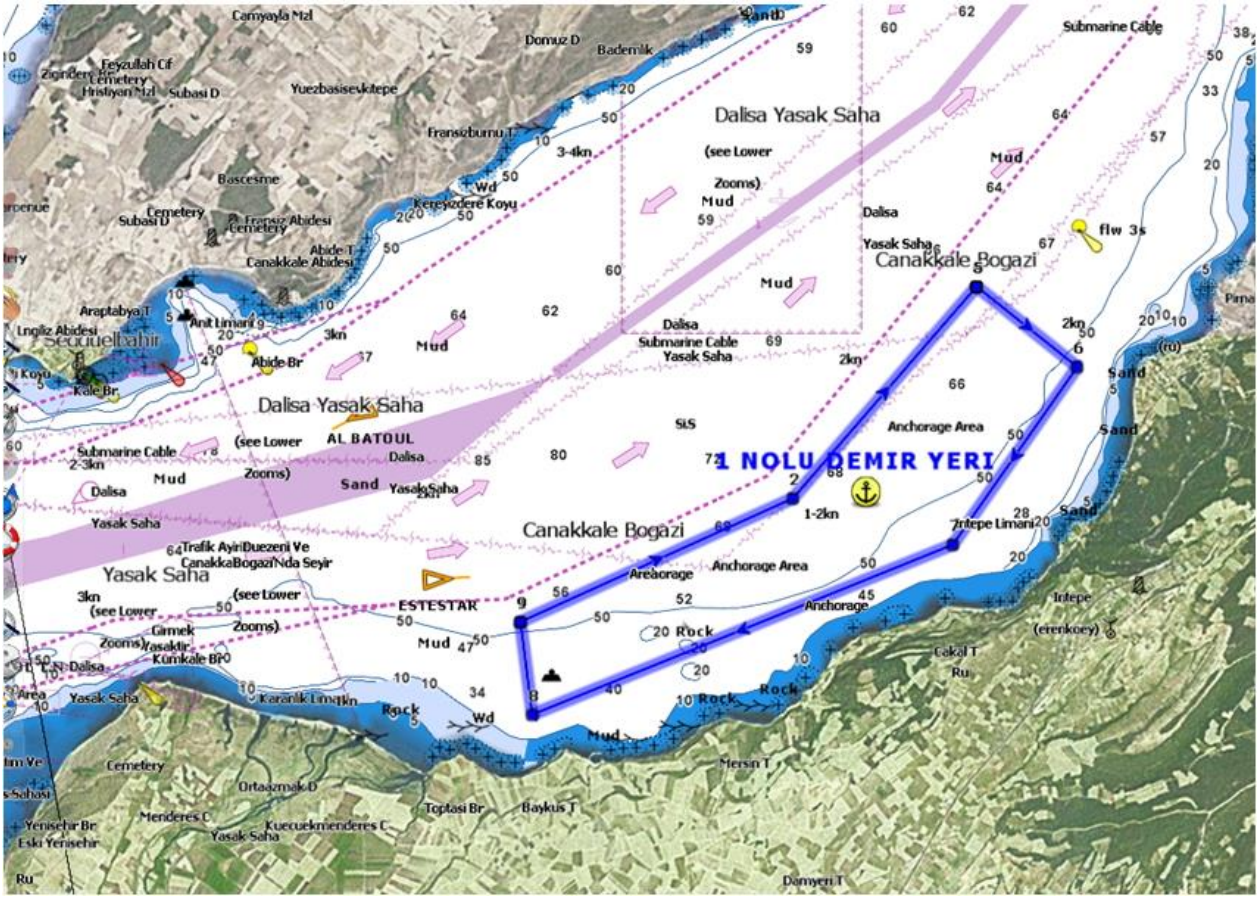
İdari Saha Koordinatları
F) 39° 56' 21" K – 026° 04' 48" D
G) 39° 56' 27" K – 026° 03' 39" D
H) 40° 13' 00" K – 026° 10' 30" D
I) 40° 23' 00" K – 026° 00' 00" D
J) 40° 34' 42" K – 026° 40' 00" D
K) 40° 38' 36" K – 026° 43' 33" D

Demirleme Sahaları
1 - Tehlikeli Madde Taşımayan Gemiler
2 - Yakıt İkmali 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 İkmali ve Atık Alım Hizmeti Yapacak Gemiler
7- Tehlikeli Madde Taşımayan Gemiler

b) Anchorage areas:

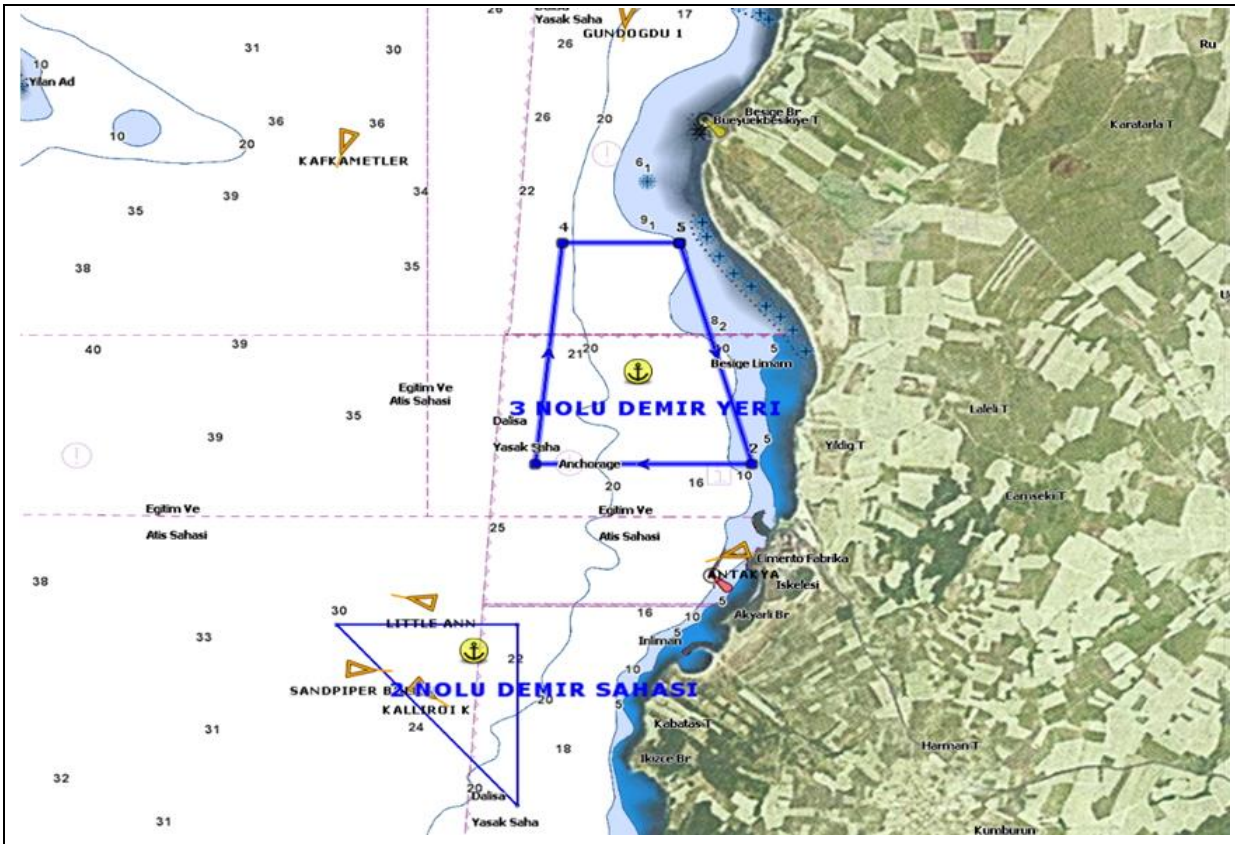
Anchorage Area No. 1: The anchorage area for vessels not carrying Dangerous Goods and military vessels is the sea area formed by the following coordinates.

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



Anchorage Area No. 2: The anchorage area for vessels that will be anchored for a short period, vessels refueling, and vessels disposing of waste is the sea area formed by the following coordinates.
1) 39º 51' 30" N – 026º 08' 00" E
2) 39º 52' 24" N – 026º 08' 00" E
3) 39º 52' 24" N – 026º 07' 00" E

Anchorage Area No. 3: The anchorage area for vessels arriving at coastal facilities in Çanakkale is the sea area formed by the following coordinates.
1) 39º 54' 18" N – 026º 08' 54" E
2) 39º 53' 12" N – 026º 09' 18" E
3) 39º 53' 12" N – 026º 08' 06" E
4) 39º 54' 18" N – 026º 08' 15" E



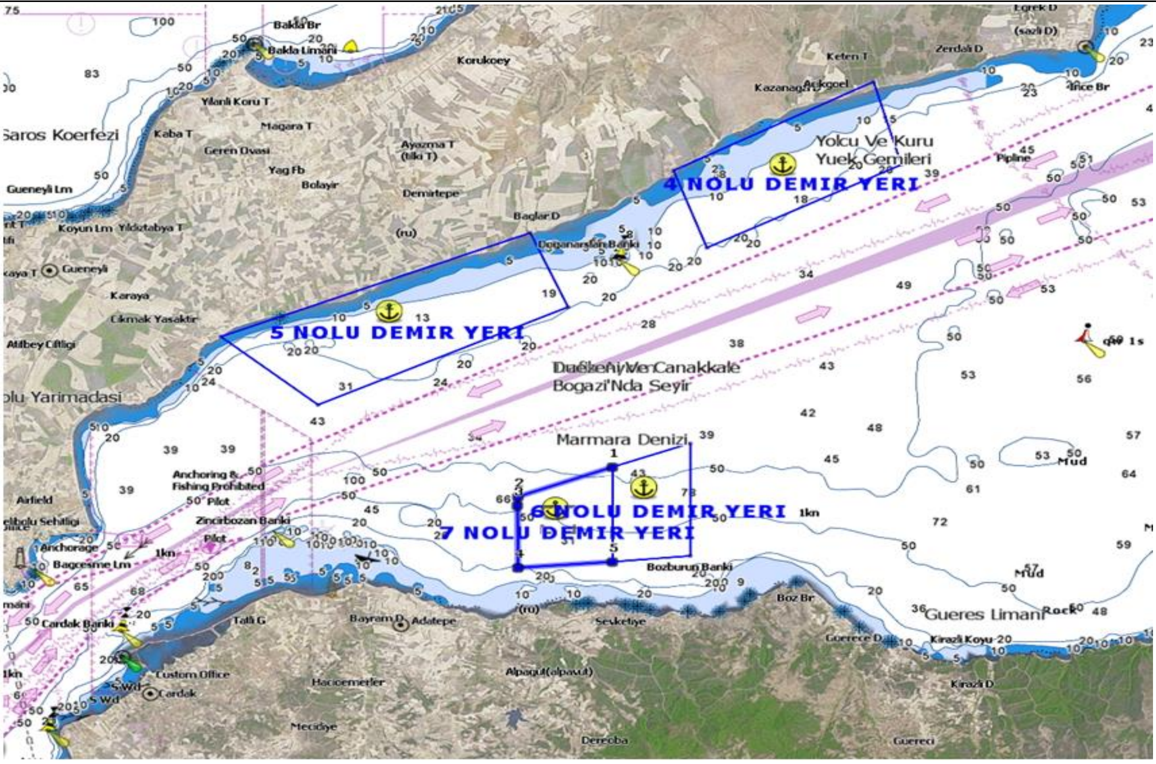
Anchorage Area No. 4: The anchorage area for vessels not carrying Dangerous Goods and military vessels is the sea area formed by the following coordinates.
1) 40º 32´ 48" N – 026º 56´ 00" E
2) 40º 31´ 24" N – 026º 56´ 30" E
3) 40º 30´ 00" N – 026º 53´ 00" E
4) 40º 31´ 18" N – 026º 52´ 24" E

Anchorage Area No. 5: The anchorage area for vessels not carrying Dangerous Goods and military vessels is the sea area formed by the following coordinates.
1) 40º 28´ 30" N – 026º 44´ 15" E
2) 40º 27´ 21" N – 026º 46´ 00" E
3) 40º 29´ 03" N – 026º 50´ 30" E
4) 40º 30´ 15" N – 026º 49´ 51" E

Anchorage area number 6: The anchorage area for vessels carrying Dangerous Goods, vessels disposing of waste, and vessels refueling is the sea area formed by the following coordinates.
1) 40º 26´ 42" N – 026º 52´ 42" E
2) 40º 24´ 48" N – 026º 52´ 42" E
3) 40º 24´ 42" N – 026º 51´ 18" E
4) 40º 26´ 18" N – 026º 51´ 18" E

Anchorage area number 7: The anchorage area for vessels not carrying Dangerous Goods and military vessels is the sea area formed by the following coordinates.
1) 40º 25´ 48" N – 026º 49´ 36" E
2) 40º 24´ 36" N – 026º 49´ 36" E
3) 40º 24´ 42" N – 026º 51´ 18" E
4) 40º 26´ 18" N – 026º 51´ 18" E

C) Pilot boarding and disembarkation point
40º 22' 00" N – 027º 57' 12" E
40º 23' 21" N – 027º 56' 00" E



4 NOLU DEMIR YERI
Yolcu Ve Kuru
Yuek Gemileri
5 NOLU DEMIR YERI
6 NOLU DEMIR YERI
7 NOLU DEMIR YERI
Marmara Denizi
Saros Koerfezi
Anchoring & Fishing Prohibited
Gueres Limani
Bozburun Banki
Zincirbozan Banki
Cardak Banki

APPENDIX 1 2: Emergency Response Equipment for Marine Pollution Located at the Port Facility

ENVIRONMENTAL POLLUTION CONTROL EQUIPMENT MONTHLY CHECKLIST

Serial Number	Environmental Pollution Control Equipment	Inspection Date Description	Checked by: Full Name, Signature
1	OIL SPILL KIT BOX		
2	OIL BOOM (3 MT)		
3	OIL ABSORBING PAD (SORBENT 40X50)		
4	PLASTIC BUCKET		
5	PLASTIC DUSTPAN		
6	SEA SURFACE CLEANER (DISPERANT 30KG)		
7	PVC GLOVES ACID		
8	ACID SMOKE GOGGLES		
9	MOP TASSEL (MOP END)		
10	MOP TASSEL SPRING HANDLE (MOP HANDLE)		
11	LONG BOOTS		
12	LARGE SIZE GARBAGE BAG (65X80)		
13	PAPER BAG		
14	SAWDUST (BAG)		
15			
16			
17			
18			
19			
20			

Environmental Pollution Control Equipment is monitored monthly by the Environment & Quality Management Unit. In accordance with Law No. 5312, a contract is established with …… and marine pollution response equipment is used jointly. The representative of …….. Company stamps and signs the form monthly to declare and guarantee that the equipment is in good working order. This form is placed in the file of that month's Occupational Safety and Health Board Meeting.

E K-13: Personal Protective Equipment (PPE) Usage Map

The Personal Protective Equipment (PPE) that individuals should use in emergency situations and during the transit of high-risk Dangerous Goods is listed below, along with the risk analysis and the PPE recommended for use based on this analysis. The PPE is located in designated cabinets on our pier, and the types and quantities of PPE are indicated on the cabinets.

Gestaş	KİŞİSEL KORUYUCU DONANIM KULLANIMINA İLİŞKİN RİSK BELİRLEME TABLOSU	Doküman No : LS.İSG.02 Yayın Tarihi : 25.02.2014 Rev.No/Tarihi :00/06.07.2020 Sayfa No : 1 / 2

İSKELELER			RİSKLER																				
			FİZİKSEL											KİMYASAL					BİYOLOJİK			
			MEKANİK					TERMAL		ELEKTRİK	RADYASYON		GÜRÜLTÜ	AEROSOLLAR-SIVILAR-GAZLAR-BUHARLAR								
			Yüksekten Düşmeler	Darbeler-Kesikler Çarpmalar-Ezikler	Batmalar-Keskiler Sıyrıklar	Türeşim	Kaymalar Düşmeler	Sıcaklık Alev	Soğuk		İyonize Olmayan	İyonize		Tozlar Lifler	Duman	Buhar	Sıvıya Batma	Sıçrama Püskürme	Zararlı Bakteriler	Zararlı Virüsler	Mantarlar (Mikotik fungi)	Mikrobiyolojik olmayan Antienler
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

EMERGENCY PPE INVENTORY	
Helmet	1 piece (per person)
Face shield	1 piece (per person)
Long-sleeved chemical-resistant gloves	1 piece (per person)
Emergency mask	1 piece (per person)
Chemical-resistant coverall	1 piece (per person)
Chemical-resistant boots	1 piece (per person)

APPENDIX-1 4: DANGEROUS GOODS INCIDENT REPORTING FORM

			28.12.2015
	DANGEROUS GOODS INCIDENTS NOTIFICATION FORM	Revision Date:	0
		Revision No:	0
		Page Number:	58/ 61

Port Facility Name	
Facility Manager	
1. Nature and Time of the Event	
2. Location/Exact Location of the Incident	
3. Information on the Type, Quantity, and Condition of the Affected Goods	
4. Specific Existing Hazards/Marine Pollutants	
5. Details of Dangerous Goods Markings and Labels	
6. If the consignment is classified by the IMDG Code, the appropriate Shipping Name, Class (section of products and compliance group, where assigned to Class 1), UN number and Packing Group must be provided.	
7. Name of the Dangerous Goods Producer	
8. Level of Damage/Pollution	
9. The Sequence of Events That Led to the Incident	
10. Number and Types of Injuries/Deaths	
11. Emergency Response Performed	
12. Other Situations to be Mentioned	
13. Wants and Needs	
14. Informant (relevant person) Job Title/Name and Surname/Signature Contact Numbers	

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

APPENDIX-15: DANGEROUS GOODS RECEIPT AND CONTROL FORM:

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

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

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

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

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

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

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

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

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

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

16: DANGEROUS GOODS TRANSPORT FORM

No 0001

Gestaş

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 :		Dorse Plakası :		Şöför Adı Soyadı:	
Araç Plakası :		Dorse Plakası :		Şöför Adı Soyadı:	
Araç Plakası :		Dorse Plakası :		Şöför Adı Soyadı:	

FİRMA YETKİLİSİ	GEMİ KAPTANI	İSKELE BAŞ PERSONELİ

FR.İO.05
Rev00/08.03.2013