



EFESANPORT DANGEROUS GOODS HANDLING GUIDE



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REVISION PAGE

Sequence No	Revision No.	Content of the Revision	Revision Date	Revisionist's	
				Name & Surname	Signature
01		Shore facility operator responsibilities (2.2)	16.12.2021	Ferihan AYAN	
02		Responsibilities of the ship's owner (2.3)	16.12.2021	Ferihan AYAN	
03		Responsibilities of the cargo person (2.1)	16.12.2021	Ferihan AYAN	
04		Carrier's responsibilities (2.6)	16.12.2021	Ferihan AYAN	
05		Loading Safety (3.4)	16.12.2021	Ferihan AYAN	
06		Safe Loading and Parsing (3.4)	16.12.2021	Ferihan AYAN	
07		Cargoes/Goods covered by the IMDG Code (3.4.1)	16.12.2021	Ferihan AYAN	
08		Cargoes covered by the IMSBC Code (3.4.2)	16.12.2021	Ferihan AYAN	
09		Cargoes covered by the IBC Code (3.4.3)	16.12.2021	Ferihan AYAN	
10		Procedure for Safe Conduct of Fumigation and Degassing Operations (1.6)	16.12.2021	Ferihan AYAN	
11		Facility Information Form (1.1)	24.05.2022	Ferihan AYAN	
12		Transport of dangerous goods in the port area and between adjacent ports (3.4.4)	24.05.2022	Ferihan AYAN	
13		Other ship-specific provisions(3.4.5)	24.05.2022	Ferihan AYAN	
14		Information on Quality Management System (7.6)	02.06.2022	Ferihan AYAN	
15		Measures and Procedure for Permission to Enter a Closed Space (9.3)	24.05.2022	Ferihan AYAN	
16		11.19 Dangerous Goods Handling Guidelines Additional Cargo Notification (When necessary)	24.05.2022	Ferihan AYAN	

17		Loading/Unloading, Handling and Storage Procedures for Dangerous Goods Handled and Temporarily Stored at the Port Facility 1.2	29.08.2022	Erdi YILMAZ	
18		Information on Quality Management System 7.6	29.08.2022	Erdi YILMAZ	
19		Closed Space Entry Permit Precautions and Procedures	29.08.2022	Erdi YILMAZ	
20		Dangerous Goods Handbook 11.10	29.08.2022	Erdi YILMAZ	
21		Facility Information Form (1.1)	21.09.2023	Barkın BULUCU	
22		1.3.1 Packaged Loads	21.09.2023	Barkın BULUCU	
23		1.4.1 Bulk Hazardous Solid Loads"	21.09.2023	Barkın BULUCU	
24		1.1 Facility Information Form/ Cargo Handling Equipment	12.06.2025	Barkın BULUCU	
25		11.9 Emergency Management Chart	12.06.2025	Barkın BULUCU	

TABLE OF CONTENTS

1	ENTRY	1-1
1.1	Facility Information Form	1-2
1.2	Loading/Unloading, Handling and Storage Procedures for Dangerous Goods Handled and Temporarily Stored at the Port Facility	1-5
1.2.1	General	1-5
1.3	Procedure for the Safe Handling of Packaged Dangerous Goods	1-6
1.3.1	Packaged Cargoes	1-6
1.3.2	Roro	1-7
1.3.3	Necessity	Hata! Yer işareti tanımlanmamış.
1.3.4	Documentation	1-8
1.3.5	Surveillance	1-9
1.3.6	Operational and emergency information	1-9
1.3.7	General handling precautions	1-10
1.4	Procedure for Safe Handling of Solid Dangerous Goods Operation	1-10
1.4.1	Bulk hazardous solid cargoes	1-10
1.4.2	Necessity	Hata! Yer işareti tanımlanmamış.
1.4.3	Documentation	1-12
1.4.4	Responsibility for compliance	1-13
1.4.5	Emission of hazardous dusts	1-13
1.4.6	Hazardous vapor emission/oxygen deficiency	1-13
1.4.7	Explosive dust emissions	1-13
1.4.8	Simultaneous flammable substances and substances that react with water	1-14
1.4.9	Oxidizing agents	1-14
1.4.10	Incompatible substances	1-14
1.4.11	Loads according to IMSBC CODE that can be handled in our facility ..	1-14
1.5	Procedure for Safe Handling of Hazardous Liquid Bulk Cargoes	1-16
1.5.1	Application	1-16
1.5.2	Necessity	Hata! Yer işareti tanımlanmamış.
1.5.3	Piping installations used for hazardous bulk liquid cargoes	1-19
1.5.4	By the liquid load foreman;	1-19
1.5.5	Ignition sources	1-19
1.5.6	Containment of spills	1-19
1.5.7	Handling	1-19
1.5.8	Initial precautions	1-20
1.5.9	Pumping	1-21
1.5.10	Completion of the operation	1-21
1.6	Procedure for Safe Execution of Fumigation and Degassing Operations	1-21
1.6.1	Application	1-21
1.6.2	Fumigation of warehouses, warehouses or freight forwarding units ..	1-23
2	RESPONSIBILITY	2-1
2.1	Responsibilities of the cargo person	2-1
2.2	Responsibilities of the onshore facility operator	2-1
2.3	Responsibilities of the Shipwreck	2-2

2.4	Dangerous Goods Safety Advisor responsibilities.....	2-3
2.5	3rd parties operating in the port facility, cargo/ship agency, etc. Responsibilities	2-5
2.6	Carrier's Responsibilities	2-5
3	RULES AND MEASURES TO BE FOLLOWED/IMPLEMENTED BY THE PORT FACILITY.....	3-5
3.1	Docking	3-6
3.2	Investigation	3-6
3.3	Identification, packaging, marking, labeling or labeling and certification	3-6
3.4	Secure loading and separation	3-6
3.4.1	Cargoes covered by the IMDG Code	3-7
3.4.2	Payloads covered by the IMSBC Code	3-8
3.4.3	Cargoes covered by the IBC Code	3-9
3.4.4	Transportation of dangerous cargo in the port area and between adjacent ports	3-10
3.4.5	Other provisions specific to ships	3-10
3.5	Emergency operations	3-11
3.6	Emergency information.....	3-11
3.7	Fire precautions	3-12
3.8	Fire fighting.....	3-13
3.9	Environmental precautions	3-13
3.10	Fight pollution.....	3-13
3.11	Reporting Incidents	3-14
3.12	Controls	Hata! Yer işareti tanımlanmamış.
3.13	Hot work and other repair or maintenance work	3-15
3.14	Entrance to confined spaces.....	3-15
3.15	Fumigation of warehouses, warehouses or freight forwarding units.....	3-16
3.16	Contaminated waste	3-16
3.17	Alcohol and drug use.....	3-16
3.18	Weather conditions	3-17
3.19	Lighting	3-17
3.20	Handling Equipment.....	3-17
3.21	Protective equipment	3-17
3.22	Signs	3-17
3.23	Communication.....	3-18
3.24	Fields	3-18
3.24.1	Dangerous cargo areas	3-18
3.24.2	Container stacking areas/rail lines/truck parking areas.....	3-19
3.24.3	Fumigation areas	3-19
3.24.4	Special areas for damaged hazardous cargo and waste contaminated by hazardous cargo	3-19
3.24.5	Repair/cleaning facilities	3-19
3.24.6	Reception activities	3-20
3.25	Education.....	Hata! Yer işareti tanımlanmamış.
4	CLASSES, TRANSPORTATION, ESTIMATION/DISCHARGE, HANDLING, SORTING, STACKING AND STORAGE OF DANGEROUS GOODS.....	4-20

4.1	Classes of dangerous goods.....	4-20
4.2	Packages and packaging of dangerous goods.	4-25
4.3	Cards, license plates, brands and labels for dangerous goods.	4-27
4.3.1	Tags	Hata! Yer işareti tanımlanmamış.
4.3.2	Placards	4-27
4.4	Markings and packing groups of dangerous goods.	4-33
4.4.1	Packaging Groups, Classification Criteria	4-33
4.4.2	UN Packaging and Approval Mark	4-33
4.5	Separation tables on board and in port according to the classes of dangerous goods.	4-34
4.5.1	Separate Storage and stacking principles	4-34
4.5.2	IMDG Code separate storage, stacking and Dangerous Goods list	4-35
4.6	Separation distances of dangerous cargoes in warehouse storage and separation terms.....	4-37
4.6.1	Separate Storage	4-37
4.6.2	Separation of Load Transport Units	4-38
4.6.3	Separate Storage in Port Areas.....	4-38
4.7	Dangerous goods documents.	4-41
4.7.1	Documents required for the shipment of dangerous goods.....	4-41
4.7.2	Declaration Regulation for Dangerous Goods	4-42
4.7.3	Container / Vehicle Packaging Certificate.....	4-43
4.7.4	Multimodal Model Transport Certificate	4-43
5	HANDBOOK ON HAZARDOUS CARGOES HANDLED AT SHORE FACILITY	5-1
6	OPERATIONAL CONSIDERATIONS	6-1
6.1	Procedures for the safe berthing, mooring, loading/unloading, accommodation or anchoring of vessels carrying dangerous goods day and night.	6-1
6.2	Procedures for the discharge and evacuation of dangerous goods and additional measures to be taken according to seasonal conditions.	6-2
6.3	Procedures for keeping flammable, combustible and explosive materials away from operations that create/can cause sparks, and not operating tools, equipment or tools that create/can create sparks in dangerous goods handling, stacking and storage areas.	6-2
6.4	Procedures for fumigation, gas metering and degassing work and operations.	6-3
7	DOCUMENTATION, CONTROL AND REGISTRATION	7-3
7.1	What are all mandatory documents, information and documents related to dangerous goods, and the procedures for their supply and control by the relevant persons.	7-3
7.2	Procedures for maintaining an up-to-date list of all hazardous materials and other relevant information at the shore facility site in a regular and complete manner.	7-4
7.3	Checking that the dangerous goods arriving at the facility are packaged, certified and transported using the shipping names in accordance with the procedures and reporting the control results.	7-5

7.4	Procedures for the provision and possession of hazardous materials safety data sheets (SDS).	7-6
7.5	Procedures for keeping records and statistics of dangerous goods.....	7-6
7.6	Information About Quality Management System.....	7-6
8	EMERGENCIES, EMERGENCY PREPAREDNESS AND RESPONSE	8-6
8.1	Procedures for responding to hazardous substances that pose/may pose a risk to life, property and/or the environment and to hazardous situations involving hazardous substances.	8-6
8.2	Emergency Response Guide	8-9
8.3	Information on the facility's capabilities, capabilities and capacity to respond to emergencies.....	8-11
8.4	Regulations regarding the first response to accidents involving dangerous substances (first response procedures, first aid facilities and capabilities, etc.).	8-11
8.5	Notifications to be made on-site and off-site in case of emergency.	8-12
8.6	Procedures for reporting accidents.	8-13
8.6.1	Communication	8-13
8.6.2	Reports	8-13
8.7	A method of coordination, support and cooperation with official authorities.	8-13
8.8	Emergency evacuation plan for the removal of ships and marine vessels from the Port facility in case of emergency.	8-14
8.8.1	Emergency Separation System Preparation.....	8-14
8.8.2	Occurrence of Emergency Separation	8-15
8.8.3	After Emergency Separation.....	8-15
8.9	Procedures for the handling and disposal of damaged dangerous goods and waste contaminated by hazardous cargoes.....	8-16
8.9.1	Waste Collection and Transportation	8-16
8.9.2	Disposal of Waste	8-16
8.9.3	Contaminated packaging;	8-16
8.10	Emergency drills and their records.	8-17
8.10.1	Training Practices;	8-17
8.10.2	Training Scenarios;	8-17
8.10.3	Emergency Drills to be carried out within the port facility;	8-17
8.11	Information on fire protection systems.....	8-17
8.11.1	Emergency and fire equipment is as follows:	8-17
8.12	Procedures for approval, inspection, testing, maintenance and readiness of fire protection systems.	8-18
8.12.1	Fire Water Tanks and Fire Water	8-18
8.12.2	Fire Water Pumps	8-18
8.12.3	Sprinkler Installation.....	8-19
8.12.4	Fire Hydrant Installation	8-19
8.12.5	Mobile Fire Extinguishers	8-20
8.12.6	Frost Protection.....	8-20
9	OCCUPATIONAL HEALTH AND SAFETY	9-1
9.1	Occupational health and safety measures.....	9-1

9.1.1	Risk assessment.....	9-1
9.1.2	Emergencies	9-3
9.1.3	Training and informing employees	9-4
9.2	Information about personal protective clothing and procedures for using them.	9-4
9.3	Closed Space Entry Measures and Procedures	9-5
9.3.1	Scope and Application Area	9-5
9.3.2	Definitions and Restrictions	9-6
9.3.3	Responsibilities	9-6
9.3.4	Application	9-8
9.3.5	Education.....	9-9
9.3.6	Entering and Working Confined Space	9-9
9.3.7	Abandonment of the Confined Space.....	9-10
9.3.8	Dangerous Atmosphere.....	9-10
9.3.9	Related Documents	9-10
10	MISCELLANEOUS	10-10
10.1	Validity of the Dangerous Goods Certificate of Conformity.	10-10
10.2	Defined tasks for the Dangerous Goods Safety Advisor	10-11
10.3	Issues for those transporting dangerous goods to the port facility by road to/from the port facility (documents that road vehicles carrying dangerous goods must have at the entrance/exit from the port or port facility area, equipment and equipment that these vehicles must have; speed limits in the port area, etc.).	10-11
10.3.1	Packaged dangerous goods and dangerous bulk cargoes (liquid or solid):	10-11
10.3.2	Required documents	10-11
10.3.3	Speed Limit at the port facility.....	10-12
10.4	Issues for those carrying dangerous goods to come/leave the port facility by sea (day/night signs to be shown by ships and marine vehicles carrying dangerous cargo at the port or Port facility, cold and procedures, etc.).	10-12
10.4.1	Arrival by Sea	10-12
10.4.2	Movement by Sea.....	10-13
10.5	Additional considerations to be added by the shore facility.....	10-13
10.5.1	Education.....	10-13
10.5.2	Educational content.....	10-14
10.6	Accident Prevention Policy.....	10-14
10.7	Hot Business Procedure	10-16
10.8	Responsibilities of the Personnel in Charge of the Operation.....	10-19
10.8.1	Operations Supervisor	10-19
10.8.2	Amiri of Vardia.....	Hata! Yer işareti tanımlanmamış.
10.8.3	Occupational Health, Safety and Environmental Specialist	Hata! Yer işareti tanımlanmamış.
10.9	Safe Handling of Dangerous Goods Operation Checklist.....	10-22
10.10	EMS (Emergency Procedures for Ships Carrying Dangerous Goods) and MFAG (Medical First Aid Guide)	10-29
10.10.1	EmS.....	10-29

10.10.2	F3.1.....	Hata! Yer işareti tanımlanmamış.
11	ECLAIR.....	Hata! Yer işareti tanımlanmamış.
11.1	General Layout Plan of the Port Facility	11-30
11.2	Overview Photos of the Port Facility	11-31
11.3	Emergency Touchpoints and Contact Information.....	11-32
11.4	General Layout Plan of the Areas where dangerous goods are handled ..	11-33
11.5	Fire Plan of Areas where Dangerous Goods Are HandledHata! Yer işareti tanımlanmamış.	
11.6	General Fire Plan of the Facility.....	11-34
11.7	Contingency Plan	11-35
11.8	Plan for Emergency Gathering Places	11-36
11.9	Emergency Management Scheme	11-37
11.10	Dangerous Goods Handbook.....	11-38
11.11	Leak Areas and Equipment for CTUs and Packages, Input/Output Drawings	11-45
11.12	Inventory of Port Service Vessels	11-45
11.13	Administrative boundaries of the Port Authority, anchorages and sea coordinates of the pilot's disembarkation/embarkation points	11-45
11.14	Emergency Response Equipment Against Marine Pollution in the Port Facility	11-46
11.15	Personal protective equipment (PPE) usage map	11-46
11.16	Dangerous Goods Incident Notification Form.....	11-48
11.17	Control Results Notification Form for Dangerous Goods Transport Units (CTUs)	11-49
11.18	Other Attachments Required	11-49
11.19	Dangerous Goods Handling Guide Additional Cargo Notification (When Necessary)	11-49
12	ABBREVIATIONS.....	12-50
13	PRESENTATION.....	13-1
14	DEFINITIONS.....	14-1

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	1-1
	 DANGEROUS GOODS HANDLING GUIDE 				

1 ENTRY

- The entry and possession of dangerous goods at the Shore Facility, the subsequent handling of these operations, the general safety and protection of the area, the protection of cargoes, the safety of everyone in or near the shore facility, and the protection of the environment must be checked.
- Life safety at sea is also related to the safety and protection of a ship, its cargo and crew at the shore facility, and the precautions taken regarding dangerous goods before direct unloading/unloading and during handling.
- The recommendations in this guide are limited to dangerous goods in the port area as part of the transport chain. The recommendations in this guide do not apply to dangerous goods generally kept in the port area for storage or used in the port area, but the Administration may wish to check whether such use and storage complies with its statutory national requirements.
- An important prerequisite for the safe transport and loading of dangerous goods is the proper identification, protection, packaging, packaging, safekeeping, marking, labeling, plate affixing and documentation of these cargoes. This will apply regardless of whether the operations are carried out at the shore facility or at facilities away from the shore facility.
- Although land, port and sea elements are included in the general transport chain, it is very important that the persons responsible for the matters specified in 1.4 take all kinds of precautions and that all relevant information is given to the persons involved in the transport chain and also to the final consignment. Attention should be paid to the different possible requirements for different transport methods.
- The safe transport and handling of dangerous goods is based on the correct and precise application of the regulations for the transport and loading of such cargoes, and depends on the judgment of anyone who is fully and thoroughly acquainted with the regulations and is informed of the existing risks related to these matters. This can only be achieved through properly planned and carried out training and retraining of the persons concerned.
- Laws, regulations and related publications are under constant evaluation and are regularly revised. It is very important to use only up-to-date versions. The content of these Laws, regulations and related publications has been reiterated in the recommendations in this guide only to the extent necessary.

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	1-2
	DANGEROUS GOODS HANDLING GUIDE				

1.1 Facility Information Form

General information about the facility is as in the facility information form presented below.

1	Facility operator name/title	Efesanport - Efesan Demir Sanayi ve Ticaret A.Ş.
2	Contact details of the facility operator (address, telephone, fax, e-mail and web page)	Barbaros Boulevard Dr. Orhan Birman Business Center No. 149, 4th Floor 34349 Beşiktaş / İstanbul Phone: 0212 288 70 70 Fax: 0212 288 70 78 Email: info@efesan.com.tr
3	Name of the property	Efesanport Port Facility
4	The province where the facility is located	Kocaeli
5	Contact details of the property (address, phone, fax, e-mail and web page)	Dilovası Industrial Zone, Section 1 D-1006 Street No. 8 Dilovası, Kocaeli Phone: 0262 754 84 61 Fax: 0262 754 51 55 Email: efesanport@efesan.com.tr
6	Geographical area where the property is located	Dilovası/Kocaeli/Marmara Region
7	Port Authority to which the facility is affiliated and contact details	Kocaeli Regional Harbour Master's Office Atalar Neighborhood Sahil Yolu Avenue No. 26 Phone: + 90 262 528 37 54 528 24 34 / 528 46 37 Fax: + 90 262 528 47 90 / 528 51 04 E-posta:kocaeli.liman@uab.gov.tr
8	The Municipality to which the facility is affiliated and its contact details	Dilovası Municipality, Cumhuriyet Neighborhood, Bağdat Avenue No. 94, Dilovası/Kocaeli Phone: 0262 754 88 88 Fax: 0262 754 50 66 Email: iletisim@dilovasi.bel.tr
9	Name of the Free Zone or Organized Industrial Zone where the Facility is located	Dilovası Organize Sanayi Bölgesi 1.Kısım Tuna Cad. No.4 Dilovası-Kocaeli Phone: 0262 754 91 67 – 68 Fax: 0262 754 64 78

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	1-3
	DANGEROUS GOODS HANDLING GUIDE				

		Email: info@dosb.com.tr		
10	Effective date of Port Facility Operation Permit/Temporary Operating Permit			
11	Operating status of the facility (X)	Own load and additional 3rd party (X)	Own burden (...)	3rd Person (....)
12	Name and surname of the facility manager, contact details (phone, fax, e-mail)	İlker TUNCER Phone: 0534 516 82 67 Fax: 0262 754 51 55 Email: ilker.tuncer@efesan.com.tr		
13	Name and surname of the facility's hazardous materials operations officer, contact details (phone, fax, e-mail)	Oğuz YALCIN Phone: 0530 555 84 22 Fax: 0262 754 51 55 E-posta: oguz.yalcin@efesan.com.tr Mehmet DİNÇ Phone: 0545 764 97 33 Fax: 0262 754 51 55 Email: mehmet.dinc@efesan.com.tr		
14	Name and surname of the facility's Dangerous Goods Safety Advisor, contact details (phone, fax, e-mail)	Barkın BULUCU Tel: 0530 676 47 75 Email: barkin.bulucu@efesan.com.tr		
15	Sea coordinates of the facility	40° 46' 06" N 032° 02' 43" E		
16	Types of dangerous goods handled at the facility (cargoes within the scope of MARPOL Annex-I, IMDG Code, IBC Code, IGC Code, IMSBC Code, Grain Code, TDC Code, asphalt/bitumen and scrap cargoes)	Asphalt / Bitumen with cargoes within the scope of IMDG Code, IBC Code, IMSBC Code, Grain Code, TDC Code		
17	Dangerous cargoes handled at the facility (Cargoes other than IMDG Code, which are among the types of cargo in Article 16, will be written separately. The request for additional cargo will be forwarded to the affiliated port authority with the Annex-1 form. It will be added to TYER when deemed appropriate)	Asphalt / Bitume (IBC Code), Timber cargo (TDC Code), Grain cargo (Grain Code), Ferro Silicon (IMDG Code) Ferro Silicon (IMSBC Code)		

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	1-4
	DANGEROUS GOODS HANDLING GUIDE				

18	Classes for handled cargoes, subject to IMDG Code	Grade 4.3 : Ferro Silicon
19	Groups in the characteristic table for cargoes handled, subject to the IMSBC Code	GROUP B
20	Types of vessels that can dock at the facility	Bulk Carrier, General Cargo, Petroleum Product Tanker (Carrying Asphalt Cargo)
21	Distance of the property to the main road (kilometers)	1 Km
22	Facility's distance to the railway (kilometers) or rail connection (Yes/None)	-
23	Name of the nearest airport and distance to the resort (kilometers)	Sabiha Gokcen Airport 32 km
24	Load handling capacity of the facility (tons/year; TEU/Year; Vehicle/Year)	2.500.000 mton /year 250,000 vehicles/year
25	Whether scrap handling is carried out at the facility	Not being done
26	Is there a border gate? (Yes/No)	No
27	Is there a bonded area? (Yes/No)	Yes
28	Load handling equipment and capacities	Mobile Crane- Terex/Fuchs 1 : 16 metric ton Mobile Crane- Terex/Fuchs 2 : 16 metric ton Mobile Crane- Terex/Fuchs 3 : 16 metric ton Mobile Crane- Terex/Fuchs 4 : 21 metric ton Mobile Crane-Sennebogen 3300 :37,7 metric ton Mobile Crane- Gottwald Hmk 300 E :100 metric ton Mobile Crane- Liebherr Lhm 180 :64 metric ton Mobile Crane Sennebogen 850 M :14 metric ton KOMATSU Loader: 27 metric ton BOBCAT Loader: 590 kg
29	Storage tank capacity (m3)	No
30	Open storage area (m2)	36.380 m2
31	Semi-closed storage area (m2)	No
32	Closed storage area (m2)	76.770 m2

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	1-5
	DANGEROUS GOODS HANDLING GUIDE				

33	Designated fumigation and/or defumigation area (m2)	No				
34	Name/title, contact details of the pilotage and towage services provider	Turkuaz Kılavuzluk Hiz. A.Ş.–San Römorkör Hiz. A.Ş. Phone: 0543 219 74 41 – 0530 954 30 20				
35	Has a Security Plan been created? (Yes/No)	No.				
36	Waste Reception Facility capacity (This section will be arranged separately according to the wastes accepted by the facility)	Waste Type		Capacity (m3)		
		-		-		
37	Features of docks/piers, etc.					
Dock/Pier No		Boy (metre)	Width (meter)	Maximum water depth (meters)	Minimum water depth (meters)	Largest ship tonnage and length to dock (DWT or GRT - meter)
Wharf		340	-	7,5	5,5	50,000 DWT
Wharf		225	20	25	10	50,000 DWT
Name of the pipeline (if available at the facility)			Number (pcs)		Length (meters)	Diameter (inch)
Not Available			-		-	-

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

1.2.1 General

- Some cargoes that fall into packaging group I from the cargoes defined as class 1 explosives (except class 1.4), class 7 radioactive substances, class 6.2 infectious substances in the IMDG Code are not taken to the shore facility. These cargoes are called dangerous cargoes that are not accepted and are operated as transit cargo if the authorized administration has permission. Loading and unloading are carried out in a special area in the port facility and they are shipped and removed without waiting in the port facility. Within the scope of MARPOL Annex-I, IMDG Code, packaged, packaged or bale/bundle/bundled cargoes, general cargo cargoes and project cargoes are handled. All kinds of bulk cargo, mines, coal, cement, clinker, fertilizers containing ammonium nitrate and solid bulk cargoes of this type within the scope of the IMSBC Code; Within the scope of the Grain Code, all kinds of bulk grain are handled in the port area. Within the scope of the IBC Code, asphalt from liquid cargoes is handled in the port area as supra. Cargo is not handled

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	1-6
	 DANGEROUS GOODS HANDLING GUIDE 				

within the scope of the IGC Code.

- It will be ensured that the following issues are fulfilled in terms of the safety of the port facility, employees and ships in the port facility in matters such as handling dangerous cargoes coming to the port facility, temporarily keeping them in the port facility, stacking and separation, and storage.
- A coordination meeting will be held at least 1 day before the acceptance of dangerous cargoes to the shore facility and the participation of Operations, Site Planning, HSE, TMGD and other relevant parties will be ensured in this meeting. (The decision to hold this meeting for routine dangerous cargoes accepted at the port can be made by the Operation or HSE / TMGD).
- At the coordination meeting; Regarding the dangerous cargo/s to be accepted at the port;
 1. Risk from hazardous cargo
 2. Interaction with dangerous cargoes present in the shore facility,
 3. interaction with cargoes planned to be accepted into the shore facility in the near future,
 4. Terms of stacking
 5. Decomposition conditions
 6. The need for materials and equipment in terms of Emergency Response
 7. Competence of Emergency Response teams
 8. Interact with neighbouring facilities

The issues are handled within the scope of current IMDG CODE documents and acceptance/rejection or manager decision is taken.
- If a decision is taken at the meeting to accept the dangerous cargo, the management, operation, storage, security, emergency response units are informed and the preparation and acceptance process is initiated.
- In case of the need to inform the Regional Port Authority at the time of admission to the port facility, the Regional Port Authority is notified in writing together with the reasons for the situation.

1.3 Procedure for the Safe Handling of Packaged Dangerous Goods

1.3.1 Packaged Cargoes

- Packaged dangerous cargoes will be loaded/unloaded as supalan in our port facility.
- Packaged cargoes are handled only in bigbags.
- In case of damage/tearing of the Big Bags in the ship, a backup of the packaging is taken from the ship and replaced with a new one.
- In our port, only Ferro Silicon cargo is handled as packaged dangerous cargo. The UN number in the safety data sheet of the cargo is checked and the relevant cargo is handled.
- The loading and unloading program is prepared 1 day in advance at the operation meeting. In this meeting, the equipment, crane, crew, number of posts and docks to be used are determined. The personnel who will work in the operation are informed about the danger of the load and equipped with

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	1-7
	 DANGEROUS GOODS HANDLING GUIDE 				

the necessary protective equipment. Perimeter safety is ensured by HSE. Personnel are not assigned to the ship's hold and in the field without gas measurements.

- Necessary warnings are made so that the trucks do not load more than the restraint, and those responsible pay the necessary attention in this regard.
- Drivers will be kept at the specified point away from the vehicle during vehicle loading and unloading. It will be checked that the driver has the necessary protective equipment.
- Occupational safety in the working area, control of equipment, entry and exit of external persons, safe handling of cargo, environmental cleaning and control of these works are carried out appropriately are in the hands of the shift supervisor.
- The working order is the port master, the sergeant and the ship 2. It is organized with the captain. The port supervisor ensures that the loading/discharge is carried out according to the approved cargo plan. The responsibility for loading and unloading in accordance with the cargo plan belongs to the port supervisors.

1.3.2 Roro

- Land tankers carrying LPG/LNG and liquid dangerous goods are transported by RORO vessels within the rules determined by the Regional Port Authority. Land tankers carrying dangerous goods are carried out landing / boarding operations on ships without being parked in the port area. During the in-port movements of land tankers, the necessary traffic control personnel are directed and the tankers are disembarked and embarked.
- A parking area has been designated for freight transport units transporting dangerous cargo from the shore facility. In this area, the necessary separation process will be carried out according to the classes of dangerous goods.
- Vessel for loading operation 2. They are loaded according to the captain's approved loading stowage plan. Load transport units containing dangerous goods must be specified in the plan and the necessary separation rules are followed. Loading vessel 2. It is carried out under the supervision of the captain or the ship's personnel and the responsibility belongs to the ship.
- To the port supervisor to the approved ship evacuation plan for the evacuation operation 2. It is issued by the captain. Under the supervision of the ship's personnel, according to the evacuation plan, the cargo transport units are lowered from the ship ramp to the dock. Cargo transport units containing dangerous goods are taken either directly out of the port area or to the designated dangerous cargo area at the port.

1.3.3 Requirements

- Depending on the capacity and location of the facility; Electric and diesel engine water pump for cooling purposes with sufficient power and capacity, connected with water tanks of sufficient volume, fire hydrant connected to fire

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	1-8
	 DANGEROUS GOODS HANDLING GUIDE 				

pipes of sufficient number/diameter where necessary, fire cabinet, backup energy production devices (generator) of sufficient power, sufficient number of foam (for buildings and extinguishing works other than liquefied gas fire) and dry chemical/powdered fixed/mobile fire extinguishing devices and details of the article 8.10 The specified fire equipment is equipped.

- It will be ensured that the personnel involved in the loading/unloading of packaged dangerous goods in the port facility receive training on emergencies (fire, explosion, leakage, etc.) and response, occupational health and safety, ISPS code security awareness training and safety issues specified in article 10.4 in accordance with their job descriptions and working areas.
- The communication equipment used is used in the loading/unloading and handling of dangerous goods; It will be in a safe and usable type and in sufficient condition to ensure uninterrupted communication, in working order and in good condition.
- Necessary warnings, warning signs and fire alarm buttons will be checked to be visible and easily accessible. In dangerous places and situations, the relevant personnel will be equipped with personal protective clothing and equipment in accordance with occupational safety and worker health criteria. Personnel who do not have personal protective clothing and equipment suitable for their job descriptions and working areas will not be employed.
- Class 4.3 Packages containing hazardous substances that emit flammable gases in contact with water and cargo carrying units containing such packages shall be stored in stacking areas that are covered and will not be affected by rain, sea water and similar factors. The area to be stored will be equipped with warning signs indicating its risks. CTUs containing these hazardous substances will be stored in open facility areas if they will not be affected by rain, sea water and similar factors.

1.3.4 Documentation

- Passenger ships and cargo ships of 500 gross tons or more, built on or after September 1984 and carrying dangerous goods, must comply with the requirements of SOLAS 1974 regulation II-2/19. In this regard, such vessels are required to carry a Certificate of Conformity in accordance with SOLAS regulation II-2/19.4 of 1974 as proof that the ship complies with the special requirements for ships carrying dangerous goods set out in SOLAS regulation II-2/19. Cargo vessels of less than 500 gross tonnes built on or after 1 February 1992 must comply with the provisions of SOLAS 1974 regulation II-2/19 and be recorded in this Certificate of Conformity, unless the Administrations reduce the requirements.
- The Certificate of Conformity also provides information about the classes of dangerous goods that can be transported.
- A vessel carrying packaged dangerous goods must have a special list or manifest indicating the dangerous cargo, marine pollutants and their location on board. As such a special list or manifest, a detailed stowage plan can be

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	1-9
	 DANGEROUS GOODS HANDLING GUIDE 				

used, which identifies the dangerous cargoes on board and shows the location of the marine pollutants according to their class. IMO FAL form 7 contains such a manifesto format.

- The list or manifest of hazardous products and/or marine pollutants shall be based on the documentation and certification required by section 5 of the IMDG Code and shall include the stowage location and total quantity of dangerous cargo and/or marine pollutants on board and shall be notified to our facility by the agency.

1.3.5 Supervision

- After the ship docks at the interface, the Port supervisor and the Chief of Operations are on board the facility to ensure that action is taken according to the risks involved in the cargoes and to inform the captain of the steps to be taken in case of an emergency, in order to supervise the transportation of dangerous cargoes within the areas of responsibility of the captain and the Port Authority. The captain is responsible.
- The person in charge of the ship is usually the second mate or cargo officer. Port Supervisor and Chief of Operations 2. It will ensure the continuity of communication with the captain.

1.3.6 Operational and emergency information

- Operations officers shall have the following information regarding all dangerous cargoes transported or transported within their area of responsibility.
- Definition of dangerous goods in accordance with section 5.4 of the IMDG Code;
- Details of the special equipment needed for the safe transport of a particular dangerous cargo;
- Emergency procedures including steps to take in the event of a spill or leak, countermeasures to be taken against accidental contact, fire suppression procedures, and appropriate fire extinguishing means.
- When special equipment is needed for the transport of dangerous goods, information on this equipment and relevant test and inspection certificates will be immediately made available to the captain, the Port operator and the responsible persons.
- Information on emergency procedures will be provided to the vessel and the persons responsible for cargo handling. This information will be placed on board the cargo office and in a place where it is immediately accessible to those concerned.
 - This information will include emergency procedures at the dock, fire and emergency regulations at the dock, and telephone numbers of the fire brigade, ambulance, police and competent authorities who must be informed in the event of an accident involving dangerous goods.
 - In the event of an accident related to dangerous cargoes, the phone number of the port supervisor and the emergency phone number to be

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	1-10
	 DANGEROUS GOODS HANDLING GUIDE 				

called will also be included.

- The Port supervisor is responsible for keeping records of the loading and/or discharge dangerous goods regarding their position on the ship or in the Port facility, and his duties will be communicated in writing. The responsibility of the port supervisor is to keep these records regarding the positions of dangerous goods; In case of emergency, it will be able to be presented to the relevant parties and support the emergency response to be made, and it will be kept in a place where the relevant people can easily reach it.

1.3.7 General handling precautions

- The port authority is responsible for:
 - All persons involved in the transport of dangerous goods shall take due care to prevent damage to packaging, unit cargoes and load handling units.
 - When transporting dangerous goods, necessary measures will be taken to prevent access to the transport areas by unauthorized persons.
 - If there is a problem in the storage of dangerous goods, it will be ensured that the necessary feasible steps are taken to minimize the existing risks to persons and their negative effects on the environment.
 - Packages and packages to be used in the activities of replacing and repairing load carrying units or placing damaged packages in rescue packages will be produced and certified in accordance with the nature of the dangerous goods and within the scope of the provisions of IMDG Code Section 6.
 - The handling and temporary storage operations to be carried out shall be carried out in accordance with the separation rules specified in Table 1 (Separation Schedule for Dangerous Goods in Port Areas) in the Annex of the "Recommendations on the Safe Transport of Dangerous Goods and Related Activities in Port Areas" of the International Maritime Organization (IMO) Circular No. MSC/Circ.1216 specified in Chapter 4. Chapter 4 also details it.
 - Fumigated and/or containing toxic gas shall be stacked in such a way that their covers cannot be opened uncontrollably.
 - There is no enclosed space for packages containing Class 4.3 hazardous substances that emit flammable gases in contact with water and for load transport units containing such packages. If containers containing Class 4.3 cargo are not affected by plain rain, sea water and similar factors, they can be stacked in the port area, taking into account the separation rules. In other conditions, it is not allowed to be handled and entered into the port facility.

1.4 Procedure for Safe Handling of Solid Dangerous Goods Operation

In our port facility, dangerous cargoes in solid form are handled as suprans. It will not be stored at the port facility. Only Ferro Silicon cargo is handled as solid dangerous cargo in our port.

1.4.1 Bulk hazardous solid cargoes

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	1-11
	 DANGEROUS GOODS HANDLING GUIDE 				

- The UN number in the safety data sheet of the cargo is checked and the relevant cargo is handled.
- Hazardous solid bulk cargoes are handled in such a way that they are not contaminated with other cargoes.
- The loading and unloading program is prepared 1 day in advance at the operation meeting. The equipment, crane, crew, number of posts and dock to be used in this meeting are determined. The personnel who will work in the operation are informed about the danger of the load and equipped with the necessary protective equipment. Perimeter safety is ensured by HSE. Personnel are not assigned to the ship's hold and in the field without gas measurements.
- The loading and unloading program is prepared 1 day in advance at the operation meeting. The equipment, crane, crew, number of posts and dock to be used in this meeting are determined. The personnel who will work in the operation are informed about the danger of the load and equipped with the necessary protective equipment. Perimeter safety is ensured by HSE. Personnel are not assigned to the ship's hold and in the field without gas measurements.
- Necessary warnings are made so that the trucks do not load more than the rest, and those responsible pay the necessary attention in this regard. After loading, the trucks must be covered.
- Drivers will be kept at the specified point away from the vehicle during vehicle loading and unloading. It will be checked that the driver has the necessary protective equipment.
- Occupational safety in the working area, control of equipment, entry and exit of external persons, safe handling of cargo, environmental cleaning and control of these works are carried out appropriately are in the hands of the shift supervisor.
- The responsibility for loading and unloading in accordance with the cargo plan belongs to the port supervisors.
- In the event that the discharge of the ship is partially completed, gas measurements will be made before the assignment is made for the evacuation of the cargo remaining in the hold of the ship.
- A tarpaulin is laid between the ship and the dock and a responsible person is designated for a clean-up for cargo scattered in the vicinity.

1.4.2 Requirements

- While determining the areas where the dangerous cargo is handled according to the risks; administrative buildings, other facilities adjacent to the facility and the types of cargo handled in these facilities, the characteristics of other cargoes temporarily stored and handled in the facility, and the fastest and safest access opportunities for responding to emergencies will be taken into account.
- Additional safety and security measures to be taken at shore facilities and

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	1-12
	 DANGEROUS GOODS HANDLING GUIDE 				

these measures will be provided by the Operations department.

- Appoint a Port supervisor and Chief of Operations responsible for handling hazardous solid bulk cargoes and their duties are defined in the quality management system.
- Electrical equipment, equipment and equipment to be used in areas where hazardous substances are handled shall be of standards suitable for use in flammable, combustible or explosive environments. Electric lamps other than arc lamps will be used during cargo operations for hazardous solid bulk cargoes and these lamps will be gastight.
- A sufficient number of appropriate personal protective clothing, equipment and equipment shall be provided to counter the characteristics of the hazardous solid bulk cargoes handled and the risks they may pose.
- The concentration of toxic or flammable gases and their possible emissions in the areas where dangerous solid bulk cargoes emitting toxic or flammable gases are handled will be regularly checked with gas measuring devices and measurements will be recorded.
- The perimeter of the areas where dangerous substances such as coal, which burn on their own but are not affected by water, are stored, should be equipped with water cannons and irrigation operations will be carried out to prevent combustion. When declaring a temporary storage area, it will be taken into account whether the surroundings of the area have a drainage system where polluted water will be collected.
- Tarpaulins that will prevent solid bulk dangerous cargoes from falling into the sea during their discharge from the ship or loading on the ship will be kept between the ship and the dock during the operation.
- The captain of the vessel who will load/unload dangerous solid bulk cargo will receive a detailed loading/unloading plan containing details about the location and quantities of the cargo on the ship by the operations officer before starting the loading/unloading process. An agreement will be reached between the ship's captain and the operations officer regarding the loading/unloading plan in question.
- The ship master and the operations supervisor are responsible for the operations for the transportation, handling or loading/unloading of dangerous solid bulk cargoes within their areas of responsibility, in accordance with the "International Maritime Solid Bulk Cargo Code (IMSBC Code)", "Code of Practice for the Safe Loading and Unloading of Bulk Carriers (BLU Code)", "Regulation on the Safe Loading and Unloading of Bulk Carriers" published in the Official Gazette dated 31.12.2005 and numbered 26040 and "Terminal It shall ensure that it is carried out in accordance with the Manual for Loading and Unloading of Solid Bulk Cargo for Its Representatives (IMO MSC/Circ.1160, MSC/Circ.1230 and MSC.1/Circ.1356).

1.4.3 Documentation

- Vessels of 500 gross tons or more built on or after September 1984 and

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	1-13
	 DANGEROUS GOODS HANDLING GUIDE 				

carrying dangerous goods must comply with the requirements of SOLAS 1974 regulation II-2/19. In this regard, such vessels must carry a Certificate of Conformity in accordance with SOLAS regulation II-2/19.4 of 1974 as proof that the vessel complies with the special requirements for ships carrying dangerous goods set out in SOLAS regulation II-2/19. Cargo vessels of less than 500 gross tonnes built on or after 1 February 1992 must comply with the requirements of SOLAS 1974 regulation II-2/19 and be set out in this Certificate of Conformity, unless the relevant Administrations reduce the requirements to be applied.

- The Certificate of Conformity must also provide information on the classes of dangerous goods that can be transported.
- In addition, vessels carrying dangerous solid bulk cargo must have a list, manifest or detailed stowage plan detailing the dangerous cargo and its location on board.

1.4.4 Responsibility for compliance

When dangerous solid bulk cargo is transported, transported or stowed, the master of the ship or the port facility shall ensure that the loading and unloading operations within their area of responsibility are carried out in accordance with the Bulk Cargo (BC) Code applicable and in accordance with the Code of Practice for the Safe Loading and Unloading of Bulk Cargo and the Guidance for Terminal Supervisors on the Loading and Unloading of Solid Bulk Cargo.

1.4.5 Emission of hazardous dusts

- Where the transport, handling or stacking of hazardous dry bulk cargo may result in dust emissions, all necessary measures practicable shall be taken to prevent or minimise the occurrence of such dust emissions and to protect people and the environment from such emissions.
- In addition to personal washing and hygiene, as well as the washing of used clothing, these measures will include appropriate protective clothing, respiratory protection and protective creams when needed.

1.4.6 Hazardous vapor emission/oxygen deficiency

- Where the transport, handling or stacking of hazardous bulk cargo may result in toxic or flammable steam emissions, all necessary measures practicable shall be taken to prevent or minimise the occurrence of such vapour emissions and to protect people and the environment from such emissions.
- When transporting, transporting or stowage hazardous solid bulk cargo that may emit a toxic or flammable vapor, the concentration of toxic or flammable vapours shall be measured.

1.4.7 Explosive dust emissions

- When hazardous solid bulk cargoes are transported or transported, which may cause dust emissions that may flare up due to ignition, the entire fire hose shall be kept ready to prevent such flash and to minimize the effects of flash should

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	1-14
	 DANGEROUS GOODS HANDLING GUIDE 				

it occur.

- Measures to limit the concentration of dust in the atmosphere include blocking ignition sources and hose pulling rather than sweeping.

1.4.8 Simultaneous flammable substances and substances that react with water

Dangerous solid bulk cargoes, which, if in contact with water, may turn into flammable or toxic vapors or cause a simultaneous explosion, shall be kept as dry as possible. Such cargo shall only be transported under dry weather conditions.

1.4.9 Oxidizing agents

Hazardous solid bulk cargoes, which are an oxidizing agent, shall be transported, transported and stacked in such a way as to avoid contamination with flammable or carbon-containing materials. Oxidizing agents shall be kept away from any source of heat or ignition.

1.4.10 Incompatible substances

Hazardous solid bulk cargoes shall be transported in such a way as to avoid a hazardous interaction with inappropriate materials.

1.4.11 Cargoes according to IMSBC CODE that can be handled in our facility

- **Group A cargoes (liquefiable cargoes)**

Liquefaction is when a charge becomes fluid (liquid). Loads that are prone to liquefaction contain a certain amount of moisture and are small-grained, relatively dry and granular.

Group A loads

Mineral concentrates

Mineral concentrates are refined ores in which the most valuable components are enriched by eliminating the most waste materials. It includes copper concentrates, iron concentrates, lead concentrates, nickel concentrates and zinc concentrates.

Nickel Tubheri

There are different types of nickel ore that vary in color, grain size, and moisture content. Some may contain clay-like ores.

Coal

Coal (bituminous and anthracite) is a flammable substance consisting of natural, solid, amorphous carbon and hydrocarbons. It fits best into Group B in terms of its flammable and self-heating properties, but can also be classified as Group A in terms of its ability to liquefy if it is too thinned (e.g., if 75% of it consists of particles smaller than 5mm). In these cases, it is classified as group A and group B.

- **Group B loads (loads with chemical hazards)**

Group B cargoes are classified in two ways in the IMSBC Code: 'Bulk solid dangerous goods' (International Maritime Dangerous Goods (IMDG) Code and 'Goods that are dangerous only in bulk' (MHB).

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	1-15
	 DANGEROUS GOODS HANDLING GUIDE 				

This information can be found in the 'specifications' section of the cargo's plan, and solid cargoes that are classified as hazardous when in bulk also have a 'UN' number in the Bulk Cargo Shipping Name.

Solid goods that are dangerous in bulk

In the code, these loads are classified as follows:

Class 4.1: Flammable solids

Class 4.2: Substances with simultaneous combustion

Class 4.3: Substances that emit flammable gases when in contact with water

Class 5.1: Oxidizing agents

Class 6.1: Toxic substances

Class 8: Corrosive substances

Class 9: Miscellaneous hazardous substances.

Substances that are only hazardous when in bulk (MHB)

MHB cargoes are substances that exhibit chemical hazards when transported in bulk and do not meet the above criteria for inclusion in IMDG. When transported in bulk, they exhibit significant risks and require special care. They are defined as follows:

Flammable solids: Substances that are ready to burn or are easily flammable

Self-heating solids: self-heating substances

Solids that emit flammable gases when wet: Substances that emit flammable gases when in contact with water

Solids that emit toxic gases when wet: Substances that emit toxic gases when in contact with water

Toxic Solids: Substances that are acutely toxic to humans when inhaled or in contact with the skin

Corrosive solids: they are corrosive substances against the skin, metals or the respiratory system.

Current risks of Group B cargoes

The major risks associated with Group B cargoes are fire and explosion, toxic gas emission and corrosion.

Coal

Coal combustible gases can emit spontaneous heat, reduce oxygen concentration, and irritate metal structures. Some types of coal can produce carbon monoxide or methane.

Petro kok

Uncalcined petro coke is sensitive to heat. It can burn at high temperatures. There are no special requirements for ventilation in the areas where they are stored. There are no special requirements for carrying, unloading and cleaning. As protective clothing, gloves, work clothes, boots, hard hats are not required. Spray nozzles are made ready.

Direct reduced iron (DRI)

DRI can react with water and air to produce hydrogen and heat. The heat generated can cause ignition. The amount of oxygen may decrease in confined spaces.

Metal sulfate concentrations

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	1-16
	 DANGEROUS GOODS HANDLING GUIDE 				

Some concentrations of metal sulfate are prone to oxidation, and with their tendency to spontaneously heat up, they can cause oxygen depletion and toxic gas production. Some concentrations of metal sulfate may exhibit corrosion problems.

Organic substances

Ammonium nitrate-based fertilizers Ammonium nitrate-based fertilizers promote combustion. If they are heated, smeared, or closely confined, they can explode or decompose to emit toxic gases.

Wood products transported in bulk

Wood products transported in bulk are listed in the new annex to the Code: Wood Products – General. Logs, pulp, logs, saw logs and lumber. These charges reduce oxygen and increase carbon dioxide in the payload area and nearby.

These are wood products that are loaded and unloaded by methods such as elevators and buckets, and they are separated from other wood products.

- **Group C Cargoes (cargoes that do not liquefy or pose a chemical hazard)**

Although Group C Loads do not present the hazards associated with Group A and B cargoes, they may still pose risks.

Group C Load Examples

Iron ore and high-density loads

Sand and fine particulate materials

Fine particulate materials can be corrosive. Silica sand can be inhaled with tin, which can cause respiratory diseases. Persons who may be exposed to cargo dust should wear goggles or other equivalent eye dust protection devices, masks with dust filters and protective clothing.

Cement

Cement may slip when it is airborne during loading. Dust can also arise from this load. Persons who may be exposed to cargo dust should wear goggles or other equivalent eye dust protection devices, masks with dust filters and protective clothing.

1.5 Procedure for Safe Handling of Hazardous Liquid Bulk Cargoes

In our port facility, Hazardous Liquid Bulk is handled as dangerous cargo. It will not be stored at the port facility. Only Bitumen cargo is handled in our port. EP for bitumen discharge. QMS.04 Handling Process is implemented.

1.5.1 Application

- In our port facility, Asphalt is handled as Dangerous Liquid Bulk cargo at berths no. 5.
- Bitumen load QMS. It is handled according to TAL.06 Bitumen Handling Work Instructions.
- In the operation meeting held the day before, the equipment, the number of posts, the team and the dock to be used are determined. The SDS form of the cargo is given to the HSE unit by the agency at least 3 days in advance of the ship notification.
- After the ship is securely tied to the dock with the help of a pilot and mooring,

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	1-17
	 DANGEROUS GOODS HANDLING GUIDE 				

a safety inspection is carried out on the ship. If there is an unsafe situation, the situation is communicated to the ship's person concerned and it is ensured that he takes precautions. Evacuation equipment and pipes suitable for the load are selected by the operation manager. ISGOTT Ship/Shore Safety Checklist is mutually signed. A communication network is established between the ship and the port facility.

- Employees are present next to the flexible hoses that will be connected to the tanker and the ship. It acts together with the ship's personnel in connecting liquid cargoes to the ship's entry and exit manifolds.
- Appropriate pressure adjustment is made with the ship. Overflow of tankers is prevented and in case of danger, the ship's personnel are informed and the line is cut.

1.5.2 Requirements

- Gas detectors will be calibrated and ready for use for the purpose of detecting gas leaks that may occur in the port facility.
- During the loading/unloading operation at the port facility, all kinds of vehicles coming to the loading/unloading platform in the facility will be completely free of static electricity, flame arresting apparatus will be installed in their exhausts and grounded. Flame arresting apparatus will be provided by the Land Tanker operator. Land Tankers that do not have a flame arrester will not be admitted to the port facility. This feature will not be sought for tankers in ADR standards.
- Necessary warnings and warning signs will be placed around the handling area. In dangerous places and situations, the relevant personnel will wear personal protective clothing and equipment in accordance with occupational safety and worker health criteria. Personnel who do not have personal protective clothing and equipment suitable for their job descriptions and working areas will not be employed.
- Periodic maintenance, repair and calibration of the devices used will be carried out and the certificate, journal or record book documenting this situation will be kept up-to-date.
- In case of emergencies or accidents, first aid materials to be used for intervention will be stored by the personnel in places that are known and easily accessible.
- Communication equipment used in the shore facility Radios that can be used safely in a flammable or explosive environment will be used in the loading/evacuation operations of dangerous liquid bulk cargoes.
- Flexible hoses used for loading/unloading of dangerous liquid bulk cargoes; It will be checked that it is type-approved and has a certificate indicating the type of pipe, the maximum working pressure of the pipe, the month and year of manufacture. The pipes in question will be tested, maintained and repaired in accordance with the criteria specified in ISGOTT, and test reports and maintenance and repair records will be kept. Hoses that will be used in loading/unloading operations but are not in service will be stored in

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	1-18
	 DANGEROUS GOODS HANDLING GUIDE 				

accordance with the criteria specified in ISGOTT.

- A sufficient number of electrical insulation flanges shall be available for flexible hoses used in the loading/unloading of hazardous liquid bulk cargoes.
- Hazardous liquid bulk cargoes will be transported in a manner that eliminates the possibility of interacting with other cargoes.
- Operators of shore facilities where hazardous liquid bulk cargo is handled are responsible for the additional safety and security measures to be taken at shore facilities, as well as the liquid cargo foreman, supervisor, supervisor and worker.
- In our port facility, the liquid cargo foreman, supervisor and supervisor are responsible for the handling of dangerous liquid bulk cargoes and their duties are defined in the quality management system and will act within the framework of these responsibilities.
- In case of cargo operations and emergencies, according to their areas of responsibility, the ship captain and liquid cargo foreman shall submit the following information regarding the dangerous liquid bulk cargoes being loaded/unloaded or transported, if necessary, to the Regional port authority and other relevant persons;

By the captain of the ship;

- Proper transport name, UN number (if applicable) and description of the physical and chemical properties (including reactivity) of the dangerous cargo.
- Load transfer, slop transfer, degassing process, ballast removal, ballast discharge and tank cleaning procedures.

By the liquid cargo foreman, supervisor, chief;

- Information on the special equipment required for the safe handling and unloading/unloading of certain cargoes, as well as emergency response procedures, including:
 - 1) What to do in case of spill or leak specified in the Emergency Plans,
 - 2) Measures to be taken to prevent accidental contact of persons with dangerous loads within the scope of the Emergency Drum Plan and Occupational Health and Safety,
 - 3) Fire fighting procedures specified in the Emergency Plan and appropriate communication systems to be used in case of fire.
- Before and during the start of the handling and loading/unloading operations of dangerous liquid bulk cargoes, it will be checked that the necessary warning notices/signs in written and pictorial form (pictogram) are placed at all entrances where the operation will be carried out and at the approach points of the dock.
- During the handling and loading/unloading of Dangerous Liquid bulk cargoes, continuous communication will be ensured from the Sea Belt channel 16 and the working channel specified in the protocol, and the effectiveness of communication will be ensured during cargo operations.

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	1-19
	 DANGEROUS GOODS HANDLING GUIDE 				

1.5.3 Piping installations used for hazardous bulk liquid cargoes

- **Flexible hoses:**

- Considering the temperature and suitability of such loads, it will not be used for loads other than those for which it is suitable
- If it is prone to damage by impact, it will be properly protected,
- In load handling, it shall be ensured that it is electrically continuous, except that it contains an isolated flange or a non-conductive reel part. The pipeline on the sea side of the insulation section will be electrically continuous to the vessel, and the land side will be electrically continuous to the grounding system. The insulated flange shall be tested in accordance with section 17 of the International Safety Manual for Fuel Tankers and Terminals (ISGOTT).

1.5.4 The liquid cargo foreman will do the following:

- Take adequate measures to prevent the occurrence of a short circuit in the insulation section,
- Ensure that insulation and grounding systems are inspected and tested at appropriate intervals to ensure their effectiveness,
- To ensure that there is no possibility of an activating spark from which a flammable atmosphere could form, it will ensure that other metallic connections between the interface and the beach are maintained or regulated.
- It will act according to the appropriate checklists in the International Safety Manual for Fuel Tankers and Terminals (ISGOTT).

1.5.5 Ignition sources

The liquid cargo foreman shall ensure that the ship's captain is informed of the conditions on board that may require precautions to be taken regarding sources of ignition, such as the ship's stoves or cooking utensils.

1.5.6 Containment of spills

In the event of an accident in the storage area, in the event of a leak of dangerous bulk liquid cargo, the Operations Officer will ensure that all drains on wastewater pipe openings, pipes and interfaces are sealed before the transport begins and that all hazardous liquid bulk cargoes are kept closed throughout the transport.

1.5.7 Handling

- **Flexible hoses**

Within the relevant areas of responsibility, the Ship Captain and Operations Officer:

1. With regard to the temperature and suitability of such loads, it shall ensure that a Flexible hose is not used other than the loads for which it is suitable or at any working pressure for which it is not suitable.
2. Each type of Flexible hose with end fittings will be checked to make sure it has been tested and has a certificate showing burst pressure.

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	1-20
	DANGEROUS GOODS HANDLING GUIDE				

3. Before being placed for service, it will be checked from the documentation that each Flexible hose has been hydrostatically tested in accordance with the requirements of the Administration.

4. Flexible hoses will be visually inspected before they are put into use. Flexible hoses will be inspected at frequent intervals during operation.

5. Flexible hose, documents showing the type of hose, the specified maximum working pressure, and the month and year of manufacture shall be kept on site.

6. It has sufficient electrical insulation and the length of the flexible hose shall be sufficient to operate satisfactorily within the defined operating range without overloading the terminal connections.

7. A Flexible hose equipped for the transport of hazardous liquid bulk cargoes shall be kept under adequate supervision.

8. In order to protect the environment, personal safety and equipment in the event of an emergency, procedures for the separation of the flexible hose connection in a leak-free manner shall be adequately implemented.

1.5.8 Initial precautions

- Within the relevant areas of responsibility, the Ship Master and Operations Officer will test and ensure that the load handling controls, measuring systems, emergency shutdown and alarm systems are sufficient before starting the load transfer operation.
- Prior to commencing a hazardous liquid bulk cargo operation, the Ship's Master and Operations Officer shall agree in writing to the transportation times, including maximum loading or unloading speeds, taking into account the following:
 - Capacity and maximum permissible pressure of ship load lines and flexible hose;
 - Steam ventilation system layout and maximum loading or unloading speeds;
 - Possible pressure increases according to emergency shutdown procedures;
 - Possible accumulation of electrostatic charge; and
 - The presence of responsible persons during initiation operations on board and on the shore
- An appropriate security checklist will be completed and signed, indicating the main safety precautions to be taken before and during such transfer operations.
- The steps to be taken and the signs to be used in case of an emergency that may occur during handling operations will be accepted in writing.
- Proper safety precautions and clothing will be ensured.
- The operations supervisor will ensure that the start-up controls on bulk liquid transfer pumps are locked in the "closed" position or are located in a location that is only accessible to authorized personnel.
- The operations supervisor will check that the loading/unloading connections of the flexible hose are safely and leak-sealed when not in use or in standby service.
- The "Ship/Shore Safety Checklist" in the International Safety Guide for Tankers and

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	1-21
	 DANGEROUS GOODS HANDLING GUIDE 				

Terminals (ISGOTT) will be completed and signed in accordance with the "Guide for Completing the Ship/Shore Safety Checklist" also in ISGOTT.

1.5.9 Pumping

- Within the relevant areas of responsibility, the Ship Captain and Operations Officer:
 - Checks are carried out at agreed periods to ensure that accepted back pressures and loading or unloading speeds are not exceeded;
 - Ensuring that all necessary care has been taken to prevent leakage of all relevant pipes, flexible hoses and connected equipment on board and ashore, and that adequate supervision has been carried out during the transfer of hazardous bulk liquid cargoes;
 - Since effective communication is maintained between the ship and shore equipment during transfer operations;
 - A safety checklist is available for inspection during handling operations;
 - During the handling of hazardous liquid bulk cargoes, the necessary arrangements have been made to measure the tankers to be evacuated to ensure that the tanker is not overfilled;
 - Responsible persons are present on board and during operations on shore;
 - They will ensure that proper safety equipment and clothing are used.

1.5.10 Completion of the operation

- Within the relevant areas of responsibility, the Ship Master and Operations Officer will: Ensure that there is no pressure residue in the discharge valves and flexible hoses after the transfer of hazardous bulk liquid cargo is completed. In addition:
 - Before the flexible hose leaves the vessel, make sure that the liquids are drained and the pressure is relieved;
 - All safety precautions are taken, including sealing ship manifold connections and flexible hoses with blind flanges; and
 - It will be ensured that appropriate safety equipment and clothing are used.

1.6 Procedure for Safe Execution of Fumigation and Degassing Operations

1.6.1 Application

- There is no fumigation process in our port facility. Fumigated and defumigated cargoes are handled.
- The cargo carrying units that have been or will be fumigated and the area allocated to this work in the port facility for the gas measurement and degassing of these load transport units have been determined.
- The fumigation area is surrounded using suitable material to prevent the entry of unauthorized persons and marked with fumigation warning signs. During the temporary storage of the load carrying units that have been or will be

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	1-22
	 DANGEROUS GOODS HANDLING GUIDE 				

fumigated, this area is constantly monitored with cameras and a control point will be established if necessary.

- Fumigation works and operations and gas measurement and degassing activities of fumigated load transport units will be carried out by the relevant institution or organizations authorized by the Administration. The personnel assigned to the said works and transactions will also be checked to be certified by the relevant institution or Administration.
- The authorized organization that makes a risk assessment of the fumigated load transport unit, makes gas measurements in case of any risk, performs active or passive ventilation and the organization that fumigates the load transport unit will not be the same.
- Organizations that have direct and/or indirect partnership or interest ties with these organizations, including the cargo related persons who will carry out risk assessment and gas measurement, the facilities, institutions and organizations where these stakeholders are customers and the cargo related persons, will not be authorized as the organization that performs risk assessment and gas measurements.
- It is obligatory to measure and analyze the gas before the cargo transport units containing dangerous gases or have been fumigated from the port facilities to the land facilities, and to issue a certificate showing the type and measurement values of the analyzed gases, the place, date and time of measurement.
- Gas measurement should be carried out for containers containing dangerous goods to be inspected by the relevant institutions, containers containing cargoes that are at risk of creating dangerous gas due to their characteristics, and fumigated containers, and if dangerous gas is detected as a result of the measurement, the necessary degassing procedures will be carried out.
- Necessary notifications will be made in advance by the agency to the relevant Regional Port Authority and the port facility in accordance with the relevant legislation regarding the fumigated cargo transport units and bulk cargoes that will come to the port facility.
- Such notices must contain at least the following information:
 - (a) the type of cargo or substance that has been fumigated;
 - (b) The type of fumigant,
 - (c) the amount and concentration of fumigants;
 - (ç) The place and date of fumigation,
 - (d) The estimated time of arrival of the fumigated cargo transport unit to the shore facility.
- Persons working in the handling of fumigated cargoes or other substances shall receive the necessary training in accordance with their job descriptions and the work they will do. These trainings will include at least the following issues.
 - a) Information about fumigation work and processes and fumigants,
 - (b) recognition of the general characteristics of fumigated containers, other cargo transport units or cargo holds;
 - c) Applications for the unloading of fumigated containers and cargo transport

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	1-23
	DANGEROUS GOODS HANDLING GUIDE				

units and for the safe evacuation of fumigated bulk cargoes,

- ç) Measurement of the amount of gas in fumigated containers and cargo transport units and information on the hazard limit values of the gases formed by the effect of the fumigant used;
- d) Knowledge of the correct use of devices and equipment used in gas measurement and degassing processes,
- e) The use of personal protective clothing, equipment and equipment,
- f) Information on possible risks that may arise during the handling of fumigated cargoes or substances.
- Spraying warning signs will be affixed on the fumigated cargo transport units on the ship or on the outside of the cargo holds containing the fumigated cargoes/substances, visible from all sides.
- Following the ventilation of the load transport unit or cargo hold, the gas measurement will be made by the responsible person and an entry permit document will be issued showing that the entrance to the said places is safe.
- Fumigated cargo transport units or bulk cargo warehouses shall be opened under the control of competent persons certified by the Administration to carry out gas measurement and/or degassing works and operations.
- Fumigation or degassing of bulk cargoes in ship holds cannot be carried out at the shore facility. Such works and operations will only be carried out in anchorage areas or other sea areas deemed appropriate by the relevant Regional Port Authority.

1.6.2 Fumigation of warehouses, warehouses or freight forwarding units

Ensure that the fumigation of warehouses, warehouses or freight transport units is carried out in accordance with the requirements of the Administration. The IMDG Code Annex takes into account the Recommendations on the Safe Use of Pesticides on Ships.

- The fumigation of load-bearing units is carried out only by competent bodies in areas designated for this purpose.
- Fumigated warehouses, warehouses or freight transport units are marked to inform people that they are approaching a dangerous substance.

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	2-1
	 DANGEROUS GOODS HANDLING GUIDE 				

2 RESPONSIBILITY

All parties engaged in the transportation of dangerous goods; They have to take all necessary precautions to carry out transportation in a safe, secure and environmentally friendly manner, to prevent accidents and to minimize damage as much as possible when an accident occurs.

2.1 Responsibilities of the cargo person

- It prepares and has prepared mandatory documents, information and documents related to dangerous goods and ensures that these documents are present with the cargo during the transportation activity.
- It ensures that dangerous goods are classified, packaged, marked, labeled and signed in accordance with their type.
- It ensures that dangerous goods are loaded, stacked and securely tied to approved packaging and load transport units in accordance with the rules and safely.

2.2 Responsibilities of the onshore facility operator

- It does not dock ships carrying dangerous cargoes at its facility without the permission of the Regional Port Authority.
- It provides written information to the ship that will dock at its facility within the scope of facility rules, cargo handling rules and relevant legislation.
- It does not handle dangerous cargoes for which it has not received a handling permit from the administration, and in this context, it does not victimize the ships that will dock by planning.
- It ensures that the mandatory documents, information and documents related to dangerous goods are found with the cargo by requesting them from the cargo concerned. In the event that the relevant documents, information and documents cannot be provided by the cargo concerned, it is not obliged to accept or handle the dangerous cargo to its facility.
- It shares all the data that may be required according to the nature of the cargo with the ship's person and performs the loading or unloading operation according to the agreement to be reached. The ship does not make changes in the operation without the knowledge of the person concerned.
- It determines the operating limits, taking into account the safe working capacity of the facility and the weather forecasts, and takes the necessary measures to keep the ship safely tied up and handled at the dock.
- It checks the transport documents containing information that the dangerous goods arriving at the facility are properly classified, packaged, marked, labeled, signified and safely loaded into the load transport unit.
- It ensures that the personnel involved in the handling of dangerous goods and the planning of this handling are certified by receiving the necessary training, and does not assign undocumented personnel to these operations.

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	2-2
	 DANGEROUS GOODS HANDLING GUIDE 				

- It ensures that the dangerous goods handling equipment in its facility is in working order and that the relevant personnel are trained and documented in the use of these equipment.
- By taking occupational safety measures in the port facility, it ensures that the personnel use personal protective equipment suitable for the physical and chemical properties of the dangerous cargo.
- It carries out activities related to dangerous goods in docks, piers and warehouses established in accordance with these works.
- It equips the docks and piers reserved for ships that will load or unload dangerous liquid bulk cargoes with installations and equipment suitable for this job.
- It keeps an up-to-date list of all dangerous cargoes on the ships berthed at its facility and in the closed and open areas of its facility and provides this information to the relevant persons upon request.
- It notifies the Regional port authority of the instant risk posed by the dangerous cargoes it handles or temporarily stores in its facility and the measures it takes for this.
- It notifies the Regional port authority of accidents related to dangerous cargoes, including accidents at the entrance to closed areas.
- It provides the necessary support and cooperation in the controls and inspections carried out by the Administration and the Regional Port Authority.
- It ensures the transfer of Class 1 (except Class 1 Compliance Group 1.4 S), Class 6.2 and Class 7 dangerous cargoes that are not allowed to be temporarily stored out of the port facility as soon as possible without waiting, and applies to the Administration for permission in cases where it is necessary to wait.
- It takes fire, environmental and other safety measures in accordance with the class of the dangerous cargo in the temporary warehouses and storage area in accordance with the separation and stacking rules of the cargo transport units where dangerous goods are transported. It keeps fire extinguishing systems and first aid units ready for use at any time in areas where dangerous goods are handled and periodically carries out the necessary controls.
- It obtains permission from the Regional port authority before the hot work works and operations to be carried out in the areas where dangerous goods are handled and temporarily stored.
- Prepares an emergency evacuation plan for the evacuation of ships from port facilities in case of emergency, submits it to the Regional port authority and informs the relevant persons about the plan approved by the Regional port authority.
- It ensures that the internal loading of the load transport units is carried out in accordance with the loading safety rules in its facility.

2.3 Responsibilities of the Shipwreck

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	2-3
	 DANGEROUS GOODS HANDLING GUIDE 				

- It ensures that the cargo to be carried by the ship is certified to be suitable for transportation and that cargo holds, cargo tanks and cargo handling equipment are suitable for cargo transportation.
- It requests all mandatory documents, information and documents related to dangerous goods from the cargo concerned and ensures that they are present with the cargo during the transportation activity.
- It ensures that the documents, information and documents that must be included in the ship regarding dangerous goods within the scope of legislation and international conventions are appropriate and up-to-date.
- It checks the transport documents containing information that the cargo transport units loaded on the ship are properly marked and loaded safely.
- It informs the relevant ship personnel about the risks of dangerous cargoes, safety procedures, safety and emergency measures, intervention methods and similar issues.
- It keeps up-to-date lists of all dangerous cargoes on board and declares them to the relevant persons upon request.
- It ensures that the loading program, if any, on board is approved and documented and kept in working order.
- It notifies the Regional port authority and the port facility of the instant risk posed by the dangerous cargoes on the ship docked at the shore facility and the measures taken for this.
- In case of leakage or possibility of leakage in the dangerous cargo, it does not accept to carry the dangerous cargo.
- It notifies the Regional Port Authority of dangerous cargo accidents that occur on its vessel during the cruise or while at the shore facility.
- It provides the necessary support and cooperation in the controls and inspections carried out by the Administration and the Regional Port Authority.
- It does not accept to carry dangerous cargoes that are not included in the ship certificates issued by the relevant institutions and organizations.
- It ensures that the seafarers in charge of the handling of dangerous goods use personal protective equipment suitable for the physical and chemical properties of the cargo during handling.
- It provides the requirements for the loading safety of the cargoes loaded on their ships.

2.4 Dangerous Goods Safety Advisor responsibilities

- To monitor compliance with the requirements for the transport of hazardous substances.
- To provide recommendations to the shore facility on the transport of dangerous goods.
- To prepare an annual report to the shore facility on the activities of the shore facility operator in the transportation of dangerous goods. (Annual reports are kept for 5 years and submitted to the administration upon request.)

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	2-4
	 DANGEROUS GOODS HANDLING GUIDE 				

- To check the following applications and methods;
 - Procedures for ensuring that dangerous goods arriving at the facility are properly identified, that the correct shipping names are used, that they are certified, packed/packaged, labelled and declared, and that they are safely loaded and transported in approved and compliant packaging, containers or cargo handling units, and that the results of the inspection are reported.
 - Loading/unloading procedure for dangerous cargoes handled and temporarily stored,
 - Whether the shore facility takes into account the special requirements for the dangerous goods transported when purchasing the means of transport for the dangerous goods handled,
 - Control methods of equipment used in the transportation, loading and unloading of dangerous goods,
 - Whether shore facility employees have received appropriate training, including changes in legislation, and whether these training records are kept,
 - Suitability of emergency methods to be applied in the event of an accident or an incident affecting safety during the transportation, loading or unloading of dangerous goods,
 - Compliance of reports on serious accidents, incidents, or serious violations that occur during the transportation, loading or unloading of dangerous goods,
 - Determining the necessary measures against the recurrence of accidents, incidents, or serious violations and evaluating the application,
 - Subcontractors or 3. The extent to which the rules for the selection of parties and the transport of dangerous goods are taken into account,
 - Determining whether employees have detailed knowledge of operational procedures and instructions in the transportation, handling, storage and loading/evacuation of dangerous goods
 - Suitability of measures taken to prepare for risks during the transport, handling, storage and loading/evacuation of dangerous goods
 - Procedures for all mandatory documents, information and documents related to dangerous goods.
 - Procedures for the safe docking, mooring, loading/unloading, sheltering or anchoring of ships carrying dangerous goods to the shore facility day and night.
 - Procedures for the additional measures to be taken according to seasonal conditions for the loading, evacuation and limbo operations of dangerous goods.
 - Procedures for fumigation, gas metering and degassing work and operations. Procedures for keeping records and statistics of dangerous goods,

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	3-5
	 DANGEROUS GOODS HANDLING GUIDE 				

- The accuracy of the issues regarding the possibility, capability and capacity of the port facility to respond to emergencies,
- Compliance of the regulations for the first interventions to be made for accidents involving dangerous substances,
- Procedures for the handling and disposal of damaged dangerous goods and wastes contaminated with dangerous cargoes,
- Information about personal protective clothing and procedures for using them.

2.5 3rd parties operating in the port facility, cargo/ship agency, etc. Responsibilities

- To provide the trainings specified in the Administration's circular dated 27.03.2013 and numbered 79462207/315 to the personnel who will work in the port facility,
- To act in accordance with the rules specified in the IMDG Code at the port facility,
- To act in accordance with the Dangerous Goods Guide and the procedures regarding dangerous goods created by the port facility,
- To report the situation to the relevant authorities when it detects any nonconformity in the handling, transportation and storage of dangerous goods in the port facility,
- To send the (SDS) Form, which constitutes an important part of the efforts to eliminate the Occupational Health and Safety risks that may occur during the use and storage of dangerous substances and is prepared to inform the user accurately and adequately, and contains the hazards and risks of the relevant dangerous substances and other information, to the port facility operation and the Administration.

2.6 Carrier's Responsibilities

- It requests mandatory documents, information and documents related to dangerous goods from the cargo concerned and ensures that they are present with the cargo during the transportation activity.
- It checks the compliance of dangerous goods classified, packaged, marked, labeled and plated by the cargo concerned.
- It checks that dangerous goods are properly packaged, safely loaded and securely fastened to the load transport unit using approved packaging and load carrying units.

3 RULES AND MEASURES TO BE FOLLOWED/IMPLEMENTED BY THE PORT FACILITY

The rules and precautions set out in this section 1,4,6,7,8,9,10 of this guide. It is detailed in its sections, the Hazardous Materials Emergency plan and the Accident Prevention Policy. Infrastructural requirements are provided by our port facility.

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	3-6
	 DANGEROUS GOODS HANDLING GUIDE 				

3.1 Docking

Provides adequate and secure fastening facilities and
Ensures adequate and safe access between the ship and the shore

3.2 Investigation

- Ensure that the areas where packages or load carriers are kept are properly inspected and that leak or damage inspections of packages or load carriers are carried out regularly. Load handling units with leaks or damage are only treated under the supervision of a responsible person.
- It shall ensure that no one opens or interferes with any cargo container, tank-container, mobile tank or vehicle containing any dangerous cargo without a reasonable reason. When a cargo container, tank-container, mobile tank or vehicle (tanker) is opened by a person authorized to inspect it, it shall ensure that the person concerned is aware of the possible hazards arising from the presence of dangerous cargo.
- Power-operated or non-power-operated equipment used in handling and stacking operations shall be checked and inspected prior to use to ensure that it is maintained in accordance with the manufacturer's maintenance instructions, is in good working condition and is of appropriate standards.

3.3 Identification, packaging, marking, labeling or labeling and certification

Port facility operators shall ensure that dangerous cargoes entering the facility are properly identified, packed, marked, labelled or labelled and duly approved or declared by the cargo's concerned to comply with the provisions of the IMDG Code or, alternatively, with the appropriate national or international legal requirements applicable in the mode of transport.

3.4 Safe handling and separation

- The Regional Port Authority stops the handling operation at the shore facility when it sees any risk and does not start it until the risk is eliminated.
- In order to ensure the safe loading of the cargo on the ship, the provisions of the BLU Code and BLU Manual, the Safe Practice Code for Cargo Stacking and Safety (CSS Code), the Code of Practice for the Packaging of Cargo Carrying Units (CTU Code) and the Code of Safe Practices for Ships Carrying Timber on Deck (TDC Code) are complied with, depending on the type of cargo.
- The stacking of loads is carried out in accordance with the relevant legislation and international conventions to which we are a party.
- The vessel cannot be loaded more than the loading limit, taking into account the brand of the loading limit. If such a situation is detected, the ship is not allowed to sail and administrative action is taken against the ship's person within the scope of Article 22.
- Before the handling operation, the loading-unloading plan and the results of the draft survey or weighbridge survey to determine the amount of cargo loaded before the ship departs, are submitted to the Regional port authority

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	3-7
	 DANGEROUS GOODS HANDLING GUIDE 				

by the ship's representative. The Administration or the Port Authority may request that the draft survey or weighbridge survey report be obtained from an authorized inspection firm.

- Measures are taken to prevent the stability of the ship from being adversely affected by ensuring that the cargo on bulk carriers, especially bulk carriers with a single hold, is loaded in such a way that it spreads to the bottom of the hold (by pilling).
- In order for the structure of the ship not to be subjected to excessive stress, the arrangement of cargo and ballast water
- Care is taken to ensure that the vessel is uninclined, but if a tilt (tilt) is required during loading, it is ensured that this is as short as possible. In order to avoid structural damage to the vessel, it is ensured that it is loaded and unloaded evenly in accordance with the approved stability curl.
- In adverse meteorological and oceanographic conditions that may affect the cargo handling operation, the handling operation is stopped by the captain until the conditions improve.
- In order to prevent situations such as placing the heavy load on the light load, placing the liquid load on the dry load, and the smell of foul-smelling loads from spreading to other loads, loads with properties that may damage other loads are loaded in accordance with the separation rules.
- In order to ensure the full implementation and maintenance of safety measures related to the loading, stowage, sorting, handling, transportation and unloading of cargoes on board, all cargoes, cargo units and cargo transport units, except solid and liquid bulk cargoes, are loaded in accordance with the Cargo Securing Manual approved by the Administration or authorized classification societies on behalf of the Administration in accordance with Rule 5.6 of SOLAS Chapter VI Part A, It is stacked and secured.

3.4.1 Cargoes covered by the IMDG Code

- Substances and objects that are prohibited to be transported in the IMDG Code cannot be transported by sea.
- Parties involved in the transportation of dangerous goods transported in packages shall take measures in accordance with this Regulation and the provisions of the IMDG Code, taking into account the nature and extent of foreseeable risks in order to prevent damage and injury and to minimize their impact.
- In the transportation of dangerous goods by sea, it is obligatory to use packages defined in Section 6 of the IMDG Code and tested by the Ministry or by the authorized administration of a country party to SOLAS and given a UN certificate.
- The Container/Vehicle Packaging Certificate in IMDG Code Rule 5.4.2 is completed and signed by the persons loading the dangerous goods into the cargo transport unit (excluding tank containers). They receive the relevant training in Rule 1.3 of the IMDG Code. The Container/Vehicle Packaging

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	3-8
	 DANGEROUS GOODS HANDLING GUIDE 				

Certificate is presented to the port before the cargo arrives at the port or at the entrance with the cargo. A copy of this certificate is placed on the inner wall of the right door of the container.

- The documents specified in Rules 5.4.3, 5.4.4 and 5.4.5 of the IMDG Code shall be carried on board each vessel carrying dangerous goods in packages.
- Pursuant to SOLAS Chapter II-2 Section G Rule 19.4, ships shall have a Document of Compliance issued by the competent authority to prove that the ships are of suitable construction and equipment to carry dangerous cargo. Certification is not required for IMDG Code Class 6.2, Class 7 and dangerous cargoes that can be transported in limited quantities, with the exception of dangerous solid bulk cargoes.

3.4.2 Cargoes covered by the IMSBC Code

- Pursuant to Rule 7.2.1 of Part A of Chapter VII of SOLAS, the use of the "bulk cargo shipping name" is mandatory for all documents relating to the carriage of dangerous solid bulk cargo, the trade name of the cargo alone is not sufficient.
- Vessels carrying hazardous solid bulk cargo must have a cargo manifest or special list showing the dangerous cargoes on board, including their location, in accordance with Rule 7.2.2 of SOLAS Part VII Part A. A detailed stowage plan showing the location and classification of all dangerous cargo on board may be used in place of the cargo manifest or special list.
- Pursuant to SOLAS Chapter XII Rule 10, the density of solid bulk cargoes shall be declared by the cargo subject in addition to SOLAS Chapter VI Part A Rule 2 before the cargo is loaded onto the vessel. All solid bulk cargoes with a density between 1,250 kg/m³ and 1,780 kg/m³ for vessels covered by SOLAS Chapter XII Rule 6 must have a density measurement by an authorized testing company, unless they meet the requirements for solid bulk cargoes with a density of 1,780 kg/m³ and above. This load density test can be performed by a laboratory accredited by the Turkish Accreditation Agency (TS EN ISO / IEC 17025: 2017) if the loading port is in Turkey.
- Under the IMSBC Code, the following conditions are required for Group A (and Groups A and B) cargoes to be handled in shore facilities and transported on board:
 - a) The maximum portable humidity (TML) certificate of the cargo and the moisture content (MC) certificate or declaration of the cargo, issued by the authorized authorities of the loading port, are delivered to the ship concerned by the cargo concerned. If the loading port is in Turkey, the TML test is performed by a laboratory accredited by the Turkish Accreditation Agency (TS EN ISO/IEC 17025: 2017). The TML certificate contains the TML test result or the test report containing this result. A copy of these documents is taken and kept by the relevant port authority and port facility operator and submitted upon request during the inspections carried out by the Administration.

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	3-9
	 DANGEROUS GOODS HANDLING GUIDE 				

b) In order to ensure that the MC value is less than the TML while the cargo is on board, the procedures for sampling, testing and checking the moisture content are prepared by the ship's supervisor, taking into account the provisions of the IMSBC Code. The approval and control of the implementation of these procedures is carried out by the port authority. A document stating that the procedure has been approved is given to the ship's owner.

c) Group A cargoes are only acceptable to be loaded on board if the actual MC value at the time of loading is lower than the TML value of that cargo. Group A cargoes with an MC value greater than the TML value can only be transported on ships that have the characteristics specified in IMSBC Code Section 7.3.2.

ç) The TML test is carried out within six months prior to the date of loading of the Group A cargo on the vessel. If there is a change in the load composition or characteristics for any reason, a new test is performed.

d) Sampling and testing for MC testing of Group A cargo must be as close as possible to the date the cargo is loaded on board, which can never be more than seven days. If there is a heavy rain or snow in the time between the test and loading, the moisture content test is repeated to confirm that the MC value of the load does not exceed the TML value.

- Information on solid bulk cargoes within the scope of the IMSBC Code must be provided by the cargo stakeholders to the ship stakeholders in accordance with SOLAS Chapter VI Part A Rule 2.
- Appropriate emergency response instructions are kept on board to respond to accidents caused by hazardous solid bulk cargoes.
- The procedures for the transportation and notification of a solid bulk cargo that is not included in the IMSBC Code are determined by the Administration.

3.4.3 Cargoes covered by the IBC Code

- All stakeholders involved in the transportation of cargoes within the scope of the IBC Code use the product name and characteristics of the cargo specified in Sections 17 and 18 of the IBC Code and comply with all specified obligations regarding the cargo. Updates on the cargoes covered by the IBC Code and named in Chapters 17 and 18 are followed by the MEPC.2 circulars published by IMO in December every year.
- Vessels carrying cargo covered by the IBC Code shall have the documents specified in Section 16.2 of the IBC Code.
- Pursuant to the provision of IBC Code Section 14.1.1, protective equipment meeting EN 943-1:2015+A1:2019 and TS EN 943-2:2019 standards is available in sufficient number and suitable features for seafarers involved in loading or unloading operations. This equipment includes a large apron, long-sleeved feature gloves, appropriate footwear, full-body chemical-proof clothing, and goggles or face mask that fit perfectly.
- On ships carrying cargo within the scope of the IBC Code, work clothes and protective clothing are kept in easily accessible places and in special cabinets. Equipment used during operations is not kept in living quarters. However,

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	3-10
	 DANGEROUS GOODS HANDLING GUIDE 				

protective clothing can also be stored in living quarters, provided that they are in special cabinets that are adequately separated from living areas such as cabins, frequently used corridors, dining areas and shared bathrooms.

- With the exception of asphalt products, harmful hazardous liquid bulk cargoes with the phrase "safety-S" in column "d" of the table titled "hazards" in Section 17 of the IBC Code cannot be handled as suprane in port facilities. These cargoes can only be handled by discharging from the ships to the tanks in the facility via pipelines and filling the land tankers from these tanks. The same rule applies to loading from land tankers to ships.

3.4.4 Transportation of dangerous cargo in the port area and between adjacent ports

Dangerous cargoes are transported in appropriate packages, loaded on cargo transport units and provided that the necessary safety measures are taken by the carrier and the shipper. When determining the number of passengers to be on board the ships, the provisions of IMDG Code Rule 7.1.3.1 and Section 7.5 are taken into account. The procedures and principles in this regard are determined by the Administration.

3.4.5 Other ship-specific provisions

- Pursuant to the Decision No. MEPC.148(54), which published the guide established to ensure that general dry cargo ships already certified to carry bulk vegetable oils continue to transport vegetable oils for certain voyages, the cargoes defined in Article 1.1 of the guide can be transported on general dry cargo ships that meet the conditions given in the said article.
- Under the provisions of Section 13.6.13 of the IGC Code, it is mandatory to have at least two portable gas detectors on board ships carrying cargo covered by the IGC Code. These detectors should be capable of detecting the oxygen level in closed spaces and measuring flammable, explosive and toxic gases that may arise from the loads carried by the ship. The detectors to be kept on the ships can be separate for each gas or multi-purpose with the ability to measure the presence of gases that may arise from the transported cargoes. Detectors that measure the oxygen level to be kept on ships comply with TS EN 50104:2020 performance requirements and test standard; detectors that measure the presence of flammable gas, TS EN 60079-29-1:2017 performance requirements and test standard; Detectors that measure the presence of toxic gas must meet TS EN 60079-29-4:2011 design requirements and test standards. The calibration of these detectors is carried out in laboratories accredited according to TS EN ISO / IEC 17025:2017 standard in the periods and procedures determined by the manufacturers.
- On board ships, the provisions of Rule 13 of Chapter 5 of Annex II Annex MARPOL73/78, which contains mandatory provisions regulating the discharge of cargo waste or ballast water, tank wash water or other mixtures containing Category X, Y or Z substances, shall be observed.

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	3-11
	 DANGEROUS GOODS HANDLING GUIDE 				

- Vessels carrying Category X cargoes or Category Y cargoes with high viscosity or solidifiable cargoes within the scope of MARPOL Annex II are obliged to pre-wash the cargo tanks they discharge in order to free them from cargo waste and to return their waste to the waste reception facility before departing from the discharge port.
- In the event that ships carrying Category Y or Z cargoes do not discharge their cargo in accordance with the Procedures and Arrangement Manual as described in Annex II of MARPOL Annex II or if the alternative measures they will take are not approved by the port authority, they are obliged to pre-wash the cargo tanks they discharge in order to purify them from cargo wastes and to return their wastes to the waste reception facility before departing from the port of discharge.
- Pre-washing is carried out in accordance with MARPOL Annex II Lahika 6, in the case of classified ships under a procedure approved by the competent classification societies and in the case of unclassified ships under a procedure approved by the competent authority of the flag state. The administration may grant exemptions for pre-washing.

3.5 Emergency procedures

- Ensure that appropriate emergency arrangements are made and communicated to those concerned These arrangements include the following
 - Ensuring appropriate emergency alarm operating points;
 - Notification of an incident or an emergency to the relevant emergency services inside and outside the port area;
 - Notification of an incident or an emergency to port authority and port area users at sea and ashore;
 - Supply of emergency vehicles suitable for the hazards of dangerous goods to be treated;
 - Coordinated arrangements for the departure of a vessel in the event of an emergency; and;
- Arrangements to ensure adequate access/egress at all times.

Taking into account the nature of dangerous goods and all their special conditions, the necessity of arranging a safe and rapid emergency escape plan is taken into account. In order to provide the necessary medical first aid to the people affected by the damages of dangerous loads and the health problems that occur as a result of accidents involving these loads, the "Medical First Aid Guide (MFAG)" in the annex of the IMDG Code is used.

Regarding emergencies involving dangerous goods, the "Emergency Plans (EmS)" in the IMDG Code annex are used.

- In case of emergencies or accidents, first aid materials to be used for intervention are kept by the personnel in known and easily accessible places.

3.6 Emergency information

- Port facility operators shall provide a list of all hazardous cargoes in

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	3-12
	 DANGEROUS GOODS HANDLING GUIDE 				

warehouses and other areas, including quantities, Eligible Shipping Names, correct technical names (if applicable), UN numbers, classes or, when assigned, distribution of goods, Class 1, compatibility group lettering, collateral hazard classes (if assigned), packing group (if assigned) and the exact location maintained in readiness for emergency services.

- The person responsible for the warehouses and the areas where dangerous goods are treated is aware of the occupancy status of the dangerous goods in his area and keeps the information available for use in case of emergency.
- Ensure that the person responsible for cargo loading operations involving dangerous cargo has the necessary information about the measures to be taken to handle accidents related to dangerous cargo and that this information is available for use in emergencies.
- It uses electronic or other automated information processing or transmission techniques to provide access to information.
- Data sheets of hazardous substances are normally found at the manufacturers of chemicals. Electronic databases with emergency response information are also available and are used when direct access to data is available.
- Ensures that port or dock emergency response operations and port or dock emergency phone numbers are located within or in important locations in warehouses and areas where dangerous goods are transported and processed.
- Ensure that firefighting and anti-pollution equipment and equipment are clearly marked and notices highlighting them are visibly displayed in all appropriate locations.
- It provides the captain of the vessel loading or transporting dangerous cargo with information about the emergency procedures in force and the services available at its interface.

3.7 Fire precautions

It makes sure of the following:

- Mooring places at the interface where ships dock are always available for emergency services access
- Audible or visual alarms are located within the area for emergency use and communication tools are made available for emergency services.
- All areas used for the transport of dangerous goods are kept clean and tidy
- That the master of the vessel is informed of the location of the nearest means to call the emergency services before the loading of dangerous cargo, and
- Lighting and other electrical equipment that is safe to use in flammable or explosive environments are kept in the areas where dangerous goods are located at the interface.
- Places where smoking is prohibited have been identified; and
- Symbolic prohibition of smoking are clearly visible at all points and smoking areas are kept at a safe distance from places where they would pose a hazard
- Equipment used in a flammable or explosive environment or in an area or space in an environment where such conditions may develop is safe for use in

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	3-13
	 DANGEROUS GOODS HANDLING GUIDE 				

a flammable or explosive environment and does not cause any fire or explosion and is suitable for use in this way.

- Considering the fire and explosion hazards that may occur as a result of the transportation of dangerous goods, it is important to note that the load handling units kept empty may still contain residues and flammable vapors and pose a hazard
- Electrical appliances plugged into portable plugs with extension cords are not used in areas or places that may create a flammable atmosphere.

3.8 Fire fighting

- Ensure that adequately and properly tested firefighting equipment and facilities are made available on board in accordance with the requirements of the Administration in areas where dangerous goods are transported or loaded.
- It ensures that the personnel involved in the transportation or loading of dangerous goods are trained in the use of fire extinguishing equipment in accordance with the requirements of the Administration and has fire drills done.

3.9 Environmental precautions

- Ensures that dangerous goods are transported only in areas that comply with the requirements of the Administration
- A damaged package containing dangerous goods shall ensure that the unit load or load transport unit is treated in accordance with the requirements of the Administration and shall not permit the transport or carriage of such dangerous cargo unless it has been properly repackaged and made suitable and safe for transport and carriage in all respects.
- It ensures that the damaged packaging, unit load or load carrying unit containing dangerous goods is transported to the designated area for these loads if necessary.
- Dangerous cargoes spilled on the dock/pier are not swept or washed and thrown into the sea. These loads are prevented from going to the sea with rainwater.
- During the loading and discharge of bulk cargoes from the ship, it takes the necessary precautions to prevent cargo from the ship or dock into the sea. These precautions are also taken during limbo operations.
- Necessary precautions are taken to prevent the contamination of dangerous substances handled in the port facility to the soil, water or areas where water is discharged. These measures also apply to areas with piping circuits and conveyor systems used for the handling of hazardous substances.
- Contaminated bilge water, dirty ballast, sludge, slop and cargo waste are taken from the ship.

3.10 Fight pollution

- It provides sufficient equipment to minimize the damage that may occur in the

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	3-14
	 DANGEROUS GOODS HANDLING GUIDE 				

event of spillage of dangerous goods.

- The equipment includes cleaning materials and portable catchment basins, as well as oil spill prevention fences, condensate covers, absorbing and neutralizing agents.
- Ensure that personnel involved in the transportation and handling of hazardous goods are trained and experienced in the use of anti-pollution equipment and facilities according to the requirements of the Administration.

3.11 Reporting Incidents

- In the event of an accident that may endanger the safety and security of the port, ships in the port, other property, the environment or the persons responsible for the transportation duty during the transportation of dangerous goods within its area of responsibility, it shall immediately stop the operation and not restart the operation until appropriate safety measures are taken. All personnel are required to report to the person responsible for the operation in the event of an accident during the transport of dangerous goods.
- In order to give a fast and effective answer; In order to treat injured personnel and reduce the damage that may occur, a short and accurate description of the incident should be sent to the emergency center as quickly as possible.
- In the event of an accident that may endanger the safety and security of the port, ships in the port, another property, the environment or the persons responsible for the transportation during the transportation of dangerous goods, it is ensured that the situation is immediately reported to the port administration.
- A damaged or leaky package containing dangerous goods shall be immediately reported to the port authority of the unit load or cargo transport unit.

3.12 Inspection

- The Port Officer shall, where applicable:
 - Checks documents and certificates related to the safe transportation, handling, packaging and stacking of dangerous goods upon arrival at the port
 - Packaging containing dangerous goods to verify that they have been marked, labelled or plated in accordance with the provisions of the IMDG Code and national and international legal requirements applicable to the mode of transport, as well as that unnecessary labels, banners and signs have been removed and that they have been loaded, packed and secured in accordance with the IMO/ILO/UN Guidelines on the Packaging of Freight Transport Units (CTUs), controls unit loads and load-bearing units;
 - Inspect cargo containers, liquid containers, transportable tanks and vehicles containing dangerous goods to ensure that they have a current safety approval certificate in accordance with the International Safe Container Convention (CSC) 1972, as amended, or that they have been

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	3-15
	 DANGEROUS GOODS HANDLING GUIDE 				

approved by the relevant provisions of the IMDG Code or by a certification or approval system of an appropriate authority; and

- Inspect every cargo container, liquid container, portable tank or vehicle containing dangerous goods for visible damage and signs of leakage of contents affecting its physical condition, strength or packaging integrity.
- It makes sure that the relevant safety measures are taken in the port area and regularly checks this process for a safe transportation process.
- In the event that the above-mentioned checks reveal deficiencies that may affect the safe transportation or transportation of dangerous goods, the Port Operator shall immediately notify all interested parties and request them to correct the deficiencies before the transportation or transportation of dangerous goods.
- It ensures that all necessary support is provided to the port authority or other persons or institutions authorized to carry out the inspection of dangerous cargoes.

3.13 Hot work and other repair or maintenance work

- It ensures that repair or maintenance work caused by the unavailability of emergency/fire equipment is not carried out without the prior authorization of the port authority.
- In the event of a hot work on the ship, after consulting the Port Operator and the captain of the ship, the company that will carry out the repairs shall check that it has a work permit issued by the port authority before carrying out a repair or maintenance work including hot work or any other work of this kind that may cause a danger due to the presence of dangerous cargoes.
- Prior notice due to the need for a permit and the estimated duration of the hot work or the unavailability of equipment allows adequate notice to be given to all emergency response agencies, such as the fire brigade, so that they can raise their objections and recommend additional measures. In special cases, such as a hot job to be carried out in the ship's hold or in closed areas nearby, it carries out a detailed site examination by experts who can determine whether special security measures need to be taken.

3.14 Entry into to confined spaces

- There is no indoor area in the port facility.
- Ensure that no one enters any confined or covered areas such as the cargo area, cargo tank, empty space around this tank, cargo handling area, which contains or may contain dangerous vapor or oxygen-consuming loads, unless the relevant area is free of hazardous vapor and the oxygen in the area is sufficient, and that access to these areas is approved by a responsible person who is trained in the use of the relevant equipment and who can correctly interpret the results obtained. The person in charge records the measures to be taken.
- If it is necessary for operational purposes to enter an area where it cannot be

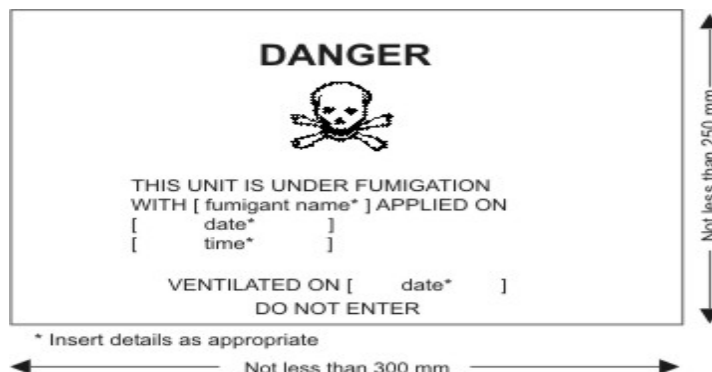
	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	3-16
	DANGEROUS GOODS HANDLING GUIDE				

cleared of hazardous vapours within a reasonable time and where entry is not approved, or if the area will not be cleared of hazardous vapours, entry into this area shall be made only by persons equipped with an independent breathing apparatus or other necessary protective equipment and clothing. The entire operation is carried out under the direct supervision of the responsible person with an independent breathing apparatus, protective equipment and rescue gear. Respirators, protective equipment and rescue equipment must be of a type that does not introduce an ignition source into the area.

- It is ensured that entry to the relevant area is made by following the procedures specified in international laws and guidelines.

3.15 Fumigation of warehouses, warehouses or freight forwarding units

- Ensure that the fumigation of warehouses, warehouses or freight transport units is carried out in accordance with the requirements of the Administration. The IMDG Code Annex takes into account the Recommendations on the Safe Use of Pesticides on Ships.
- The fumigation of load-bearing units is carried out only by competent bodies in areas designated for this purpose.
- Fumigated warehouses, warehouses or freight transport units are marked to inform people that they are approaching a dangerous substance.



- The Recommendations on the Safe Use of Pesticides on Ships include a warning sign to be used for fumigated ships, ship compartments, cargo containers, fuel ships. There are IMO/ILO/UN ECE Main Principles on the Packaging of Freight Transport Units (CTUs).
- It ensures that no one enters a warehouse, warehouse or cargo transport unit that is not properly ventilated, the gas in it is not evacuated, the fumigation warning signs are not removed, it is not specified as safe to enter by the responsible person and an evacuation certificate has not been issued.

3.16 Contaminated waste

It ensures that waste contaminated with hazardous loads is immediately collected and disposed of in accordance with the requirements of the Administration.

3.17 Alcohol and drug use

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	3-17
	 DANGEROUS GOODS HANDLING GUIDE 				

- It controls that a person under the influence of alcohol or drugs does not participate in an operation involving the transportation of dangerous goods within its area of responsibility.
- These persons are kept away from areas where dangerous goods are transported or transported at all times.

3.18 Weather conditions

- It does not allow dangerous goods to be transported in weather conditions that may significantly increase the risk within its area of responsibility.
- Explosive or dangerous liquid bulk cargoes during thunderstorms or unprotected cargoes that react dangerously in contact with water are not transported in rainy weather.

3.19 Lighting

It ensures that the areas where dangerous goods are handled and prepared for handling within its area of responsibility and their entrances are adequately illuminated.

3.20 Handling Equipment

- It ensures that all equipment used in the transportation of dangerous goods within its area of responsibility is suitable for its intended use and is used only by experienced persons.
- It ensures that all load handling equipment within its area of responsibility is of approved type, properly maintained and tested in accordance with national and international legal requirements.

3.21 Protective equipment

- It ensures that all officers involved in the transport of dangerous goods within its area of responsibility are provided with appropriate protective equipment in sufficient quantities when necessary.
- This equipment is checked to be of the approved type, providing adequate protection against the hazards inherent in the dangerous goods being transported.

3.22 Signals

- The Authority must decide that when a ship carries out the carriage or loading of certain specified dangerous goods in the port area, it must display any special visual signs, day or night.
- The specified dangerous goods must include the following:
 - Cast liquids with a burning point below 60 ° C in closed container;
 - Flammable and/or toxic gases; and
 - Explosives designated as Class 1 (except those in section 1.4S) are liquid desensitized explosives and solid desensitized explosives assigned as Class 4.1; According to the determination of the administration
- The reason why the sign is displayed during the day or at night is to inform

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	3-18
	 DANGEROUS GOODS HANDLING GUIDE 				

maritime traffic and personnel within the port area about the increased danger posed by dangerous cargo. Vessels displaying such markings may be subject to special requirements and special instructions of the port authority.

- The following four scenarios should be considered:
 - The ship is anchored or anchored during the day;
 - The ship anchors or anchors at night;
 - The ship is sailing during the day; or
 - The ship sails at night.
- Vessels that are required to display such signs by carrying dangerous cargo should be provided with a special ship mooring, pier or port fee, although a charge may apply. Special restrictions may apply in the following cases:
 - Entering/accessing ships;
 - In radio radar transmissions;
 - Ship anchor in transit; and
 - Do not pass moored or anchored vessels.
- The port authority should pay attention to the separation of ships in sail, which must display the necessary signs. The port authority may also impose certain separation distances and regulate the movement of ships to prevent the passage of such vessels in narrow channels or passages. The signs that should be displayed should be made as follows:
 - In the daytime, the beacon code flag is International Signal Code "B"; and
 - At night, all the constant red light.

3.23 Communication

The port authority must ensure that every vessel carrying dangerous goods maintains effective communication with the port authority authorities. In the implementation of such communications/communications, in accordance with the provisions of Regulation SOLAS IV/7 and in accordance with the performance standards set out in IMO Session A.609(15) decision and the conditions of the Administration, it should be carried out with VHF radio equipment.

3.24 Areas

3.24.1 Dangerous cargo areas

- A necessary monitoring and alarm system is established in order to keep the areas where dangerous goods are handled under constant surveillance by the relevant facility personnel and/or security guards.
- In areas where hazardous materials are temporarily stored, sorting and stacking requirements are met.
- In closed areas used for temporary storage, emergency exits, adequate ventilation, water drainage system, leak pool, appropriate fire extinguishing and fire warning systems, appropriate lighting system, fire-resistant walls and doors are installed.
- Areas where dangerous goods are handled are equipped with the necessary

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	3-19
	 DANGEROUS GOODS HANDLING GUIDE 				

equipment and equipment to prevent the possible harmful effects of such hazardous substances.

- In order to make the necessary intervention in emergencies, sufficient entry and exit facilities are provided to the areas where dangerous goods are handled, or if dangerous goods are stacked or stored in the entire area, access roads to the cargo transport units containing dangerous goods are kept open and equipment that can provide emergency facilities and capabilities that can be intervened in a short time is kept in the field.

3.24.2 Container stacking areas/rail lines/truck parking areas

- Separate areas can be assigned for certain dangerous cargoes.
- The allocation requirements of the administration are provided when assigning the fields.
- It is taken into account that in the event of an emergency, it is necessary to provide proper access for handling equipment and emergency services, etc.
- Appropriate emergency facilities are provided. These must be suitable for the hazardous cargo hazards to be handled.

3.24.3 Fumigation areas

- Separate areas are provided or designated for the ships to be fumigated and/or cargo transports.
- These areas are fenced off to prevent the entry of unauthorized persons, or appropriate means of communication are provided for personnel when a checkpoint is established.

3.24.4 Special areas for damaged hazardous cargo and waste contaminated by hazardous cargo

- For damaged dangerous goods and wastes contaminated by hazardous cargoes, special areas are prepared where damaged dangerous goods can be held and repackaged, or where contaminated wastes can be separated and kept until they are disposed of.
- Such areas must be covered, have a waterproof floor and bottom, have shut-off valves, pits or basins, and have means to discharge polluted water to private facilities to protect the port area and its surroundings.
- These areas are fenced off to prevent the entry of unauthorized persons and must include appropriate means of communication for security personnel when a checkpoint is placed

3.24.5 Repair/cleaning facilities

- When repair or cleaning facilities are provided for ships or cargo shipping units, they shall be located as far away as possible from any area where dangerous cargo is transported or handled. This area should not interfere with the carrying out of minor navigational repairs at the cargo handling interface and the cleaning of cargo tanks at tanker terminals.

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	4-20
	DANGEROUS GOODS HANDLING GUIDE				

- Cleaning facilities should take the necessary precautions to protect the environment when environmentally hazardous substances are used in the cleaning process or are involved in this process.

3.24.6 Reception activities

Facilities must be properly equipped for the reception and dispatch of bilge water, waste, ballast and slops contaminated with hazardous cargo. If it is exempt, it should notify the relevant institutions.

3.25 Training

It will be ensured that the personnel involved in the loading/evacuation of dangerous goods at the port facility receive training on emergencies (fire, explosion, leakage, etc.) and intervention, occupational health and safety in accordance with their job descriptions and working areas.

4 CLASSES, TRANSPORTATION, ESTIMATION/DISCHARGE, HANDLING, SORTING, STACKING AND STORAGE OF DANGEROUS GOODS

4.1 Classes of dangerous goods

The classification is done by the shipper/shipper or the appropriate competent authority. The IMDG Code classifies dangerous goods as follows (simplified form):

Class 1: Explosives

Section 1.1: Substances and articles with a mass explosion hazard

Section 1.2: Substances and objects that are not in danger of mass explosion but are in danger of scattering

Section 1.3: Substances and articles that are a fire hazard, have a small explosion or minor scattering hazard, or both, but are not in danger of mass explosion.

Section 1.4: Substances and articles that do not contain a significant hazard

Section 1.5: Substances with a mass explosion hazard but little sensitivity

Section 1.6: Highly insensitive objects with no danger of mass explosion

Class 2: Gases

Class 2.1: flammable gases

Class 2.2: non-flammable, non-toxic gases

Class 2.3: Toxic gases

Class 3: Flammable liquids

Class 4: Flammable solids; substances prone to spontaneous ignition instantly; substances that emit flammable gases when in contact with water

Class 4.1: flammable solids, self-reactive substances and desensitized solid explosives

Class 4.2: substances prone to spontaneous ignition immediately

Class 4.3: substances that emit flammable gases when in contact with water

Class 5: Oxidizing agents and organic peroxides

Class 5.1: substances that cause oxidation

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	4-21
	DANGEROUS GOODS HANDLING GUIDE				

Class 5.2: Organic peroxides

Class 6: Toxic and infectious substances

Class 6.1: Toxic substances

Class 6.2: Infectious substances

Class 7: Radioactive material

Class 8: Corrosive substances

Class 9: Various hazardous substances and objects

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

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	4-22
	DANGEROUS GOODS HANDLING GUIDE				

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

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	4-23
	DANGEROUS GOODS HANDLING GUIDE				

Class 2		
	2.1	Combustible gas
	2.2	Non-flammable pressurized gas
	2.3	Toxic or poisonous gas
Class 3		
	3	Flammable Liquids
Class 4		
	4.1	Flammable solids
	4.2	Inherently flammable solids
	4.3	Substances that burn in contact with water
Class 5		
	5.1	Incendiary
	5.2	Organic peroxide (5.2 new ADR2007)

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	4-24
	DANGEROUS GOODS HANDLING GUIDE				

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)
	Degradable	Criticality safety index label (symbol 7E)
Class 8		
	-	Corrosive
Class 9		
	-	Various Hazardous Compounds

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	4-25
	DANGEROUS GOODS HANDLING GUIDE				

4.2 Packages and packaging of Dangerous Goods

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

These communication channels tell the user about the shipment or product features. The IMDG Code provides clear procedures for authorization of shipments, as well as for pre-notification, markings, labels and documents (manuals, electronic computing or electronic information interchange techniques and placard insertion).

The code clearly states that no one can provide transportation for dangerous goods unless the goods are properly marked, labeled, placarded and have an approved document. Transporters of dangerous goods must clearly state the UN Number and the appropriate shipping name on the cargo. In the case of marine pollutants, the word "marine pollutant" must be included in the document accompanying the shipment. This requirement is particularly important in order to determine the emergency procedures necessary to deal appropriately with the situation in the event of an accident involving these goods. In the presence of marine pollutants, the captain



of the ship is required to comply with the requirements of MARPOL 73/78.

Packagings



Tankers Carrying Dangerous Goods



Explosive Transport Vehicles

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	4-26
	 DANGEROUS GOODS HANDLING GUIDE 				



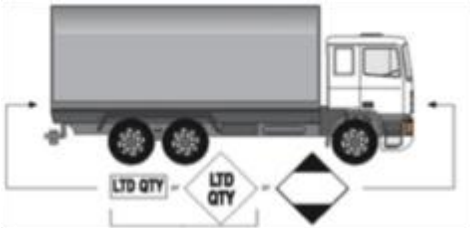
Radioactive Transport Vehicles

Packaged Dangerous Goods



Transport units with a single tank section

Transport units with multi-tank compartment



Limited Quantity

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	4-27
	 DANGEROUS GOODS HANDLING GUIDE 				

4.3 Cards, license plates, brands and labels for dangerous goods.

The IMDG Code proposes a system based on labels and placards designed in such a way that it is possible for anyone working in close proximity to this type of cargo to recognize, preferably at first glance, the nature of the risks posed by these substances, regardless of their packaging.

4.3.1 Labels

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

Because dangerous goods can pose multiple risks, it is also necessary to use "secondary risk labels". These labels are the same as those that pose a primary risk in terms of color, shape, and symbols. Although the IMDG Code says something about this, in some countries the number of classes is only indicated on the primary risk label and there is no class number on the secondary risk label. This is an effective way to distinguish between the two.

4.3.2 Placards

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

Containers carrying dangerous goods must have at least one placard on each side and one at each end of the unit (i.e. on all four sides).

Rail wagons must be placarded on at least both sides.

Freight containers, trailers and portable tanks must be placarded on all four sides

Road Vehicles must have appropriate placards on both sides and back.

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	4-28
	DANGEROUS GOODS HANDLING GUIDE				

Shapes and Colors of Labels and Plates

Class 1 – Explosives

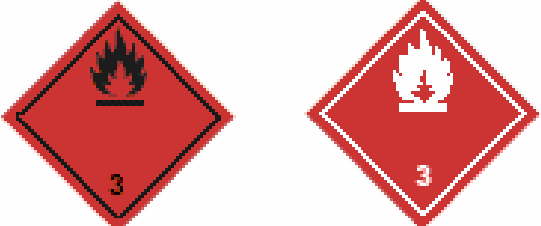
	Section 1.1 / 1.2 / 1.3 Symbol – explosion in black Background color – orange color Text – Explosive (optional) * * Location of the Department and/or Compliance Group * Location of the Compatibility Group or Text Number 1 – in the bottom corner
	Chapter 1.4 / 1.5 / 1.6 Background color – orange color Subclass numbers – black (approx. 30 mm x 5 mm on 100 mm x 100 mm labels) * Location of the Compatibility Group Number 1 – in the bottom corner

Class 2 –Gases

  (No.2.1)	Section 2.1 Flammable gases Symbol – Black or white colored flame Background color – color red Text – Combustible gas (optional) Number 1 – in the bottom corner
  (No.2.2)	Chapter 2.2 Non-flammable gases Symbol – Gas cylinder in black or white colour Background color – in green Text – Non-flammable pressurized gas (optional) Number 2 – in the bottom corner
	Section 2.3 Toxic gases Symbol – Skull and crossbones in black denoting danger Background color – in whitecolor Text – Toxic(optional) Number 2 – in the bottom corner

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	4-29
	 DANGEROUS GOODS HANDLING GUIDE 				

Class 3 – Flammable Liquids

	Symbol – Black and white colored flame Background color – color red Text – Flammable liquid(optional) Number 3 – in the bottom corner
---	---

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

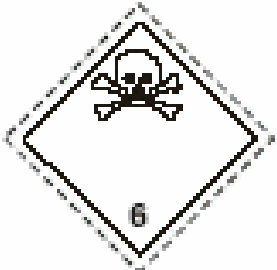
	Section 4.1 Flammable Solids Symbol – flame in black Background color – white color with seven red vertical bands Text – Flammable Solids Number 4 – in the bottom corner
	Section 4.2 Self-combustible substances Symbol – Black and white colored flame Background color – blue color Text – Self-combustible substances (optional) Number 4 – in the bottom corner
	Chapter 4.3 Substances emitting flammable gases in contact with water Symbol – Black and white colored flame Background color – blue color Text – Self-combustible substances; substances that emit flammable gases in contact with water (optional) Number 4 – in the bottom corner

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	4-30
	DANGEROUS GOODS HANDLING GUIDE				

Class 5 – Oxidizing agents and organic peroxides

	Section 5.1 Oxidizing agents Symbol – Circular flame in black Background color – yellow color Text – Oxidizing Agent (optional) Number 5.1 – in the bottom corner
	Chapter 5.2 Organic peroxides Symbol – White flame Upper Half – red Bottom Half –yellow Text – Organic Peroxide (optional) Number 5.2 – in the bottom corner

Class 6 – Toxic Substances or Infectious Substances

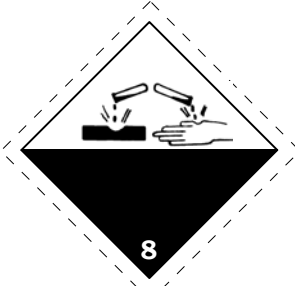
	Section 6.1 Toxic Substances Symbol – black skull and crossbones Background color – White color Text – Toxic(optional) Number 6 – in the bottom corner
	Chapter 6.2 Infectious Substances Symbol – Three halves joined in a circle and black inscriptions Background color – white color Text – Infectious Substance, Report to the Directorate of Public Health (optional) Number 6 – in the bottom corner

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	4-31
	DANGEROUS GOODS HANDLING GUIDE				

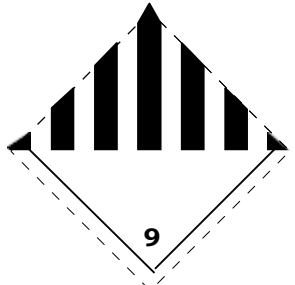
Class 7 – Radioactive Substances

	Category I – White Symbol – black colored clover Background color – white color Black (mandatory) Text – in the lower half of the label "Radioactive I", "Contents...", "Activity..." and the "Shipping Index" box Number 7 – in the bottom corner
	Category II – Yellow Symbol – black colored clover Background color – yellow top half with a white border, white bottom half Black text – in the lower half of the label "Radioactive I", "Contents...", "Activity..." and the "Shipping Index" box is Number 7 – in the bottom corner
	Category III – Yellow Symbol – black colored clover Background color – yellow top half with a white border, white bottom half Black text – in the lower half of the label "Radioactive I", "Contents...", "Activity..." and the "Shipping Index" box is Number 7 – in the bottom corner

Class 8 – Corrosive Substances

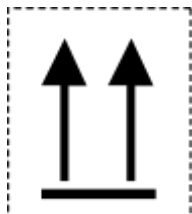
	Symbol – Liquids falling from two test tubes into a hand and a piece of black metal Background color – White top half and black bottom half with white border, Text – Abrasive(optional) Number 8 – in the bottom corner
---	--

Class 9 – Miscellaneous Hazardous Substances and Products Potentially Harmful to the Environment

	Symbol – seven vertical bars in black on the top half Background color – white color Number 9 – in the bottom corner
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	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	4-32
	DANGEROUS GOODS HANDLING GUIDE				

Other tags

	Indicates elevated temperature (liquid at a temperature equal to or above 100oC, or solid at a temperature equal to or above 240oC)
	Orange-coloured signs with hazard-identification number and UN number
	Black and red directional arrows

Placards on marine pollutants

	Packages and load carriers containing hazardous substances classified as "Marine pollutants" by the IMDG Code must bear the markings shown here and must be durable. These should be placed close to the risk labels or risk plaques of the goods. The dimensions of marine pollutant markings should be a minimum of 10 cm for each side of the packages and 25 cm for each side of the load carriers.
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	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	4-33
	 DANGEROUS GOODS HANDLING GUIDE 				

4.4 Markings and packing groups of Dangerous Goods

4.4.1 Packaging Groups, Classification Criteria

The risks presented by dangerous goods in maritime transport are associated with their packaging, so they must be safe, well-designed, manufactured and in good condition. Injuries are unlikely to occur due to this load, but it is possible that hazardous substances or their vapors will be released if the load is damaged.

Packages/containers must comply with the following requirements:

It should not be affected by the load it carries.

It must be strong enough to withstand the rough handling and risks associated with sea shipping.

It must be able to withstand rain, wind and sea water.

They should be usable and sufficient for the loads they carry.

It should be in good condition.

It must be correctly marked, labeled, and marked.

For packaging purposes, hazardous substances belonging to all classes except classes 1, 2, 6.2 and 7 are divided into three "packing groups" according to the degree of danger they represent:

Packaging Group I – High level of danger

Packaging Group II – Medium hazard level

Packaging Group III – Low level of danger

4.4.2 UN Packaging and Approval Mark

Most packages are also required to carry the UN packing approval mark, which verifies that the packaging has been tested and certified in accordance with relevant United Nations performance standards. Below is an example.



1A1/Y1.4/150/98/NL/VL824

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	4-34
	 DANGEROUS GOODS HANDLING GUIDE 				

4.5 Separation tables on board and in port according to the classes of dangerous goods.

One of the most important elements related to the transportation of dangerous goods is the stacking and separate storage of goods. Hazardous substances should not be stored with substances that they may interact with and cause danger.

Incompatible dangerous goods must be placed separately from each other during transport and storage. Improper stacking of dangerous goods can lead to toxic fumes, fire, spillage, and deterioration of the quality of the product. For this reason, IMDG Code; In Chapter 7 of Volume 1 on stacking and separate storage, he set out the rules entitled "Rules on Transport Operations".

4.5.1 Separate Storage and stacking principles

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

- Lack of understanding of the structure of matter
- Quality assurance – inadequacy of container inspection certificates
- Inadequate records of chemical record stocks in different terminal areas
- Inadequate labeling and registration of chemicals
- Poor cleanliness - lack of firefighting equipment in work areas

The IMDG Code requires dangerous goods to be stored and sorted according to their hazard, class and compliance status. The code also provides detailed information on important factors related to where dangerous goods should be stacked and how they should be stored separately from other cargoes.

Although the IMDG Code provides detailed information on ship stacking, the requirements can also be applied to shore storage and even container packaging. The terms provide a framework for port authorities to use when drafting their regulations for the safe transport and stacking of dangerous goods at ports. Goods that need to be stored separately from each other will not be transported in the same load transport unit.

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	4-35
	DANGEROUS GOODS HANDLING GUIDE				

4.5.2 IMDG Code separate storage, stacking and Dangerous Goods list

General separate storage applies to all cargo areas above or below deck of all types of vessels and to cargo in transport units, and non-compliant goods must be stored separately from each other. For the purpose of separate storage, the IMDG Code has grouped chemical properties that are similar to each other in the list of dangerous goods. In the list of dangerous goods, group substances are grouped as follows:

1. Acids
2. Ammonium Compound
3. Bromates
4. Chlorates
5. Chlorites
6. Cyanide
7. Heavy metals and their salts
8. Hypochlorite
9. Lead and Its Compounds
10. Liquid halogenated hydrocarbons
11. Mercury and mercury compounds
12. Nitrites and their mixtures
13. Perchlorates
14. Permanganatlar
15. Powdered metals
16. Peroxides
17. Azids
18. Alkaline

If items are shipped under Not Otherwise Specified (N.O.S.) entries, the shipper will decide for the appropriate separate storage group.

Under column 16 of the numerical list of dangerous goods, the IMDG code can be found in Volume 2, with the stacking conditions listed for each of the dangerous goods. In addition, this column contains stacking information on sleep, food, solutions and mixing areas, etc. For the product "ALLYL BRODYDE UN No 1099", column 16 contains the phrase "Category B, keep away from living areas".

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	4-36
	 DANGEROUS GOODS HANDLING GUIDE				

In the paragraph below, the five categories of stacking stipulated by the IMDG Code are given.

Stacking Categories

Category	A	B	C	D	E
Cargo ship carrying up to 25 passengers	Above or below deck	Above or below deck	Above deck only	Above deck only	Above or below deck
Cruise ships carrying more than 25 passengers	Above or below deck	Above deck only	Above deck only	Forbidden	Forbidden

There are the following 5 categories for ship stacking:

Stacking category 01	Cargo ships (up to 12 passengers) Cruise ships	On deck or below deck in a closed load handling unit
		On deck or below deck in a closed load handling unit
Stacking category 02	Cargo ships (up to 12 passengers) Cruise ships	On deck or below deck in a closed load handling unit
		On deck in a closed load transport unit or in a closed load transport unit below deck in accordance with 7.1.4.4.5
Stacking category 03	Cargo ships (up to 12 passengers) Cruise ships	On deck or below deck in a closed load handling unit
		Prohibited except in accordance with 7.1.4.4.5.
Stacking category 04	Cargo ships (up to 12 passengers) Cruise ships	On deck or below deck in a closed load transport unit In a closed load carrying unit Prohibited except in accordance with 7.1.4.4.5.
		On deck only in a closed load transport unit Prohibited except in accordance with 7.1.4.4.5.
Stacking category 05	Cargo ships (up to 12 passengers) Cruise ships	On deck only in a closed load transport unit Prohibited except in accordance with 7.1.4.4.5.
		Prohibited except in accordance with 7.1.4.4.5.

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	4-37
	DANGEROUS GOODS HANDLING GUIDE				

In short, the IMDG Code provides a way to safely stack dangerous goods, taking into account their compatibility with other types of cargo, and to prevent possible damage in the event of an accident.

It is the sole responsibility of the Ship Planner how dangerous goods are safely stowed on board. The Port Terminals are not responsible for the planning for the stacking of dangerous goods on board, they are not concerned with the planning for the stowage of dangerous goods on board, they are only responsible for the stacking of cargo in the position specified in the ship plan provided by the Cargo Line through the relevant authorities.

4.6 Separation distances of dangerous cargoes in warehouse storage and separation terms.

4.6.1 Separate Storage

The IMDG Code uses four separate storage terms:

1. "Keep away" (minimum separation distance between two mismatched goods)
2. "Keep it separate"
3. "Keep it in separate or separate places with a full partition"
4. "Keep longitudinally separated by complete partition or in separate places" (the maximum distance at which two incompatible substances can be kept apart)

The general provisions regarding the separation of dangerous goods between different classes are set out in the following Separate Storage Table:

CLASS		1.1	1.2	1.3	1.4	2.1	2.2	2.3	3	4.1	4.2	4.3	5.1	5.2	6.1	6.2	7	8	9
		1.5	1.6	1.7	1.8	2.4	2.5	2.6	3.1	3.2	3.3	3.4	3.5	3.6	3.7	3.8	3.9	3.10	3.11
Explosives	1.1, 1.2, 1.5	*	*	*	4	2	2	4	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	4	2	4	2	2	X
Explosives	1.4	*	*	*	2	1	1	2	2	2	2	2	2	2	X	4	2	2	X
Flammable gases	2.1	4	4	2	X	X	X	2	1	2	X	2	2	2	X	4	2	1	X
Non-toxic, flammable gases	2.2	2	2	1	X	X	X	1	X	1	X	X	1	X	2	1	X	X	
Toxic gases	2.3	2	2	1	X	X	X	2	X	2	X	X	2	X	2	1	X	X	
Flammable liquids	3	4	4	2	2	1	2	X	X	2	1	2	2	X	3	2	X	X	
Flammable solids (including self-reactive substances and solids-desensitized explosives)	4.1	4	3	2	1	X	X	X	X	1	X	1	2	X	3	2	1	X	
Substances responsible for spontaneous combustion	4.2	4	3	2	2	1	2	2	1	X	1	2	2	1	3	2	1	X	

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	4-38
	DANGEROUS GOODS HANDLING GUIDE				

Substances that emit flammable gases in contact with water	4.3	4	4	2	X	X	X	1	X	1	X	2	2	X	2	2	1	X
Oxidizing agents (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	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
Various hazardous substances and mixtures	9	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

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

Numbers and symbols, as defined in this section, relate to the following conditions;

1	Keep it away	3 meters
2	Keep it separate	6 meters
3	"Keep it in separate or separate places with a full partition"	12 meters
4	"Keep it longitudinally separated by a complete partition or in separate places"	24 meters
X	If separate storage is available, it is shown on the Dangerous Goods List	-

Explosives require special storage in accordance with the compatibility group. Explosives with the same letter can be stacked together, regardless of their class division. Although substances, materials or product properties of the same Class can be very different to each other, it is important to first refer to the Dangerous Goods List in order to determine the appropriate separate storage conditions in each case.

4.6.2 Separation of Load Transport Units

Dangerous goods that must be kept separate from others should not be stacked in the same load transport unit (container). However, the shipment of goods that need to be kept "away" by separating from others can be carried out within the same freight transport unit upon the authorization of the relevant authority. In such a case, an equivalent level of security must be maintained.

4.6.3 Separate Storage in Port Areas

Through Circular 1/1216 of 26 February 2008, the IMO Maritime Safety Committee (MSC) has adopted several revised recommendations on the safe shipment of dangerous goods and related activities within port areas.

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	4-39
	DANGEROUS GOODS HANDLING GUIDE				

MSC Circular 1216 of 2008 sets out the decision that containers carrying dangerous goods should not be stacked on top of others. **Containers carrying dangerous goods in the same class are exempt from this rule.** This exemption does not apply to loads (abrasives) within Class 8 if they have different contents. In other words, if the charge in Class 8 consists of exactly the same substances, they can be stored on top of each other. Containers should always be stacked in such a way as to facilitate access to doors and sides in order to carry out cooling and control work.

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	4-40
	DANGEROUS GOODS HANDLING GUIDE				

For dangerous goods stored in private areas or in the areas of custodians, the distinction between the different classes must be taken into account. The schedule specified by the IMDG Law will be a guide in terms of stowage on ship decks. With the IMO Port Recommendations, it has established a separate storage schedule for port storage, which is below.

Class		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, reactive substances and desensitized explosives	4.1	A	0	0	0	0	A	0	A	S	0	A	0
Self-ignitable substances	4.2	S	A	S	S	A	0	A	S	S	A	A	0
Substances that cause flammable gas emission in case of contact with water	4.3	0	0	0	A	0	A	0	S	S	0	A	0
Oxidizing agents	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 (liquids and solids)	6.1	0	0	0	0	0	A	0	A	A	0	0	0
Abrasives (liquids and solids)	8	A	0	0	0	A	A	A	S	S	0	0	0
Other hazardous substances and articles	9	0	0	0	0	0	0	0	0	0	0	0	0

The table specifies only three separate categories of storage in terms of storage at ports .

"0" refers to pairs of dangerous goods that must be stored separately from others (unless indicated by separate entries in the numerical list of dangerous goods, which must always be checked)

"A" is "keeping away" from the other classes within this pair. indicates the necessity of separate storage (3 meters)

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	4-41
	 DANGEROUS GOODS HANDLING GUIDE 				

"S" stipulates a separate storage category "separate from" between the classes belonging to this pair

Class 1 cargoes (other than clause 1.4 S), 6.2 and 7 are generally subject to authorization only for direct shipment or delivery in the port area. These classes are not included in the table. However, in case of unexpected situations, these loads must be temporarily kept in the designated areas. Separate storage requirements for different classes, as determined within the IMDG Law, should be taken into account by the port authority when establishing certain conditions.

Cleaning of containers and transportable tanks transporting dangerous goods should be carried out in special areas, away from the places where dangerous goods are stored. These areas should be adequately prepared and equipped to prevent washing water contaminated with hazardous substances from mixing with the soil, water channels and sewage system.

After the container with scattered and unplaced dangerous goods has been unloaded for delivery (unloading/stripping the cargo from the container), all sheets and risk designations for the goods must be removed from the container.

4.7 Dangerous goods documents.

There are many documents used within the maritime industry, and these documents are primarily used to transfer information between the following parties:

- Shippers (shippers)
- Buyers
- Shipping lines
- Government offices
- Banking Services
- Insurance companies

These documents are legal and can be used in courts to resolve potential disputes.

The process of transporting dangerous goods is clearly defined in the IMDG Code Volume 5 under the Documentation section (Chapter 5.4 / 1). The code also includes the use of Electronic Data Processing (EDP) and Electronic Data Interchange transmission techniques.

Documentation of dangerous goods includes the delivery of basic information about the danger of the goods. The shipper will provide all information and documents as specified in the code.

4.7.1 Documents required for the shipment of dangerous goods

One of the basic requirements of dangerous goods transport documents is that they contain basic information about the risks that the dangerous goods may cause. Shipping documents are generally the same for all modes of transport and the

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	4-42
	 DANGEROUS GOODS HANDLING GUIDE 				

information provided for must be clear and legible. However, IMO recommends the use of the Multimodal Form, which will be discussed later.

Dangerous Goods Transport Certificate

The Dangerous Goods Transport Certificate must contain the following information:

- Shipping name or correct technical name (trade names will not be accepted)
 - Class and Department, if possible. Class or Section risk can be included in the number of classes. The compatibility group will also be specified in class 1 goods and, in the case of gas with secondary risks, further information will be added to indicate the risks
 - The United Nations number will be written after the UN
 - Packing group, if any
 - Total quantity of dangerous goods per volume or mass, as well as package number and types
 - Flash point for substances with a flash point of 61 Co or less
 - Additional risks are not specified in the name of the shipment
 - Where necessary, the goods will be designated as "Marine Pollutants"
 - Empty enclosures containing dangerous goods residues will be marked with indications such as "Empty", "Uncleaned" or "Contains Residue" before or after the shipping name
 - For limited quantities of dangerous goods, the phrase "Limited Quantities of Dangerous Goods" will be added
 - Regulation and emergency temperatures for class 5.2 or class 4.1 self-reactive substances
 - Document signed on behalf of the sender stating that the goods have been correctly sorted, packed, marked, labeled, and fit for shipping
 - Additional information may be required in certain cases such as explosives, radioactive materials, dangerous substances transported in molten form, etc.
- Dangerous goods cargoes that are misplaced in the container and become loose and damaged during transit are the cause of the vast majority of dangerous goods-related accidents. Therefore, it is very important to check that this process is carried out correctly.

4.7.2 Declaration Regulation for Dangerous Goods

In the case of dangerous goods transport, the way information is reported varies from country to country. The basic requirement is to submit a Declaration for Dangerous Goods.

If dangerous goods and other non-hazardous substances are listed in the same document, the dangerous goods should be listed first or emphasized that they are dangerous. Regardless of the format of the statement, it must contain the same information. The order of information to be followed without adding any other information is: shipping name, class, UN number and packing group, if any.

The following are examples of dangerous goods descriptions:

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	4-43
	 DANGEROUS GOODS HANDLING GUIDE 				

- ALKOL 6.1, UN 1098 I
- FORMİK ASİT, 8, UN 1779, II
- Acrolein Stabilize, 6.1, BM1902, GA/AI (3), DENİZ KİRLETİCİ

4.7.3 Container / Vehicle Packaging Certificate

When dangerous goods are packed or loaded into any container or vehicle, those responsible for packaging or loading will receive a "container/vehicle packing certificate". This document basically confirms the following;

- The load handling unit is clean, dry and suitable for the reception of goods
- Incompatible items are not placed in the load handling unit (unless specifically permitted by the competent national authority)
- All packages have been checked for external damage and only sound packs have been installed
- All packages are properly loaded and secured with a load carrier
- The load carrier and packages are properly marked and labelled
- A dangerous goods transport certificate has been obtained for each dangerous goods loaded into the container/vehicle

The certificate must be signed by the person responsible for stacking goods in the load handling unit. This certificate and the "Dangerous Goods Declaration; " It is possible to make it a single document as "Dangerous Goods Multimodal Transport".

4.7.4 Multimodal Model Transport Certificate

There is no mandatory model for the declaration of dangerous goods. The IMDG Code recommends the document used for the multimodal transport of dangerous goods, which combines the following dangerous goods declaration with the vehicle/container packing certificate or the Declaration of Dangerous Goods; (Ordinance 4, Chapter VII, Solas 74)

On the next page you can find an example of a completed Multimodal Dangerous Goods Form

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	4-44
	DANGEROUS GOODS HANDLING GUIDE				

MULTIMODAL DANGEROUS GOOD FORM					
1. Shipper/Consignor/ Sender Very Toxic Chemical Company 55 Prosperous Ave., Singapore 123456 Tel : 777-4444		2. Transport document number		3. Page 1 of 1 pages	
4. Consignee Safe Chemical Trading Co.,Ltd 45th Street, Northumberland NE24 4RG United Kingdom Tel : 444-8446		7. Carrier (to be completed by the carrier)		SHIPPER'S DECLARATION (signature in block section 22 below) I hereby declare that the contents of this consignment are fully and accurately described below by the Proper Shipping Name, and are classified, packaged, marked and labeled/placarded marked and labeled/placarded and are in all respects in proper condition for transport according to transport according to the applicable international and national governmental regulations	
5. This shipment is within the limitations prescribed for: (delete non-applicable) PASSENGER-AND-CARGO AIRCRAFT CARGO-AIRCRAFT-ONLY		9. Additional handling information			
10. Vessel/flight No. and date M.V. Green Voy.123N		11. Port/place or loading Singapore		12. Port/Place of discharge Liverpool/ United Kingdom	
13. Destination Manchester/UK					
14. Shipping marks		*Number and kind of package; description of goods		Gross mass(kg)	Net mass(kg)
MOOV Head Lice Solution 200 ml		UN 1170, ETHANOL SOLUTION, Class 3, PG III, (24°C c.c.) LTD QTY F-E, S-D. Total: 3 Ctns (24/Ctn) In plastic Bottles : QTY : 72		20.25	14.04
Resolve Solution 25 ml		UN 1170, ETHANOL SOLUTION, Class 3, PG II, (20°C c.c.) LTD QTY F-E, S-D. Total: 1 Ctn (14/Ctn) In plastic Bottles : QTY : 14		0.544	0.31
					0.001
15. Container identification No/ vehicle registration No. SPDU1234567		16. Seal number(s) 5445974		17. Container/ vehicle size & type 40' GP	18. Tare mass (kg) 19,678
19. Total gross mass (including tare) (kg) 25,000					
20. CONTAINER/ VEHICLE PACKAGING CERTIFICATE I hereby declare that the goods described above have been packaged/ loaded into the container/ vehicle identified above in accordance with the applicable provisions. MUST BE COMPLETED AND SIGNED FOR ALL CONTAINER/VEHICLE LOADS BY PERSON RESPONSIBLE FOR PACKING/LOADING Name of company Very Toxic Chemical Company, 55 Prosperous Ave., Singapore 123456 Tel : 777-4444 Name/status of declarant Mr. Pack Packman Place and date Singapore, 15 June 2011 Signature of declarant		21. RECEIVING ORGANIZATION RECEIPT Received the above number of packages/ container/ trailers in apparent good order and condition, unless stated hereon: RECEIVING ORGANIZATION REMARKS. Hauler's name Vehicle reg. No. Signature and date Driver's Signature			
		22. Name of company (of SHIPPER) PREPARING THIS NOTE Very Toxic Chemical Company Name/status of declarant Mr. Abod Efghi /Export Asst. Place and date Singapore, 15 June 2011 Signature of declarant			
DANGEROUS GOODS * You must specify: Proper Shipping Name, hazard class, UN No, packing group, (where assigned) marine pollutant and observe the mandatory requirements under applicable national and international governmental regulation. For the purpose of the IMDG Code see, 5.4.1.4 For the purpose of the IMDG Code: See 5.4.2					

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	6-1
	 DANGEROUS GOODS HANDLING GUIDE 				

5 HANDBOOK ON DANGEROUS GOODS HANDLED AT SHORE FACILITY

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

TABLE OF CONTENTS

1. PURPOSE
2. SCOPE
3. DEFINITIONS
4. DANGEROUS GOODS CLASSES
5. PACKAGES, PACKAGINGS, LABELS, SIGNS AND PACKING GROUPS OF DANGEROUS GOODS
6. SEPARATION TABLES ON BOARD AND SHORE FACILITY ACCORDING TO THE CLASSES OF DANGEROUS GOODS
7. HAZARDOUS LOADS EMERGENCY RESPONSE ACTION FLOW DIAGRAM
8. EMERGENCY CONTACT INFORMATION
9. LOCATIONS OF EMERGENCY EQUIPMENT AND INSTRUCTIONS FOR USE
10. PORT FACILITY RULES
11. LAYOUT PLAN

A Dangerous Goods Handbook has been prepared and attached in sizes that can be carried in the pocket.

6 OPERATIONAL CONSIDERATIONS

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

- It is the responsibility of the port authority to direct where and when a ship with any dangerous cargo on board will anchor in the port area, moor with a tugboat, dock and where it can stay, taking into account the relevant issues such as the nature and amount of dangerous cargoes found, environment, population and weather conditions.
- In the event of an emergency, the transfer of a ship carrying any dangerous cargo on board in the port area or its removal in the port area for the safety of the ship and crew can be made with the approval of the ship captain, the port authority and the port authority.
- It is the responsibility of the port authority to determine any additional requirements in accordance with local conditions and the quantity and nature of dangerous cargoes exposed.
- Port facility operators must ensure that the following is ensured:

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	6-2
	 DANGEROUS GOODS HANDLING GUIDE 				

- Providing adequate and secure mooring facilities, and
- Ensuring adequate and safe access between the ship and the shore.

6.2 Procedures for the discharge and evacuation of dangerous goods and additional measures to be taken according to seasonal conditions.

- No explosive or bulk liquid cargo should be loaded in stormy weather or without an open enclosure which, if in contact with water, would react dangerously in the event of rain.
- Dangerous solid bulk cargoes, which, if on contact with water, turn into flammable or toxic vapors or cause simultaneous explosions, should be kept as dry as possible. Such cargo should only be transported under dry weather conditions.
- Due to the nature of explosives; Transport of dangerous goods in adverse weather conditions The transport of dangerous goods requires great care, especially in rainy weather conditions.

6.3 Procedures for keeping flammable, combustible and explosive materials away from operations that create/can cause sparks, and not operating tools, equipment or tools that create/can create sparks in dangerous goods handling, stacking and storage areas.

- Before performing a hot job in our facility, the responsible company officer who will perform the hot work will have a written authorization issued by the port authority to perform this hot work. Such authorization will include details of the hot workplace as well as the security measures to be followed.
- In addition to the security measures required to be taken by the port administration, additional security measures required by the ship and/or interface will be taken together with the responsible company officer ship and/or interface managers who will perform the hot work before starting the hot work.
- These additional security measures will include:
 - Frequency of inspection and re-inspection of local areas and adjacent areas, including testing by approved testing bodies to ensure that areas will continue to be free and free of flammable and/or explosive atmospheres and that there is no lack of oxygen;
 - Removal of hazardous loads and other flammable materials from work areas and adjacent areas. To the substances to be removed from the said areas; lime, sludge, sediment and other possible flammable substances are also included.;
 - Effective protection of flammable building materials (e.g. beams, wooden partitions, floors, doors, wall and ceiling coverings) against accidental ignition.
 - In order to prevent the spread of flames, sparks and hot particles from

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	7-3
	 DANGEROUS GOODS HANDLING GUIDE 				

work areas to adjacent areas or other areas; sealing and sealing of open pipes, pipe penetrations, valves, joints, gaps and open parts.

- A copy of the hot work authorization and security measures will be posted at the entrance to each workspace, as well as in the area next to the workspace. The authorization and the security measures to be taken will be posted in a place where all employees who will take part in the hot work can see and will be clearly understandable to these employees.
- When performing hot work,
 - Checks will be carried out to ensure that conditions have not changed; and
 - At least one suitable fire extinguisher or other suitable fire extinguishing equipment shall be made available for immediate use in the hot workplace.
- Upon completion of this work during hot work and for a sufficient period of time after its completion, effective fire control shall be carried out in the hot work area as well as in the adjacent areas where there may be a hazard from heat transfer.
- For additional more detailed information and procedures related to hot work and operations, the document "International Safety Guide for Oil Tankers and Terminals (ISGOTT)" will be consulted. Permission will be granted for work to be carried out on the facility and pier in accordance with ISGOTT and the Work Permit Procedure.
- The Port Facility Occupational Safety Procedure will also be applied.

6.4 Procedures for fumigation, gas metering and degassing work and operations

There is no fumigation process in our port facility.

7 DOCUMENTATION, CONTROL AND REGISTRATION

7.1 What are all mandatory documents, information and documents related to dangerous goods, and the procedures for their supply and control by the relevant persons.

The following documents related to Dangerous Goods are kept up-to-date.

- CSC International Convention for Safe Containers of 1972, as amended
- IMDG Code International Code for Dangerous Goods Transported at Sea
- IMSBC Code International Code for Seaborne Solid Bulk Cargo
- INF Code International Code on the Safe Transport of Irradiated Nuclear Fuel, Plutonium and High-Level Radioactive Waste on Ships
- MARPOL 73/78 International Convention for the Prevention of Pollution from Ships, as amended, 1973/78
- SOLAS 74 International Convention for the Safety of Life at Sea, 1974, as amended

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	7-4
	 DANGEROUS GOODS HANDLING GUIDE 				

- CSS Safe Code of Practice for Cargo Stowage and Safety (CSS Code), as amended
- IMO/ILO/UNECE Guidelines for the filling of load bearing units (CTUs)
- TDC Deck Load Safe Lumber transport code 2011
- GRAIN Code Grain Code
- IBC Code International Code for the Construction and Equipment of Ships Carrying Hazardous Chemicals at Sea
- IGC Code International code for the construction and equipment of ships carrying liquefied gas at sea

Operations Division in relation to Dangerous Goods handled at our port;

- Arriving at the port,
- Sent from the port,
- Limanda depolanan,
- Temporarily stored in the port
- It will create all records of dangerous goods in full and keep them in a way that can be shown when requested.
- Dangerous goods records are limited to personnel who need to know.

7.2 Procedures for maintaining an up-to-date list of all hazardous materials and other relevant information at the shore facility site in a regular and complete manner.

Records of dangerous goods handled at our port will be kept by the Operations department to include the following information.

- UN Number,
- PSN name (Proper Shipping Name,
- Class, (with lower hazards)
- Packing Group (Class 3, 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9)
- Whether it is a Marine Pollutant,
- Receiver
- Shipper
- Container/Packing, number,
- Seal number,
- Additional Information (Information such as ignition degree, viscosity, etc.)
- Where it is stored in the Port Area
- Duration of stay in the Port

This information is kept in a computer environment or file layout so that only authorized personnel can access it and is displayed when requested.

Procedures for ensuring that dangerous goods arriving at the facility are properly identified, that the correct shipping names are used, that they are certified, packed/packaged, labelled and declared, and that they are safely loaded and transported in approved and compliant packaging, containers or cargo handling units, and that the results of the inspection are reported.

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	7-5
	 DANGEROUS GOODS HANDLING GUIDE 				

They check the accuracy of the following information on the Dangerous Goods documents issued by the Sender of the Dangerous goods to be accepted to the Port in coordination with the Planning and Operation;

- UN Number,
- PSN name (Proper Post Name,
- Class, (with lower hazards)
- Packing Group (Class 3, 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9)
- Marine Pollutant or otherwise,
- Container / Packing, number,
- Seal number,
- Additional Information (Information such as ignition degree, viscosity, etc.)
- Storage location in the Port Area

This information is transmitted to port supervisors, Field Supervisors, Warehouse officers, HSE, and personnel who need to know via Terminals / Documents, and the incoming dangerous cargo is controlled.

In the event that the information from the operation and the cargo carry different information, the Operation is immediately informed and the Sender is instructed to verify the information about the dangerous cargo / vehicle / container and to correct the missing and incorrect label brands.

7.3 Checking that the dangerous goods arriving at the facility are packaged, certified and transported using the shipping names in accordance with the procedures and reporting the control results.

They check the accuracy of the following information on the Dangerous Goods documents issued by the Sender of the Dangerous goods to be accepted to the Port in coordination with the Planning and Operation;

- UN Number,
- PSN name (Proper Post Name,
- Class, (with lower hazards)
- Packing Group (Class 3, 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9)
- Marine Pollutant or otherwise,
- Container / Packing, number,
- Seal number,
- Additional Information (Information such as ignition degree, viscosity, etc.)
- Storage location in the Port Area

This information is transmitted to the port supervisor, Field Supervisors, Warehouse officers, HSE, and the personnel who need to know through the Terminals / Documents and the control of the incoming dangerous cargo is ensured.

In the event that the information from the operation and the cargo carry different information, the Operation is immediately informed and the Sender is instructed to verify the information about the dangerous cargo / vehicle / container and to correct the missing and incorrect label brands.

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	8-6
	 DANGEROUS GOODS HANDLING GUIDE 				

7.4 Procedures for the provision and possession of hazardous materials safety data sheets (SDS).

As of January 1, 2014, it is obligatory to have a Dangerous Goods Safety Data Form (SDS) containing the following information together with the dangerous goods to be transported in all modes of transport (by Road, Rail, Air and Sea) by the laws of our country.

- UN Number,
- PSN name (Proper Shipping Name,) (Required for sea freight)
- Class, (with lower hazards)
- Packing Group (Class 3, 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9)
- Whether it is a Marine Pollutant,
- Tunnel Restriction Code (Required for road transport.)

For all dangerous goods to be accepted at the port, it is checked that this document is together with the dangerous goods.

7.5 Procedures for keeping records and statistics of dangerous goods.

- The Administration has requested that a report containing information about the dangerous cargoes handled in our Port Facility be reported to the Regional Port Authority in 3-month periods. A sample of the Report issued by the Operations Department is attached.
- Statistical evaluations from the records of dangerous cargoes handled annually at our port are made by the Trade, Operations departments.
- Monthly counting and control reports of dangerous goods stored in our Port Area are prepared by the operations department and submitted to the Management.
- Records and reports are archived by the departments in 5-year periods.

7.6 Information About Quality Management System

The relevant documents are available in the Softexpert system.

8 EMERGENCY SITUATION, EMERGENCY PREPAREDNESS AND RESPONSE

8.1 Procedures for responding to hazardous substances that pose/may pose a risk to life, property and/or the environment and to hazardous situations involving hazardous substances.

- Protective measures for a given situation depend on a number of factors. In some cases, evacuation may be the best option. In other cases, shelter in place may be the best option. Sometimes, these two actions can be used together. In the event of an emergency, officials need to issue public instructions quickly. The public will constantly need to hear information and instructions, whether

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	8-7
	 DANGEROUS GOODS HANDLING GUIDE 				

they are being protected or evacuated at the scene.

- Proper evacuation of the following elements will determine the degree of effectiveness of the evacuation or protection at the scene. The severity of these factors may vary depending on the emergency conditions. In specific emergencies, other elements may also need to be identified and taken into account. This list shows what kind of information may be needed in making an initial decision.
 - **Dangerous Goods**
 - Degree of harm to health
 - Chemical and physical properties
 - Quantity included
 - Control of hold/release
 - Rate of steam movement
 - **Threatened Population**
 - Their location
 - Number of people
 - Time available to evacuate or take control where they are
 - Ability to control evacuation or protection at the location
 - Types and availability of buildings
 - Private organizations and populations.
 - **Weather Conditions**
 - Influence on steam and cloud movement
 - Potential for change
 - Impact on evacuation or in-situ protection

- **Protective Actions**

Protective Measures refer to the steps that must be taken to protect the health and safety of emergency teams and the public in the event of an incident in which hazardous substances are released.

Isolating the Hazardous Area and Prohibiting Entry means that anyone who would not be directly involved in emergency response operations is kept away from the area. Unprotected emergency responders should also not be allowed to enter the isolated area.

This purpose of "isolation" is primarily aimed at providing control over the area where operations will be carried out. This is the first step for any protective action that can be implemented later.

- **Evacuate**

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	8-8
	 DANGEROUS GOODS HANDLING GUIDE 				

Evacuate: Means that everyone needs to be transferred from a threatened area to a safer place. In order for an evacuation to take place, there must be enough time for people to be warned, prepare and leave the area. If there is enough time, then evacuation is the best protection measure.

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

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

- **Protecting on the Spot**

It means that people should be protected inside a building and stay inside until the danger has passed. On-scene protection is applied if the attempt to evacuate people poses a greater risk than if they remain where they are, or if it is not possible to evacuate. Instruct the occupants to close all doors and windows and to turn off all ventilation, heating and cooling systems.

On-scene protection is not the best measure if:

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

In order to be able to advise on changing conditions, it is vitally important to maintain contact with competent people who are also present inside the building. Persons under on-site protection should be warned to stay away from windows, as there is a risk of being hit by glass or metal fragments in the event of a fire and/or explosion.

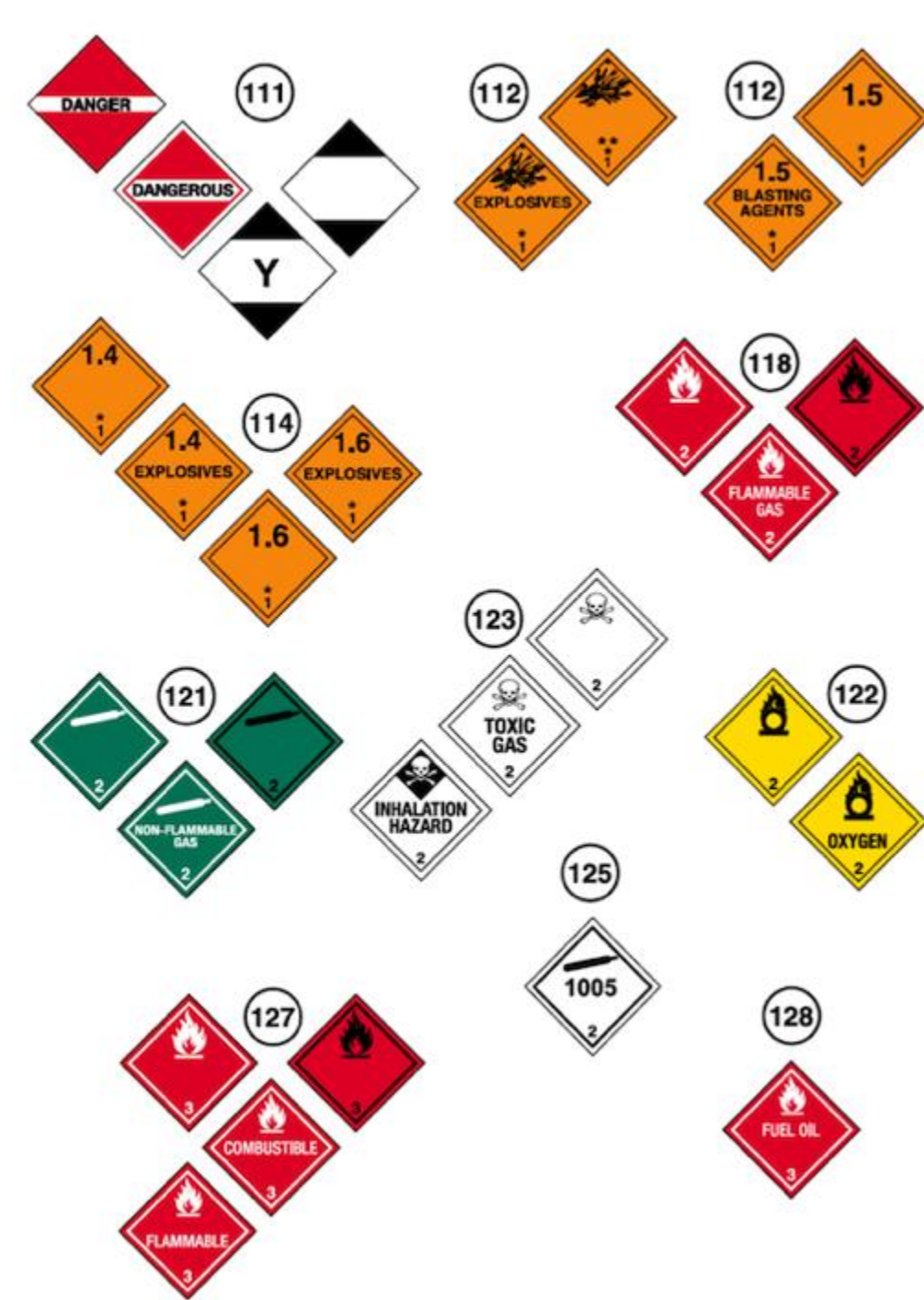
Each incident of dangerous maddles differs from each other. There are separate problems and concerns related to each of these. The form of action aimed at protecting people must be carefully chosen.

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	8-9
	DANGEROUS GOODS HANDLING GUIDE				

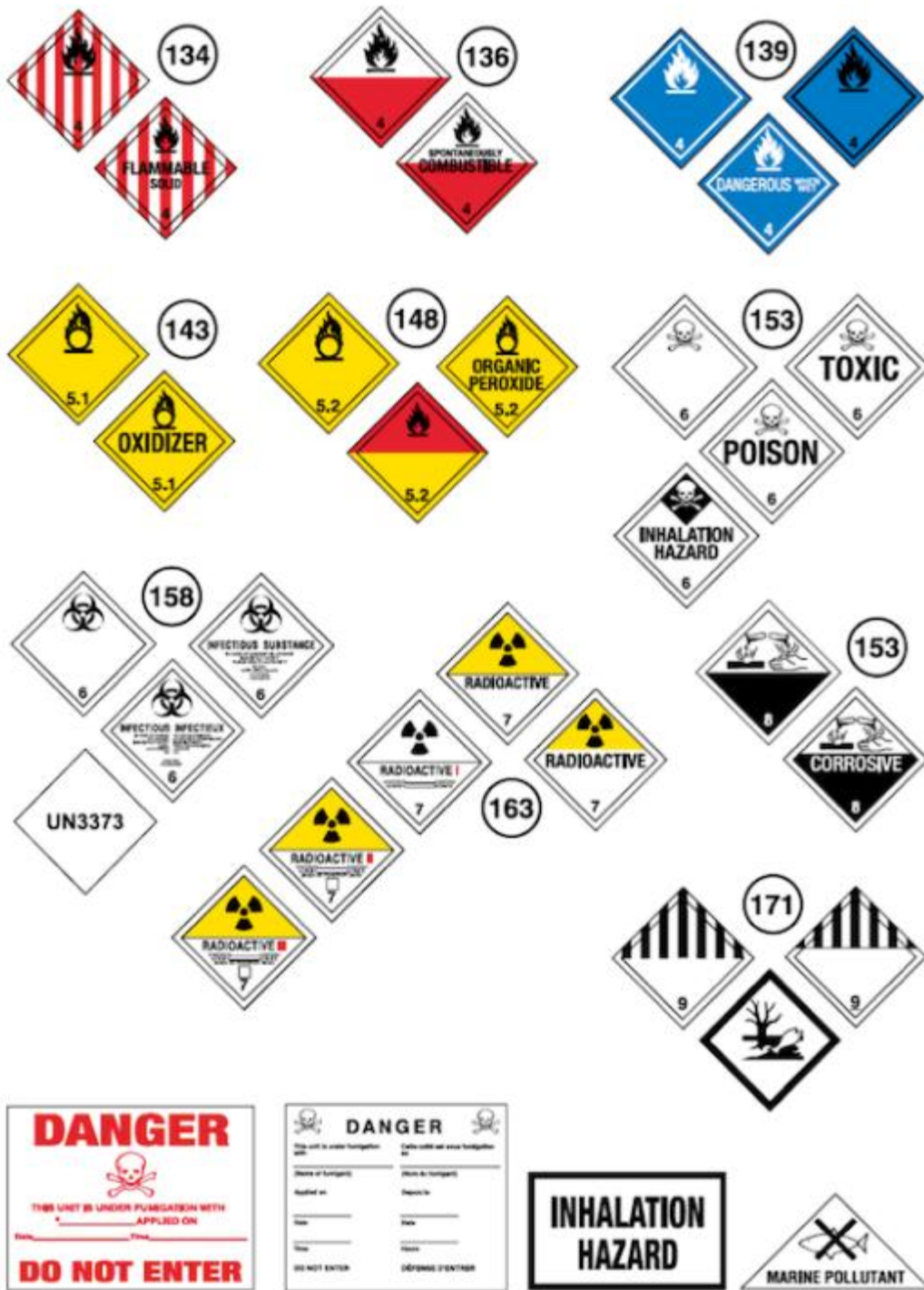
8.2 Emergency Response Guide

According to the guide numbers given in the table below, the forms of intervention are in the Emergency Plan.

USE THESE TABLES ONLY IN CASES WHERE THE MATERIALS CANNOT BE SPECIFICALLY IDENTIFIED.



	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	8-10
	DANGEROUS GOODS HANDLING GUIDE				



	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	8-11
	 DANGEROUS GOODS HANDLING GUIDE 				

8.3 Information on the facility's capabilities, capabilities and capacity to respond to emergencies.

- The property has an approved fire plan. Firefighting teams have been formed for each shift. Training, drills and exercises are carried out within the scope of various scenarios at planned and unplanned times, and reports and records are created. The fire-fighting equipment stipulated in the approved plan is kept in full, maintenance, controls and tests are carried out.
- The facility has an approved Environmental and Marine Pollution Prevention Plan. Anti-pollution teams have been formed for each shift. Training and exercises are carried out 2 times a year within the scope of a planned scenario, and reports and records are created. Equipment related to Environmental and Marine Pollution is stored in the facility, counted and controlled. The facility also has a protocol in place for material stored in the area to receive support in case of inadequacy.
- Response teams will be assigned in accordance with this guide and in accordance with the IMDG CODE against hazardous material spillage.

8.4 Regulations regarding the first response to accidents involving dangerous substances (first response procedures, first aid facilities and capabilities, etc.).

- In the event that an Emergency Situation occurs or signs are detected at the port, the Emergency Coordinator initiates the taking of appropriate measures in accordance with the Emergency Management System in accordance with the relevant plans. The Emergency Management Group reviews and implements the decisions regarding the measures to be taken within the scope of ISGOTT and IMDG Code. Developments are constantly monitored by the Emergency Management Group and if necessary, it is decided to take measures at a higher level or to get help.
- The Emergency Management Group will work in the Emergency Management Center or in the equivalent area of this center. Depending on the severity of the emergency, there are different levels of emergency management:
 - Facility / Site
 - Institutions
 - District Emergency Management Center
 - Provincial Emergency Management Center
 - It can be managed by the central administration.
- Facility-level Emergency Management; It will be maintained by using a well-designed organization, personnel equipped with training and exercises, Emergency Plans containing procedures and documentation, and safe, fast internal and external communication facilities. Basically, the following measures will be implemented in Emergency Management and the process will be monitored and controlled.

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	8-12
	DANGEROUS GOODS HANDLING GUIDE				

WHAT TO DO	Related Sections
WARNING: Notification of the occurrence of an emergency and unexpected situation / increased probability of occurrence	All Personnel and Vessel
CALL FOR HELP: Reaching out to the relevant institutions and conveying the necessary information	All Staff
RESPONSE: Responding to the emergency situation as soon as possible with the right equipment and trained personnel determined in the Plan	Response teams
FIRST AID: Performing first aid activities until professional support teams arrive	All First Aid Trained Personnel
RESCUE: Recovery of materials, vehicles, information, documents and other important documents belonging to the Port Facility	First Aid Personnel
PROTECTION: Protection of recovered materials, tools, information, documents and other important documents	Security Personnel
INFORMATION: Sending the necessary explanations to the customers and other persons with whom the business relationship is established and to the Press	Press and Public Relations
MANDATORY NOTIFICATIONS: Sending notifications required to be made to public authorities in accordance with the legislation	Management

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

- a) At the time of the accident,
- b) If the accident is known, how it occurred and the cause,
- c) The place where the accident occurred (shore facility and/or vessel), its location and area of impact,
- ç) Information of the ship involved in the accident, if any, (name, flag, IMO number, shipowner, operator, cargo and quantity, name of the captain and similar information),
- d) Meteorological conditions,
- e) The UN number of the dangerous goods, the appropriate transport name (which will be based on the legislation specified in the definition of the dangerous goods) and the quantity,
- f) The hazard class of the dangerous substance or the sub-hazard section, if any,
- g) Packaging group, if any, of the dangerous substance,
- ğ) Additional risks of the dangerous substance, such as marine pollutants, if any,
- h) Details of the mark and label of the dangerous goods,
- i) The characteristics and number of the package, load transport unit and container in which the dangerous goods are transported, if any,

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	8-13
	 DANGEROUS GOODS HANDLING GUIDE 				

- i) The manufacturer, sender, carrier and recipient of the dangerous goods,
 - j) The extent of the damage/pollution that has occurred,
 - k) The number of wounded, dead and missing, if any,
- Emergency response practices by the shore facility for the accident.

8.6 Procedures for reporting accidents.

8.6.1 Communication

- Communication channels for determining communication methods with in-port and out-of-facility communication methods in case of emergencies that may occur in the port facility and for the effective management of emergencies;
 - Fixed Mobile Phones
 - Computers
 - Wireless
 - Siren
 - They are designated as messengers.
- In case of emergencies occurring in the port, internal communication is primarily provided by radio and intercoms. Communication between the port and the ship is carried out by the radio or VHF sea band radio provided by the port.
- In case of any emergency that may occur at the port, secure communication with the official authorities, neighboring facilities and relevant persons as soon as possible

8.6.2 Reports

- Emergency Management Center; It will operate the reporting system that will accurately inform the relevant authorities about the Emergency Situation that may occur at the port as soon as possible. It will create records of these reports, which contain information that needs to be reported in case of an emergency, in a healthy way.
- Dangerous cargo accidents will be reported to the Regional Port Authority. The format of the report will be free form and will fully cover article 8.4 related to the accident.

8.7 A method of coordination, support and cooperation with official authorities.

- All accidents related to Dangerous Goods will first be coordinated with the Regional port authority. With the information of the regional port authority, support and cooperation will be provided with the Provincial / District Fire Brigade, AFAD and the aid units of neighboring facilities.
- In the event of a possible explosion, fire or emergency in the adjacent facility;
 - First of all, precautions will be increased at the facility,
 - Preparation of teams to assist the neighboring facility will be provided,

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	8-14
	 DANGEROUS GOODS HANDLING GUIDE 				

- Considering the urgency of the situation and the extent of the danger, when it is assessed that there is no opportunity or time to ask for help, aid and support teams will be assigned to intervene in the incident.
- By evaluating the class, quantity and hazard risk of the dangerous cargo area and the cargoes in the field, preparations will be made for measures such as evacuation and dilution of the cargoes, and if there is a ship at the interface, the removal of the ship to the anchorage.

8.8 Emergency evacuation plan for the removal of ships and marine vessels from the Port facility in case of emergency.

8.8.1 Emergency Separation System Preparation

- All emergencies must be reported to the Port Authority authorities.
- If it is decided to leave the ship urgently, the safe places where the ship can be transported under controlled conditions must be specified by the Regional port authority.
- In cases where urgent separation is required, the master of the ship and the Port facility will initiate the emergency separation process by mutual agreement and report the situation to the Regional Port Authority as soon as possible. In cases where the severity of the emergency situation and time permits, a representative from the Port Authority or the Port Director, Terminal Manager/Operations Officer, Ship Captain, Pilot Captain will agree on the time and manner of the separation process before the emergency separation is carried out.
- The ship's machinery, steering equipment and stoppage equipment from the Naval System must be made available for immediate use.
- All cargo unloading, ballast pumping operations should be stopped and ready for the sorting process.
- Water should be pumped into the ship fire circuit, and water mist should be used for strategic sections.
- If venting into the atmosphere is required, engine room personnel must be present, all non-essential receiver inlets must be closed, all safety precautions related to normal operations must be observed and a warning notice must be issued.
- All emergencies must also be reported immediately to the local police or fire department if the response exceeds terminal facilities.
- The decision to remove the ship under control is based on the principle of life safety, but it should also include the following conditions.
 - Competence of tugboats
 - The ability of the ship to take off under its own power
 - Availability of safe places where an emergency Vessel can proceed or be towed
 - Fire-fighting competence
 - Proximity of other vessels
 - Fire Ropes

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	8-15
	 DANGEROUS GOODS HANDLING GUIDE 				

- As long as the ship is in the Port facility, fire ropes should be kept on the bow and shoulder pads of the ship on the sea side. The eyes of the ropes should be lowered to sea level and the part above the broadside should be tightened by wrapping at least five turns around the bollard. The part of the rope above the broadside should be taut from the father. A rope that can carry the rope should be tied just before the eye of the rope and the eye of the rope should be positioned so that the eye of the rope is three meters above sea level. When the ship is in the Port facility, the eye of the rope should be kept at this level at all times.

8.8.2 Occurrence of Emergency Separation

- If all the above preparations are examined and deemed appropriate, the ship will be lifted immediately.
- Emergency Separation procedures will be provided by performing the following procedures in order.
- Each stage requires close coordination and cooperation between the Terminal, Ship and Port Authorities.
- Below are the Emergency Separation Procedures.
 - Sounding the alarm
 - Vhf, providing information about the emergency via telephone
 - Conducting an initial situation assessment between the ship captain and the Port Facility authority
 - Cessation of operation
 - Implementation of Port Facility and ship contingency plan measures
 - The deterioration of the current situation and the aforementioned emergency separation availability of conditions.
 - Assessing the situation between the ship captain, the port facility authority, the port authority or the Port President, the pilot
 - Decision on emergency separation
 - Notification of environmental facilities and other vessels
 - Deployment of tugboats for emergency separation around the ship, completing their preparations and indicating readiness
 - The captain of the ship completes the preparations for the ship and indicates that he is ready.
 - Giving consent to the opening of the release hooks by the authorized person

ATTENTION!

**IMPLEMENTATION OF SHIP EMERGENCY SEPARATION AS A LAST RESORT
SEPARATION HOOKS SHOULD NOT BE RELEASED UNTIL ALL PRECAUTIONS HAVE BEEN
TAKEN AND THE ABOVE CONDITIONS HAVE BEEN MET.**

8.8.3 After Emergency Separation

- After the ship separation process, the ship is towed up and the position to be taken is decided and declared.

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	8-16
	 DANGEROUS GOODS HANDLING GUIDE 				

- Transportation / mooring of the ship to the allocated area with tugboats or its own machine
- Port Facility Inspection of the Port Facility and detection of a possible damage or deficiency
- Assessing the time when the ship and port facility will be ready for cargo handling again
- Sharing the negativities, if any, that occur during the Emergency Departure

An agreement has been made between the pilotage and towage organization and the port facility authorities for fire, explosion and similar emergencies that may occur during evacuation/evacuation.

Tugboats with sufficient towing power and number equipped to fight fire according to weather and sea conditions reach the scene as soon as possible in case of emergencies in accordance with the protocol signed with the authorized company to quickly remove the ship from the facility and tow it to a safe point.

8.9 Procedures for the handling and disposal of damaged dangerous goods and waste contaminated by hazardous cargoes.

8.9.1 Waste Collection and Transportation

- The wastes generated are collected separately in waste bins according to their types, transported and stored properly. Wastes generated as a result of maintenance activities are also handled within this scope.
- If an additional waste class is determined to the existing waste classes, it is ensured that it is integrated into the system.

8.9.2 Disposal of Waste

- Depending on whether the collected wastes are non-hazardous or hazardous wastes, the wastes are sold and removed from the facility with contracted organizations in accordance with legal recovery/disposal methods.
- The possibilities of all contractors and carriers within the scope of waste management to transport and/or dispose of wastes with appropriate methods are examined.
- If contracting services are obtained for the transportation, sale and/or disposal/recovery of wastes, they are evaluated in terms of whether they fulfill their legal obligations and methods of performing waste recovery and disposal operations without harming the environment.
- It is mandatory to keep all records of waste disposals.

8.9.3 Contaminated packaging;

- These wastes are empty barrels. When it occurs, it is left in the contaminated packaging area in the waste site and within the period specified in the legislation, the contracted and licensed company is contacted by the Environmental Consultancy Firm and the Environmental Management System

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	8-17
	 DANGEROUS GOODS HANDLING GUIDE 				

Officer, and the UATF (National Waste Transport Form) is filled in and sent. The relevant form of the UATF and other documents are stored in the environment folder.

- Contaminated Waste; These wastes are used gloves, bases and workhorses. When it occurs, it is collected in the barrel with the name of the waste written at the exit of the production-warehouse part and taken to the waste area. Within the period specified in the legislation, the Environmental Consultancy Firm and the Environmental Management System Officer contact the contracted and licensed company and the UATF is filled and sent. The relevant form of the UATF and other documents are stored in the environment folder.

8.10 Emergency drills and their records.

8.10.1 Training Practices;

In order to be prepared for emergencies within the facility, the personnel involved in the emergency organization should be prepared for their duties with various trainings. Trainings should be carried out with the support of expert organizations when necessary. In this context, the relevant personnel at the Port have received IMDG CODE training on dangerous goods and have been certified. In order to test the adequacy of the emergency plans and to be prepared for real situations, the drills to be carried out and implemented according to the worst-case scenarios that may occur in the facility should be planned.

8.10.2 Training Scenarios;

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

8.10.3 Emergency Drills to be carried out within the port facility;

- The port should be specified in the annual training plans.
- It can be planned as a local or general intervention,
- Safety, Spillage, etc. can be combined in exercise scenarios,
- Drills can be done with or without notice.
- The drills are based on a variety of emergency scenarios.
- Drills can be done in fact, or they can be done in a desk-based, seminar-style,
- Different time, day, season and event scenarios are prepared for each training.

8.11 Information on fire protection systems.

8.11.1 Emergency and fire equipment is as follows:

Fire Hydrants, Fire Extinguishers, Fire Cabinets and Fire Hoses, Fire Alarm Detectors in Sites, Electric and Diesel Fire Pumps

In case of fire related to dangerous goods, IMDG CODE SUPP fire rulers will be used.

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	8-18
	 DANGEROUS GOODS HANDLING GUIDE 				

The fire inventory is the same as in the Emergency Plan.

8.12 Procedures for approval, inspection, testing, maintenance and readiness of fire protection systems.

8.12.1 Fire Water Tanks and Fire Water

- It should be emptied and cleaned at least once a year in order to prevent algae and mud formed at the bottom or sides of the tank from posing a danger during a fire. During the emptying of the pools, the intake valve, check valve and filters are maintained.
- In case of rapid drops in water level, the leak location should be investigated and the malfunction, if any, should be eliminated due to the possibility of leakage.
- As a result of the annual controls, if necessary, internal cleaning and maintenance should be carried out in closed warehouses.

8.12.2 Fire Water Pumps

- In addition to planned maintenance, the issues to be considered regarding the operation of fire pumps and the elimination of possible malfunctions that may occur are listed below.
 - It should be checked that the pressure bolts of the packing bearings of the pumps are tight enough to be easily turned by hand. It is normal for water to drip from the packing bearings during the operation of the pump. In order for this water not to flow onto the floor, it must be connected to the drain with a thin pipe from the threaded mouth located under the bearing console.
 - Fire water pumps are operated and recorded for at least 1 hour a week.
 - It should be ensured that the pump and suction pipe are completely filled with water. If this is suspected, open the water filling plug and the air intake taps, fill the water until the water overflows from the air intake taps, and tighten the plug well when the water stops at the plug level.
 - Pump motors will draw more current than normal due to the debarage current when they first start working. Due to the high current to be drawn when all pumps start working at the same time, disjunctors may throw or major malfunctions may occur in the diesel generator. For this reason, the time relays that regulate the transition from star to triangle in the protective switches that drive the pump motors should be adjusted according to the number of pumps and the amount of pumps to be activated at the same time, according to different and appropriate time intervals, and the pumps should be activated sequentially.
 - After the above preliminary preparations and controls are made, the pumps are started by pressing the drive switches. During operation, the electric motor voltage and the amperage it draws should be checked from time to time. If the amperage drawn in normal operation is high, the causes

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	8-19
	 DANGEROUS GOODS HANDLING GUIDE 				

should be investigated and remedied. There may be a malfunction in the pump or motor, or a mechanical strain. Voltages below normal can pose a danger to the motor.

- Manometers should be kept under constant control, and one or more of the pumps should be stopped in case of excessive pressure rises.
- The discharge pipes of the pumps must be equipped with a valve first and a check valve after the valve.
- Check valve on the discharge pipe of the non-working pump; If substances such as paper, garbage, stone pieces, algae and slime are trapped and prevent the check valve from closing completely, some of the water pressed by other pumps is pressed back into the pool while passing through these non-working pumps and suction pipes. This malfunction, which restricts the required water flow in the event of a fire, must be eliminated. If a rotation is observed in the couplings of some of the non-working pumps during the operation of some pumps, it should be considered as a sign of the presence of the above-described malfunction in these pumps.
- During operation, it should be ensured that the pump and motor rotate in the correct direction. For this reason, the direction of rotation must be drawn on the couplings and the control should be done accordingly.
- During the operation of the pumps, the heat of the pump and motor bearings can be hot enough to withstand the hand. If the temperature is high, it may be due to a mechanical internal strain or coupling adjustment misoff. In such cases, the pump must be stopped immediately and the fault must be rectified.
- In pumps driven by a diesel engine, the operation of the engine must be carried out in accordance with the special instructions.
- If any deficiencies or malfunctions are detected as a result of the control, they are corrected by those responsible.

8.12.3 Sprinkler Installation

The most important thing to be considered in the sprinkler installation and the maintenance to be done is to prevent the sprinkler heads from clogging. In order to ensure this, the sprinkler must be operated in accordance with the standards/legislation and it must be ensured that it is operational. A sufficient number of sprinkler heads should be kept as a spare in each facility, and in case of a malfunction, they should be replaced with new ones, and the defective ones should be repaired and spared.

8.12.4 Fire Hydrant Installation

- Rainwater should be prevented from entering the fire hydrant hose cabinets, the hoses should be unbroken, strong and sufficiently tightened. At least one of the hoses must be kept connected to the fire valve at all times.
- Fire valves must be fault-free and leak-proof. Defective nozzles, valves, hoses will be immediately replaced with new ones, and malfunctions must be repaired and

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	8-20
	 DANGEROUS GOODS HANDLING GUIDE 				

replaced. For this reason, each facility should have a sufficient amount of hoses, nozzles, fire valves, clamps, fittings and their spare materials. In the fire installation, it cannot be allowed to wait for the malfunction for any reason.

- While the malfunctions detected after the drills are being eliminated, the working fire hoses should not be placed in the cabinets in a wet and water-containing condition. Facilities must provide appropriate hose suspension assemblies so that the water in the hoses is completely drained and dry, and they must not replace the hose until it is thoroughly dry. If sea water is pumped with hoses, they should first be washed with fresh water and dried in a cool-windy place.
- All pipes belonging to the fire hydrant and sprinkler installations should be checked every three months, the rusted parts should be painted, the rotten parts should be replaced with new ones, the valves and check valves should be checked and the malfunctions should be eliminated.
- If any deficiencies or malfunctions are detected as a result of the control of all fire hydrants, hoses and nozzles, they are corrected by the relevant responsible.

8.12.5 Mobile Fire Extinguishers

- For breakdowns, checks or maintenance, a sufficient amount of spare devices must always be available in the plant warehouses. For the above purposes, the extinguishers taken sequentially from their place should be replaced with their spares.
- All fire extinguishers are inspected and checked on a monthly basis. After the check, the extinguishers are marked. During the control, especially dry powder extinguishers are turned upside down and the bottom is lightly tapped, thus allowing the powder inside the tube to move. Otherwise, the dust inside the extinguishers, which remain in the same position for a long time, may settle on the bottom and solidify. If any deficiencies or malfunctions are detected as a result of the control, they are corrected by the relevant responsible.
- Fire extinguishers are subjected to a general inspection by the vendor company once a year according to TS ISO 11602-2 Fire Protection: Portable and Wheeled Fire Extinguishers standard. Fire extinguishers are tested by the relevant company at intervals not exceeding 10 years, and chemical dust is checked at the end of the 4th year.

8.12.6 Frost Protection

Protection of Generators

In winter, when the outside temperature drops below +4C, the water may begin to freeze. For this reason, the radiators of water-cooled generators must be secured with antifreeze.

Protection of Fire Water Pumps

Fire water pumps and suction pipes are always filled with water. Therefore, the ambient temperature should not fall below +4C.

Protection of Fire Water Distribution Pipes

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	8-21
	 DANGEROUS GOODS HANDLING GUIDE 				

Exposed main pipes and branch pipes must be protected against freezing up to the hydrant taps. Therefore, the lines are protected against freezing, either by means of insulation or by laying underground.

8.12 Precautions to be taken when fire protection systems are not working.

- Facility firefighting equipment is an alternative to each other that backs up each other.
- In cases where the facility's own firefighting equipment does not work or is insufficient, the support of neighboring facilities, Fire Brigades and AFAD Units will be requested.
- It is ensured that other dangerous and flammable materials/vehicles that are likely to be affected by fire are removed from the area if possible.
- The conditions under which the provision of assistance and support will take place, and
It may be necessary to make a protocol that determines its scope.
- Tugboats or marine vehicles with fire extinguishing feature from the sea in the region
should be taken into account in their possibilities.

8.13 Other risk control equipment.

For Gaseous Environments or in case of Leakage and Spill, the Gas Measuring Device Should Be Ready and Calibration Tests of These Devices Should Be Performed.

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	9-1
	 DANGEROUS GOODS HANDLING GUIDE 				

9 OCCUPATIONAL HEALTH AND SAFETY

9.1 Occupational health and safety measures

The Port Facility Operator is obliged to take all necessary measures to prevent employees from being affected by these substances in working with hazardous chemicals, to minimize them where this is not possible, and to protect employees from the dangers of these substances.

9.1.1 Risk assessment

- The Port Facility Operator is obliged to carry out a risk assessment in accordance with the provisions of the Occupational Health and Safety Risk Assessment Regulation published in the Official Gazette dated 29/12/2012 and numbered 28512 in order to determine whether there are dangerous chemicals in the port facility and to determine the negative effects on the health and safety of the employees in case of dangerous chemicals.
- The following points are taken into account in the risk assessment to be made in working with chemical substances:
 - Hazards and harms of chemicals in terms of health and safety.
 - Turkish material safety data sheet (SDS) to be provided from manufacturers, importers or sellers.
 - The type, level, and duration of the impact.
 - The amount of the chemical, the conditions of use and the frequency of use.
 - Occupational exposure limit values and biological limit values given in the annexes of this Regulation.
 - The impact of preventive measures taken or to be taken.
 - Results of previous health surveillance, if any.
 - In works where more than one chemical substance is worked, each of these substances and their interactions with each other.
- The Port Facility Operator obtains additional information required for risk assessment from the supplier or other sources. This information also includes the special risk assessments of chemical substances, if any, in the current legislation for users.
- A new activity involving hazardous chemicals is started only after all kinds of precautions determined by risk assessment are taken.
- Precautions to be taken when working with hazardous chemicals
 - Risks to the health and safety of employees working with hazardous chemicals are eliminated or minimized by the following measures:
 - Proper arrangement and organization of work is carried out in the port facility.
 - Work with hazardous chemicals is carried out with a minimum number of employees.
 - It is ensured that the amount of substances to which employees will be

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	9-2
	DANGEROUS GOODS HANDLING GUIDE				

exposed and the duration of exposure are as minimal as possible.

- The amount of chemicals to be used in the port facility is kept to a minimum.
- Workplace buildings and annexes are always kept tidy and clean.
- Appropriate and adequate conditions are provided for the personal hygiene of the employees.
- Necessary arrangements are made for the optimal processing, use, transportation and storage of hazardous chemicals, wastes and residues in the Port facility.
- By applying the substitution method, a non-hazardous or less hazardous chemical substance is used instead of a hazardous chemical substance in terms of the health and safety of the employees. If the substitution method cannot be used due to the nature of the work performed, the risk is reduced by taking the following measures according to the result of the risk assessment and in order of priority:
 - Appropriate process and engineering control systems are selected and appropriate machinery, materials and equipment are used in working with hazardous chemicals, including maintenance and repair works that may pose a risk to the health and safety of employees, and taking into account technological developments.
 - In order to prevent the risk at the source; Collective protection measures are implemented, such as proper organization of work and the installation of an adequate ventilation system.
 - In cases where the measures taken to protect employees from the negative effects of hazardous chemicals are not sufficient, personal protection methods are applied together with these measures.
- Adequate control, supervision and surveillance are provided to ensure the effectiveness and continuity of the measures taken.
- The Port Facility Operation ensures that chemical substances that may pose a risk to the health of employees are regularly measured and analyzed. These measurements are repeated when there are any changes in conditions that may affect the exposure of workers to chemicals at the port facility. The measurement results are evaluated by taking into account the occupational exposure limit values specified in the annexes to this Regulation.
- The Port Facility Authority also takes into account the specified measurement results. In all cases where the occupational exposure limit values are exceeded, the Port Facility Authority takes protective and preventive measures to eliminate this situation as soon as possible.
- Without prejudice to the provisions of the Regulation on the Protection of Employees from the Hazards of Explosive Atmospheres published in the Official Gazette dated 30/4/2013 and numbered 28633, the Port Facility Management, based on the results of the risk assessment and the principles of risk prevention, in order to protect the employees from the dangers arising from the physical and chemical properties of chemical substances, the processing, storage,

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	9-3
	 DANGEROUS GOODS HANDLING GUIDE 				

transportation of these substances and the interoperability of chemicals that may affect each other. It takes technical measures and makes administrative arrangements in the following order of priority in accordance with the nature of the work done, including the prevention of contact:

- Dangerous concentrations of flammable and explosive substances and the presence of chemically unstable substances in dangerous quantities are prevented in the port facility. If this is not possible,
- The presence of ignition sources that may cause fire or explosion in the port facility is prevented. Conditions that may cause chemically unstable substances and mixtures to have harmful effects are eliminated. If this is also not possible,
- Necessary precautions are taken to prevent or minimize the damage to employees in the event of fire or explosion caused by flammable and/or explosive substances or from the harmful physical effects of chemically unstable substances and mixtures.
- The design, manufacture and supply of protective systems provided for the protection of work equipment and employees are carried out in accordance with the current legislation in terms of health and safety. The Port Facility Authority ensures that all equipment and protective systems to be used in explosive atmospheres comply with the provisions of the Regulation on Equipment and Protective Systems Used in Potentially Explosive Atmospheres (94/9/EC) published in the Official Gazette dated 30/12/2006 and numbered 26392 4th Repeated.
- Arrangements are made to reduce the effect of burst pressure.
- It is ensured that the plant, machinery and equipment are kept under constant control.
- In workplaces, minimum safety distances are observed when placing storage tanks with liquid oxygen, liquid argon and liquid nitrogen.

9.1.2 Emergencies

Without prejudice to the issues specified in the Regulation on Emergencies in the Workplaces published in the Official Gazette dated 18/6/2013 and numbered 28681, the following issues are taken into consideration in case of emergencies arising from hazardous chemicals in the Port facility:

- Preventive measures to reduce the negative effects of emergencies are taken immediately and employees are informed of the situation. Necessary work is carried out to return the emergency to normal as soon as possible, and only employees assigned in emergencies to carry out maintenance, repair and essential works and teams transferred to the scene from outside the workplace are allowed to enter the affected area.
- Persons allowed to enter the affected area are provided with appropriate personal protective equipment and special safety equipment and are allowed to use it for as long as the emergency continues. Persons without appropriate personal protective equipment and special safety equipment are not allowed to enter the affected area.

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	9-4
	 DANGEROUS GOODS HANDLING GUIDE 				

- Information on hazardous chemicals and emergency response and evacuation procedures are made available for use. It is ensured that the employees assigned in case of emergencies in the port facility and the organizations operating in the fields such as first aid, emergency medical response, rescue and fire fighting outside the workplace can easily access this information and procedures. This information;
 - The hazards in the work, the precautions to be taken and the work to be done in order for the employees assigned in the port facility in case of emergencies and the organizations operating in matters such as first aid, emergency medical response, rescue and fire fighting outside the workplace to be ready in advance and to make the appropriate intervention,
 - Information about the special hazard that may arise in an emergency and the work to be done,

9.1.3 Training and informing employees

The Port Facility Operation provides training and information to the employees and representatives, without prejudice to the issues specified in the Regulation on the Procedures and Principles of Occupational Health and Safety Training of Employees dated 15/5/2013 and numbered 28648. In particular, this training and information includes:

- Information obtained as a result of risk assessment.
- Information on the recognition of these substances, health and safety risks, occupational diseases, occupational exposure limit values and other legal regulations related to hazardous chemicals that are or may arise in the port facility.
- Necessary precautions and what needs to be done so that employees do not endanger themselves and other employees.
- Information on Turkish material safety data sheets provided by the supplier for hazardous chemical substances.
- Information on labeling/locking in accordance with the legislation relating to hazardous chemical sections, containers, piping and similar installations.
- The training and information to be given to the employees or their representatives in the work with hazardous chemicals shall be in the form of training supported by verbal instructions and written information, depending on the degree and characteristics of the risk arising as a result of the risk assessment. This information is updated according to changing conditions.

9.2 Information about personal protective clothing and procedures for using them.

Personal Protective Devices of Responders

Level A

- Application: Events where a high level of skin, respiration, eyes, etc. must be protected – Gas-tight.
- Positive pressure Scuba Breathing Apparatus – SCBA

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	9-5
	 DANGEROUS GOODS HANDLING GUIDE 				

- Protective clothing exactly against chemicals
- Gloves, chemical resistant insides
- Glove, chemical resistant on the outside
- Boots or boots, chemical resistant, steel heels
- Underwear, cotton, long sleeves and legs
- Hard Cap
- Long sleeve
- Two-way radio communication (Non-Sparking)

Level B

- The minimum level required for entry and exit from the scene, rather for the scattering and spilling of liquids
- Positive pressure Scuba Breathing Apparatus – SCBA
- Protective clothing against chemicals
- Gloves, chemical resistant insides
- Glove, chemical resistant on the outside
- Boots or boots, chemical resistant, steel heels
- Hard Cap
- Two-way radio communication (Non-Sparking)
- Face Mask

Level C

- It is used when the chemical in the environment is known, the concentration is determined, and it is decided that the skin and eyes will not be harmed. However, continuous measurement should be carried out.
- Full mask, air purifying filter
- Protective clothing against chemicals
- Gloves, chemical resistant insides
- Glove, chemical resistant on the outside
- Boots or boots, chemical resistant, steel heels
- Hard Cap
- Two-way radio communication (Non-Sparking)
- Face Mask

Level D

Work clothes (emergency responders). Requires long sleeves and safety shoes/boots. Other personal protection equipment varies depending on the situation of the incident. If there will be problems in contact with the skin, you should not enter the scene with such clothes

9.3 Closed Space Entry Measures and Procedures

9.3.1 Scope and Application Area

This work instruction covers the identification of workplaces that are considered confined spaces and the hazards associated with this working environment, and practices on how to safely enter, work and exit confined spaces.

Closed Areas in our Efesanport facility;

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	9-6
	 DANGEROUS GOODS HANDLING GUIDE 				

*Cable Tunnel (Administrative Building – Technical Building)
Multi-Storey Car Park Fire Suppression System Reserve Tank*

9.3.2 Definitions and Restrictions

Confined Area: Work zones that are not designed for continuous operation, where there may be insufficient oxygen levels, gas or vapor accumulation at the inlet or outlet.

Oxygen Insufficiency: The average oxygen concentration in the inhaled air is below 19.5%.

9.3.3 Responsibilities

a) Authority Granting / Permitting Work Permit;

- Determines the relevant personnel and necessary equipment to take part in the Closed Area Entry process.
- It ensures that the personnel in charge during the work to be carried out in the closed area are aware of all dangers.
- Checks to ensure that all dangerous energy, gas and mechanical equipment are insulated,
- It ensures that necessary precautions are taken against other dangers posed.
- It allows atmospheric tests to be carried out for confined space.
- *Appoints a Safety Observer who has been trained in Safe Working in Confined Spaces, knows the responsibilities of duty and authority, and ensures that he is on duty until the end of the work.*
- Approves the Confined Space Entry and Work Permit form.
- After the end of the work, it checks that all the insulations in the Closed Area are opened and the door of the area is closed.
- It ensures that Rescue and First Aid personnel are ready at any time.
- After the end of the work or after the problem, it approves the Closed Area Entry and Work Permit Form.

b) Work Permit Recipient / Permit Holder;

- It is the person(s) who will physically enter the Closed Area and work. This person(s) must be trained and authorized.
- Must know all the potential hazards of the Confined Space.
- He should know the scope and content of the permit.
- It should make sure that the Closed Area is emptied, ventilated, and the isolation is completed. *Otherwise, they should request and wait for the deficiencies to be completed.*
- In case of the slightest suspicion, for whatever reason, he must leave the Confined Space immediately.
- It must comply with all safety rules and procedures set forth by the work to be done.

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	9-7
	DANGEROUS GOODS HANDLING GUIDE				

- Must use all Personal Protective Equipment and rescue equipment required by the job.
- Must be in constant communication with the Safety Observer waiting outside throughout the work.

Observer

It is the person who observes the personnel entering the area by waiting outside the closed area.

- Must know all the potential hazards of the Confined Space.
- In order to ensure the safety of my personnel entering the Closed Area, they should observe at the entrance, while the work is in progress inside and at the exit.
- The observer cannot leave his place of duty in any way unless he transfers his place to another official.
- It should constantly monitor the atmospheric environment within the Confined Space at the entrance and throughout the study.
- Throughout the work, they should be in constant communication with the personnel inside by observing the entrance of the Closed Area.
- Any dangerous situation that occurs should be able to notice / report to the supervisor immediately. *The supervisor is the person who has the authority to grant leave and/or the person appointed by the Department Manager to grant leave.*
- They should also observe the dangers in the closed area and take action when necessary.
- The observer cannot enter the Closed Area in case of any emergency. It immediately reports the problem.

Rescue and First Aid Personnel;

In case of any emergency, it is the person who takes the personnel out of the closed area and makes the first intervention.

- Must know all the potential hazards of the Confined Space and the potential difficulties during the rescue.
- The person entering the confined space must first ensure his own safety by using appropriate PPE.
- When necessary, he should be trained and certified to give first aid in a closed area and to take him outside.
- Drills should be done as a team at certain periods.
- He should know how to use rescue equipment. *In accordance with the way of working, all or part of it should be kept in the area before the work. The relevant equipment is located in the Technical Directorate warehouse and the Fire Station.*

The equipment that can be used during rescue activities is as follows.

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	9-8
	DANGEROUS GOODS HANDLING GUIDE				

- *Parachute type full body seat belt 2 pieces*
- *5-minute breathing apparatus (SCBA) 2 pcs*
- *30-minute breathing apparatus (SCBA) 1 piece*
- *Tripod + crane*
- *Siren / walkie-talkie*
- *Motion controller*
- *Fire extinguisher (if welding)*

9.3.4 Application

Precautions to be Taken Before Granting Permission to Enter the Confined Space

- The process of entering confined spaces that require a Work Permit begins with a Risk Assessment study in which potential hazards are evaluated.
- Obtains a work permit for the personnel who will enter the closed area. The authorization to grant permission is the Department Manager and/or the person appointed by the Department Manager who will carry out the work.
- The Shift Supervisor carries out the necessary isolation works and prevents the unintentional release of dangerous gases, smoke, vapors, liquids and other substances into the environment.
- Gas measurement is carried out before allowing entry to the confined space. A gas measuring device calibrated by an employee trained in the use of the instrument is used for this measurement. Gas measurement will be carried out from outside the confined space.
- If the gas measurement cannot be done from the outside, the person who will measure the gas will enter the restricted area with the respirator.
- Decrease in the level of hazardous gases or oxygen in a confined space; During the operation, if it may be due to working or environmental conditions, it is ensured that there is a gas measuring device in the team entering the closed area and that the gas measurement is carried out continuously.
- It is checked by the Shift Supervisor that the security measures specified in the work permit have been taken.
- The Entry-Exit Registration Form on the back of the Indoor Work Permit Form is kept visible at the entrance or entrances of the closed area.
- The doors or covers to be used for the entrance to the confined space must be removed and a security label must be applied to them in order to prevent them from being locked or closed in their open positions by the team to work. The keys to the security locks are *kept by the Observer Personnel*.
- The Supervisory Personnel will wait at the entrance point of the Confined Space and will notify the Permitting Supervisor and the employees inside in case of an emergency.

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	9-9
	 DANGEROUS GOODS HANDLING GUIDE 				

9.3.5 Education

- Personnel trainings are planned by the Port OHS Unit to work in the Closed Area, and the trainings are completed upon the request of the Manager of the personnel who will work. It is ensured that appropriate and adequate trainings are provided about the works to be carried out in the closed area and the characteristics of the closed areas, arranged according to the level of responsibility.
- The risks of the work and the additional risks arising from the closed area are explained to the subcontractors who will work in the closed area before the work begins. *By reminding that all the practices specified in this instruction should be implemented by the employees of the subcontractor company, the activities carried out in the field studies are closely monitored. The Closed Area Work Permit Form of the subcontractors is prepared by the department requesting the service and the permit system is initiated.*
- Indoor trainings are repeated more frequently according to the requirement, but at least 1 time a year. *Following the trainings, it is necessary to evaluate the effectiveness of the training by conducting exercises on Safe Working in Closed Areas.*

9.3.6 Entering and Working Confined Space

- It is not possible to enter the closed area without gas measurement, Work Permit and Observer.
- The observer keeps a list of names of all employees who enter the Confined Space. Everyone who enters the closed area enters their names on the entry-exit registration document by entering the date and time.
- An adequate communication system is established to ensure communication with employees in the closed area. *(Walkie-talkie, etc.)*
- The necessary equipment for emergency rescue work is kept ready from *the closed area*.
- Ventilation and additional PPE may be required during work that may cause oxygen deficiency and the formation of harmful gases within the confined space, such as welding or the use of spray paint. In this case, a ventilation system is installed, and its effectiveness is constantly monitored by a gas measuring device kept inside.
- Pressurized gas cylinders are not allowed into the closed area.
- If hoses from pressurized gas cylinders enter the closed area, the gas cut off is made from the pressurized gas cylinders. All hoses are taken out while there are no employees inside.
- An isolation transformer is used for energy supply in closed areas.
- A sufficient number of appropriate lighting devices will be placed at the entrances and exits of the closed area and inside.

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	10-10
	 DANGEROUS GOODS HANDLING GUIDE 				

- Special conditions such as age, physical condition, health status, etc. are taken into consideration for the people to be selected for indoor work and the duration of the employees' stay in the closed area is determined in advance.
- The possibility of fire in the closed area will be evaluated and a suitable fire extinguisher will be available to extinguish the possible fire immediately.
- In the event of a malfunction of the ventilation and other measures taken to protect the employees in the Closed Area, all employees in the Closed Area will leave this area immediately.

9.3.7 Abandonment of the Confined Space

- When the closed area work is completed, all employees in the area and the materials and equipment in the area are taken out.
- The following practices should be carried out during the abandonment of the Confined Space.
 - The person(s) who receive the work permit check that all employees, equipment and materials in the area have been removed from the area.
 - Checks that all entry and exit signatures have been made.
 - Shift Supervisor; Before closing the entrances, he makes sure that there is no one inside.
- Evacuated closed areas are closed under the supervision of the Shift Supervisor.

9.3.8 Hazardous Atmosphere

A dangerous atmosphere can be found in a confined space for various reasons. Examples of hazardous atmospheres
They are given below:

- Compositions that should not be inhaled, as well as those that should be carried out during the circulation of normal air
- Lack of oxygen as a result of insufficient cleaning process.
- Gas or vapor deposits left over from work normally carried out within the area.
- Sludge in the area is the gas or vapor emitted to the environment due to residual substances.
- Gas or steam emitted into the environment as a result of welding or painting works in the area.
- Excess oxygen in the environment after work that requires a large amount of oxygen, such as oxy-acetylene cutting.

9.3.9 Related Documents

OHS.FRM.08 Work Permit Form for Working in Closed Areas

10 MISCELLANEOUS

10.1 Validity of the Dangerous Goods Certificate of Conformity.

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	10-11
	 DANGEROUS GOODS HANDLING GUIDE 				

10.2 Defined tasks for the Dangerous Goods Safety Advisor

It is as in Section 2.4.

10.3 Issues for those transporting dangerous goods to the port facility by road to/from the port facility (documents that road vehicles carrying dangerous goods must have at the entrance/exit from the port or port facility area, equipment and equipment that these vehicles must have; speed limits in the port area, etc.).

10.3.1 Packaged dangerous goods and dangerous bulk loads (liquid or solid):

- Recipient name (sender) and date of delivery to the port area, normally no later than 24 hours before arrival;
- For packaged dangerous goods: the Eligible Shipment name of the dangerous goods, the UN number, in the case of class 1, the class or designated part of the products, the conformity group letter (where applicable), the sub-risk, if applicable, the number and type of parcels, the packing group, the flash point range (as applicable), the quantity and any additional information required by section 5.4 of the IMDG Code;
- For dangerous bulk cargo: product name and other information required by the relevant IMO Code; and
- Name of the vessel on which the dangerous goods will be loaded (if applicable), shipping agent and interface to be used

10.3.2 Required documents

- Dangerous Goods Declaration, Dangerous Goods Transport Waybill, Multimodal Dangerous Goods Form, Dangerous Goods Manifest, Packaging and Container/Vehicle Loading Certificate
- Safety Data Sheet,
- Transport document showing exemption for carriages within the scope of ADR/RID/IMDG Code 3.4 and 3.5, Transport document showing exemption for transports within the scope of ADR 1.1.3.6,
- In transports within the scope of ADR
- SRC 5 certificate suitable for carriage and valid, ADR written instruction, Certificate of Vehicle Conformity suitable for carriage and valid, Transport documents
- CSC Certificate for container shipments
- If heat-treated wood is used in the load bearing unit (CTU) and for loading safety or transport, a certificate showing that the wood is suitable
- Loading safety certificate showing that the cargo inside the container or vehicle has been properly secured under the IMDG Code
- The risk assessment result of the cargo transport units arriving at the port facility and the cargo transport units leaving the port facility or those that have been fumigated or fumigated have been applied, or if the gas measurement has been made, the certificate of suitability for transportation,
- Dangerous cargoes arriving at and leaving port facilities cannot be transported

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	10-12
	 DANGEROUS GOODS HANDLING GUIDE 				

without the mandatory documents for transportation listed above. Loads that are not properly secured under the IMDG Code are also treated as dangerous cargo.

10.3.3 Speed Limit at the port facility

The speed limit in our Port Facility is 20 km.

10.4 Issues for those transporting dangerous goods to come/leave the port facility by sea (day/night signs to be shown by ships and sea vehicles carrying dangerous cargo at the port or Port facility, cold and hot working procedures on ships, etc.).

10.4.1 Arrival by Sea

- **Packaged dangerous cargo:**
 - Name of the vessel and IMO number of the vessel, agency and estimated time of arrival (ETA), normally no later than 24 hours after arrival;
 - Suitable Shipment name, UN number, for class 1 the class or designated part of the goods, conformity group letter (where applicable), sub-risk, if applicable, number and type of parcels, packing group, flash point range (as applicable), quantity and any additional information required by section 5.4 of the IMDG Code;
 - Each load, shipment or item on the list should be numbered consecutively for easy reference.
 - Stacking dangerous cargoes in a way that indicates those to be unloaded and left on board;
 - Dangerous cargoes that will remain on board must be indicated in reference to their number on the list (see above).
 - The condition of dangerous goods in case of any possibility of improper danger; and
 - Any known defect that may affect the safety of the port area or the vessel.
- **Hazardous bulk loads (liquid or solid):**
 - Name of the vessel and IMO number of the vessel, agency and estimated time of arrival (ETA), normally no later than 24 hours after arrival;
 - A list showing the product name of the dangerous bulk cargo and any other information required by the relevant IMO Code;
 - The cargo must be accompanied by an International Certificate of Conformity valid for the Bulk Carriage of Hazardous Chemicals or a Certificate of Conformity valid for the Carriage of Hazardous Bulk Chemicals, an International Certificate for the Prevention of Pollution for the Carriage of Hazardous Bulk Liquid Substances (NLS Certificate) and/or an International Fuel Oil Pollution Prevention Certificate, whichever is applicable;
 - Dangerous cargoes that will remain on board must be indicated in reference to their number on the list;
 - Consolidated carriers entering a dry cargo terminal must also indicate the nature of the last three loads and, where applicable, their flash points and the current condition of the tank/cargo holds (such as whether they are gas-free).
 - In the event of any improper hazard, the condition of the dangerous goods

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	10-13
	 DANGEROUS GOODS HANDLING GUIDE 				

and the cargo containment and transport system, the cargo handling in bulk and a known defect in the related equipment and instrumentation; and

- Any known defect that may affect the safety of the port area or the vessel.
- Additional information that may be made available to the port authority before dangerous goods are brought to or removed from the port area may be those specified in Part B of the ISPS Code. Examples of other information required by regulatory authorities regarding packaged dangerous goods include:

- 1 Container number
- 2 Transport licence number or reference (if the IMDG Code is class 1 or 7);
- 3 Recipient or local carrier name and contact details (if applicable).

10.4.2 Movement by Sea

- **Packaged dangerous cargo:**

- Vessel name and vessel IMO number, agency and estimated time of departure (ETD) as required by regulatory authorities;
- Suitable Shipment name, UN number, for class 1 the class or designated part of the goods, conformity group letter (where applicable), sub-risk, if applicable, number and type of parcels, packing group, flash point range (as applicable), quantity and any additional information required by section 5.4 of the IMDG Code;
- Place of stacking of dangerous cargo on board.

- **Hazardous bulk loads (liquid or solid):**

- The name of the vessel and the vessel's IMO number, agency and estimated time of departure (ETD), as required by the regulatory authorities;
- A list showing the product name of the dangerous bulk cargo and any other information required by the relevant IMO Code;
- The cargo must be equipped with an International Certificate of Conformity valid for the Carriage of Hazardous Bulk Chemicals or a Certificate of Conformity valid for the Carriage of Hazardous Bulk Chemicals, an International Pollution Prevention Certificate for the Transport of Hazardous Liquid Bulk Substances (NLS Certificate) and/or an International Fuel Oil Pollution Prevention Certificate, as applicable;
- Stowage or location of dangerous cargo on board.

10.5 Additional considerations to be added by the shore facility

10.5.1 Education

- **Management**

Management must ensure that all deck and shore personnel involved in the transportation or handling of dangerous goods or in the inspection thereof are properly trained in proportion to their responsibilities in their organization.

Management at all levels must carry out their day-to-day responsibilities for health and safety.

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	10-14
	 DANGEROUS GOODS HANDLING GUIDE 				

- **Personnel (cargo companies, dock operators, and ships)**

Every person involved in the transportation or handling of dangerous goods must receive training in the safe transportation or handling of dangerous goods in proportion to their responsibilities.

Shore personnel should receive general awareness, task-oriented training, and safety training.

10.5.2 Educational content

- **General awareness/recognition training**

Everyone should receive training in proportion to their duties on the safe transport or handling of dangerous goods. Training should be designed to provide recognition of the general hazards and legal requirements of the hazardous loads involved. This training covers the identification of types and classes of dangerous goods, labeling, marking, packaging, sorting and compliance with requirements; description of the purpose and content of shipping documents; and descriptions of existing emergency response documents.

- **Task-Oriented training**

Everyone should receive detailed training on the main requirements for the safe transportation or handling of dangerous goods in accordance with the function they perform.

- **Safety training**

- Everyone should be trained in the risks involved in the storage of dangerous goods and the functions they perform:
- Upon employment in a position involving the transport or handling of dangerous goods, such training should be provided and validated and the Administration should be supported periodically with retraining as deemed appropriate.
- For personnel with duties related to the transport and handling of dangerous goods, security training must be in accordance with their responsibilities and duties under the provisions of the port facility security plan (ISPS Code section A/2.1.5). Reference should also be made to the specific training requirements for the safety of hazardous substances given in Section 1.4 of the IMDG Code.

10.6 Accident Prevention Policy

As Efesanport management, we are aware that the operations carried out in our port have the potential to cause accidents due to their nature. However, we believe that all accidents can be prevented. For this reason, we are committed to managing operations in the best way in order to prevent accidents and protect employees, subcontractors, visitors, neighbors and the environment at the highest level. In order to prevent accidents and reduce their effects in line with Efesanport Quality Management Systems, we, as Efesanport Port;

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	10-15
	 DANGEROUS GOODS HANDLING GUIDE 				

- Taking high-level safety measures for people and the environment around the port facility and providing all necessary resources for this purpose
- In order to identify and evaluate accidents, risk assessment based on quantitative analysis related to ordinary and unusual operations and keeping these assessments up-to-date
- Making arrangements including maintenance, repair and temporary stops regarding the identified risks and preparing the necessary procedures
- In order to prevent accidents and reduce their effects, to follow technological developments and to provide the necessary support to continuously improve the safety measures in the facilities
- Making the necessary arrangements and controls for the new facility and process design with the planned changes, and making risk assessments and evaluating their acceptability before they are carried out
- Identifying emergencies that can be detected in advance by systematic analysis, preparing emergency plans for these emergencies, and regularly inspecting and reviewing them in exercises
- Monitoring the performance of the system within the framework of procedures in order to evaluate compliance with the targets determined by Quality Management Systems, investigating corrective actions in case of non-compliance
- Periodically and systematically evaluating the effectiveness and suitability of Quality Management Systems, documenting and documenting, reviewing us as senior management and supporting the continuous improvement of Quality Management Systems.
- Assignment of personnel with appropriate knowledge, skills, training and experience for positions that will affect operational business processes, safety and security within the organization,
- To ensure that our personnel in charge continuously improve themselves by providing trainings,
- Adherence to national and international laws, regulations, regulations and standards
- To ensure the health and safety of employees, contractors, visitors and neighbors and to protect the environment by investigating possible non-compliance with the policy and taking the necessary precautions to systematically eliminate their effects and prevent accidents.

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	10-16
	 DANGEROUS GOODS HANDLING GUIDE 				

10.7 Hot Business Procedure

1. Hot work to be done on board is not permitted. However, in mandatory cases, it will be carried out under the control of the port facility by obtaining permits by the ship agency in line with the legal regulations.
2. Before starting hot works and operations in our port facility, written permission will be obtained from the regional port authority stating that the hot works in question can be carried out. In the said permit, the details of the place where the hot work and transactions will be carried out in the hot work form, as well as the safety measures to be applied, will be specified.
3. **Hot Business Form** It covers the following.
 - a) Frequent inspections of the area where the work will be carried out and the adjacent areas, including tests carried out by accredited test institutions, in order to ensure that the areas where the work will be carried out are not flammable and/or explosive atmospheres and are not insufficient in terms of ventilation and oxygen,
 - b) Removal of dangerous goods and other flammable materials from work areas and adjacent areas, (Substances to be removed from these areas; lime, sludge, sediment, and other potentially flammable materials are also included.)
 - c) Effective protection of flammable building materials (e.g. beams, wooden partitions, floors, doors, wall and ceiling coverings) against accidental ignition,
 - ç) In order to prevent the spread of flames, sparks and hot particles from the work areas to adjacent areas or other areas; sealing and sealing of open pipes, pipe penetrations, valves, joints, gaps and open parts,
4. A sign will be hung in the work area and at all work area entrances, with the permit of the hot work to be done and the safety measures to be taken. The permit and safety measures should be easily visible and clearly understandable by anyone who will do the hot work.
5. When carrying out hot work, the following points should be observed:
 - a) Checks will be carried out to verify that the current conditions in the working environment have not changed.
 - b) At least one fire extinguisher or other suitable fire extinguishing equipment, together with all its apparatus, shall be kept available in an easily accessible place for immediate use while hot works are being carried out.
6. In the course of hot works and transactions, when the said works are completed and for a sufficient period of time after their completion; Effective fire control shall be carried out in the area where hot work is carried out and in adjacent areas where danger may arise due to heat transfer.
7. For additional more detailed information and procedures related to hot work and operations, it is always necessary to refer to the "International Safety Guide for Oil Tankers and Terminals (ISGOTT)" document.

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	10-17
	DANGEROUS GOODS HANDLING GUIDE				

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	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	10-18
	DANGEROUS GOODS HANDLING GUIDE				

SICAK İŞ İZİNİ			
Risk Değerlendirilmesinde açıklanan sıcak iş yöntemi ve konumuna göre, aşağıda ilgili bölümlerde kontrol gereksinimlerini belirlemek.			
SICAK İŞ VE TUTUŞTURMA KAYNAKLARI KONTROLÜ			
Sıcak çalışmalarının bir parçası olarak gerçekleştirilecek sıcak iş ve tutuşturma kaynaklarının kontrollerini belirlemek:	EVET	N/A	Kontrol
☐	☐		Tesis / yüklenici tarafından sağlanan Yangın söndürücüler sıcak çalışma alanı ve hemen bitişiğinde 10 metrede yer almaktadır (sabit konum yangın söndürücüler hariç)
☐	☐		Yakalama hasırları veya levhalar kıvılcım ve cüruf yakalamak için uygun yerlere konumlandırılmıştır.
☐	☐		Yanıcı ve parlayıcı malzemelerin sıcak iş alanından temizlenmesi gerekmektedir. (burada uygulanabilir sıcak çalışma alanı etrafında 15m alanı düşünün ve aşağıdaki çalışma alanının yüzeylerinde dahil edilmesi gerekir.)
☐	☐		Kanalizasyonlar, kablo rafları, elektrik kabloları ve diğer ısı / yangına hassas ürünler dikkate alınacaktır. (15 metrelik bir alanda yanmaz battaniye, yakalama levhaları veya mevcut ise onaylı kaplamalar kullanın)
☐	☐		Yangın hortumu sıcak iş altında kullanıma hazır tutulacaktır
☐	☐		Bir Yangın gözlemcisi sıcak iş sırasında yangın riskini, kıvılcım, cüruf, sıcak nesneleri devamlı izlemesi ve / veya iş boyunca belli periyodlar için gereklidir. ☐ Tüm İş Boyunca, ve/veya ☐ İş Boyunca Belli Periyodlarda (..... dakikada bir)
Belirli Sıcak İş / Tutuşturma Kaynaklarının Kontrolleri	Evet	N/A	Evet İse Ek Kontrol Ayrıntıları Belirtilecektir
Sıcak iş esnasında izolasyon yapılması gereken bitişik alanlarda alınması gerekli önlemler (boru, tank, basınçlı kaplar gibi)	☐	☐	
Sabit yangın koruma ve algılama sistemi hizmet dışı bırakılması gerekmektedir.	☐	☐	
Çalışma alanı özel temizlik yapılması, yıkanması, havalandırması veya çalışma öncesi atmosferik izleme gerektirir. (çalışma alanında yanıcı / patlayıcı buharlar, tozlar, sıvılar ya da katı atıklar)	☐	☐	
Çalışma alanı çalışmalar sırasında ön temizleme, sökme, yüzey hazırlığı yapma ve atmosferik izleme gerektirir. (Yüzeyler ve kaplamalar ısıtılırken veya kesilirken zararlı emisyonları oluşturabilir)	☐	☐	
İşin niteliği özel solunum cihazı giyilmesini gerektirir	☐	☐	
İşin niteliği gaz ve diğer hassas ürün için uygulanacak özel kontroller gerektirir.	☐	☐	
Sıcak işte elektrik kaynağı kullanılacak ise elektrik güvenliğini sağlamak için özel kontroller gereklidir.	☐	☐	
Kapalı Mekanlar için ek Sıcak Çalışma Kontrolleri			☐ N/A (Uygulanmaz)
Kontroller:	Evet	N/A	
Dışarıda uygun bir yere cihazlar konumlandır. (yangın söndürücü, hortumlar, solunum cihazları gibi)	☐	☐	
Havalandırma fanını kirlenme kaynağının mümkün olduğu kadar yakına konumlandır.	☐	☐	
Kirlenici maddeler hava boşluğuna tahliye edilmesi (böylece devri daim edilirler ve diğer işçileri zarar vermezler)	☐	☐	
Elektrik kaynağı önemli bir süre askıya alındığında Elektrik kaynaklarından elektrotlar çıkartılır ,takıldıktan sonra tekrar enerji verilir. Böylece kazara kontak yada ark oluşmaz.	☐	☐	
Gaz kaynaklı kesme faaliyetleri önemli bir süre askıya alındığında, meşale ve silindir valfleri kapatılır. Meşale ve hortum bağlantısı çıkarılır ve basınçlaştırılır.	☐	☐	
Sıcak İşin Tamamlanması			☐ N/A (Uygulanmaz)
Kontroller:	Evet	N/A	
İşin bitiminden sonra alan en az yarım saat süreyle kontrol edilir.	☐	☐	
Alan en az sekiz saat süre ve birer saat ara ile kontrol edilir.	☐	☐	
Sıcak çalışma sonrası yapılacak kontrollerle gerek yoktur.	☐	☐	
İzin İsteyen			
İsim: _____ İmza: _____			
Onaylayan			
İsim: _____ İmza: _____			

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	10-19
	 DANGEROUS GOODS HANDLING GUIDE 				

10.8 Responsibilities of the Personnel in Charge of the Operation

10.8.1 Operations Supervisor

Act according to the checklists in clause 10.9.

- It will hold a coordination meeting at least 1 day before the acceptance of dangerous cargoes to the port facility and ensures the participation of Operations, Site planning, HSE, TMGD and other interested parties in this meeting.
- If a decision is taken at the meeting to accept the dangerous cargo, the management, operation, storage, security, emergency response units are informed and the preparation and acceptance process is initiated.
- In case of the need to inform the Port Authority of the cargoes that will not be accepted to the port facility, notify the Regional Port Authority in writing with the justifications.
- It announces the equipment, crane, crew, number of posts and berth determined at the meeting.
- 2. Work order. He organizes it with his captain.
- It ensures that the loading/unloading is carried out according to the approved cargo plan.
- It ensures that everyone involved in the transport of dangerous goods takes due care to prevent damage to packaging, unit loads and load transport units.
- When transporting dangerous goods, it takes the necessary precautions to prevent unauthorized access to the transport areas.
- If there is a problem in the storage of dangerous cargoes, it ensures that the necessary feasible steps are taken to minimize the existing risks to individuals and their negative effects on the environment.
- The packaging and packages to be used in the activities of replacing and repairing the load carrying units or placing the damaged packages in the rescue packages ensure the use of packages and packages produced and certified within the scope of the provisions of Part 6 of the IMDG Code, suitable for the nature of the dangerous goods.
- It makes the handling and temporary storage operations to be carried out in accordance with the separation rules.
- Fumigated and/or containing toxic gas is stowed in such a way that its covers cannot be opened uncontrollably.
- It takes precautions to prevent packaged cargoes and bulk cargoes containing Class 4.3 loads from being affected by rain, sea water and similar factors.
- It ensures that the loading is unloaded in accordance with the cargo plan.
- It performs the necessary separation process according to the classes of dangerous goods.
- In the event that the discharge of the ship is partially completed, gas measurements will be made before the assignment is made for the evacuation of the cargo remaining in the ship's hold.
- It ensures that tarpaulins are laid between the vessel and the dock during the handling of dangerous solid cargoes and designates a responsible person for a

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	10-20
	 DANGEROUS GOODS HANDLING GUIDE 				

cleanup for cargo scattered in the environment.

- In areas where dangerous solid bulk cargoes emitting toxic or flammable gases are handled, the concentration of toxic or flammable gases they may create and their possible emissions will be regularly checked with gas measuring devices and the measurements will be recorded.

10.8.2 Shift Supervisor

Act according to the checklists in clause 10.9.

- It checks the personnel equipped with the necessary protective equipment before the operation.
- It makes the necessary warnings and controls so that the trucks do not load excessively.
- Drivers check that the specified point is waiting away from the vehicle during loading and unloading and that the driver has the necessary protection equipment.
- It checks the occupational safety in the working area, the control of the equipment, the entry and exit of external persons, the safe handling of the cargo, environmental cleaning and that these works are carried out appropriately.
- 2. Work order. He organizes it with his captain.
- It ensures that the loading/unloading is carried out according to the approved cargo plan.
- It performs the necessary separation process according to the classes of dangerous goods.
- It ensures that everyone involved in the transport of dangerous goods takes due care to prevent damage to packaging, unit loads and load transport units
- If there is a problem in the storage of dangerous cargoes, it ensures that the necessary feasible steps are taken to minimize the existing risks to individuals and their negative effects on the environment.
- The packaging and packages to be used in the activities of replacing and repairing the load carrying units or placing the damaged packages in the rescue packages ensure the use of packages and packages produced and certified within the scope of the provisions of Part 6 of the IMDG Code, suitable for the nature of the dangerous goods.
- It makes the handling and temporary storage operations to be carried out in accordance with the separation rules.
- Fumigated and/or containing toxic gas is stowed in such a way that its covers cannot be opened uncontrollably.
- It will take precautions to ensure that packaged cargoes containing Class 4.3 cargo and bulk cargoes are not affected by rain, sea water and similar factors.
- In the event that the discharge of the ship is partially completed, gas measurements are made before the assignment is made for the evacuation of the cargo remaining in the ship's hold.
- It ensures that tarpaulins are laid between the vessel and the dock during the

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	10-21
	 DANGEROUS GOODS HANDLING GUIDE 				

handling of dangerous solid cargoes and designates a responsible person for a cleanup for cargo scattered in the environment.

- In areas where dangerous solid bulk cargoes that emit toxic or flammable gases are handled, the concentration of toxic or flammable gases they may create and their possible emissions are regularly checked with gas measuring devices and the measurements are recorded.
- It ensures that the perimeter of the areas where dangerous substances are stored, such as coal, which are self-combusting but not affected by water, are equipped with water cannons and irrigation operations are carried out in a way that prevents combustion.

Together with liquid cargo foreman in dangerous liquid cargoes;

- Completes and signs the "Ship/Shore Safety Checklist" in the International Safety Manual for Tankers and Terminals (ISGOTT) in accordance with the Guide for the Completion of the "Ship/Shore Safety Checklist" in ISGOTT.
- Ensures that adequate measures are taken to prevent short circuits in the insulation section,
- Ensures that insulation and grounding systems are inspected and tested at appropriate intervals to ensure their effectiveness,
- It provides for the protection or arrangement of other metallic connections between the interface and the beach to ensure that there is no possibility of an activating spark from which a flammable atmosphere could form.
- The liquid cargo foreman ensures that the captain of the ship is informed of the conditions on board that may require precautions to be taken regarding ignition sources such as the ship's stoves or cooking utensils.

After the operation is completed;

- The flexible hose ensures that liquids are drained and depressurized before leaving the vessel
- It takes all safety precautions, including sealing the ship manifold connections and flexible hoses with blind flanges.

10.8.3 Occupational Health, Safety and Environmental Specialist

- **Act according to the checklists in clause 10.9.**
 - It informs the personnel who will work in the operation about the danger of the cargo and equips them with the necessary protective equipment.
 - Environmental safety is ensured.
 - It ensures that personnel are not assigned to the ship's hold and in the field without gas measurements.
 - Takes the necessary fire precautions and checks the operation of the system.
 - Checks the presence of necessary warning and warning signs.
 - The packaging and packages to be used in the activities of replacing and repairing the load carrying units or placing the damaged packages in the rescue packages ensure the use of packages and packages

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	10-22
	DANGEROUS GOODS HANDLING GUIDE				

produced and certified within the scope of the provisions of Part 6 of the IMDG Code, suitable for the nature of the dangerous goods.

- In the event that the discharge of the ship is partially completed, gas measurements are made before the assignment is made for the evacuation of the cargo remaining in the ship's hold.
- In areas where dangerous solid bulk cargoes emitting toxic or flammable gases are handled, the concentration of toxic or flammable gases they may create and their possible emissions are regularly checked with gas measuring devices and the measurements are recorded.
- It ensures that the perimeter of the areas where dangerous substances are stored, such as coal, which are self-combusting but not affected by water, are equipped with water cannons and irrigation operations are carried out in a way that prevents combustion.

10.9 Safe Handling of Dangerous Goods Operation Checklist

GENERAL

S.N O	Action	SELE CT	OP. ASK	THER E IS AMR.
ACCEPTANCE OF THE LOAD				
1.	An operation meeting is held at least 1 day before loading and unloading.		X	
2.	The MSDS form of the cargo is provided.		X	
3.	On a ship carrying packaged dangerous goods, a special list or manifest indicating the dangerous goods, marine pollutants and their location on board is requested. (IMO FAL form 7)		X	
4.	The Certificate of Conformity for the vessel carrying dangerous goods will be checked.		X	
5.	Approved cargo loading/evacuation plan is requested		X	
6.	Regarding the dangerous cargo/s to be accepted at the port; 1. Risk from hazardous cargo 2. Interaction with dangerous cargoes present in the shore facility, 3. interaction with cargoes planned to be accepted into the shore facility in the near future, 4. Terms of stacking 5. Decomposition conditions 6. The need for materials and equipment in terms of Emergency Response 7. Competence of Emergency Response teams		X	

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	10-23
	DANGEROUS GOODS HANDLING GUIDE				

	8. Interact with neighbouring facilities The issues are handled within the scope of current IMDG CODE documents and acceptance/rejection or manager decision is taken.			
7.	If a decision has been taken to accept the dangerous cargo, the management, operation, storage, security and emergency response units are informed and the preparation and acceptance process is initiated.		X	
8.	The equipment, crane, crew, number of posts and berth to be used are determined.		X	
9.	The personnel who will work in the operation and emergency response are informed about the danger of the load and are provided with the necessary protective equipment.		X	
10.	Necessary warnings and warning signs are placed around the handling area.		X	
Note: For standard handled loads, the meeting is optional. Previous meeting decisions can be enforced.				

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	10-24
	DANGEROUS GOODS HANDLING GUIDE				

Safe Handling of Packaged Dangerous Goods Operation Checklist

Packaged dangerous cargoes will be loaded/unloaded as supalan in our port facility.

S.NO	Action	SELE CT	ON. SOR	VAR. AMR.
HANDLING				
1.	Perimeter safety is ensured by HSE. Personnel are not assigned to the ship's hold and in the field without gas measurements.	X	X	
2.	Occupational safety in the working area, control of equipment, entry and exit of external persons, safe handling of cargo, environmental cleaning and control that these works are carried out appropriately		X	X
3.	Working order shift supervisor, sergeant and ship 2. It is organized with the captain. The shift supervisor ensures that the loading/evacuation is carried out according to the approved cargo plan. The responsibility for loading and unloading in accordance with the cargo plan belongs to the Operations Supervisor/shift supervisors.		X	X
4.	Packages containing Class 4.3 dangerous substances that emit flammable gases in contact with water and cargo carrying units containing such packages will be affected by rain, sea water and similar factors.	X	X	X
5.	It is checked that the communication equipment used in the operation area is exprov.	X	X	X
6.	In order to supervise the transportation of dangerous cargoes within the areas of responsibility of the Captain and the Port Operator, to ensure that action is taken according to the risks involved in the cargoes and to inform the captain of the steps to be taken in case of an emergency, the Shift supervisor / Operations Chief 2. He will coordinate with the captain.		X	X
7.	Information on emergency procedures will be provided to the vessel and those responsible for cargo handling	X		
8.	Necessary warnings are made so that the trucks do not load more than the restraint, and those responsible pay the necessary attention in this regard		X	X
9.	Drivers will be kept at the specified point away from the vehicle during vehicle loading and unloading. It will be checked that the driver has the necessary protective equipment.		X	X

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	10-25
	DANGEROUS GOODS HANDLING GUIDE				

10	When transporting dangerous goods, necessary measures will be taken to prevent access to the transport areas by unauthorized persons.	X	X	X
11.	The operation will be carried out in accordance with the separation rules specified in the Separation Schedule for Dangerous Goods.		X	X
12.	Fumigated and/or containing toxic gas shall be stacked in such a way that their covers cannot be opened uncontrollably.		X	X

Procedure for the Operation of Safe Handling of Dangerous Goods in Solid State Checklist

Dangerous cargoes in solid form will be loaded/discharged as suprans in our port facility.

S.NO	Action	SELE CT	ON. SOR	VAR. AMR.
HANDLING				
1.	Necessary warnings are made so that the trucks do not load more than the rest. After loading, the trucks will definitely be covered.	X	X	X
2.	Drivers will be kept at the specified point away from the vehicle during vehicle loading and unloading. It will be checked that the driver has the necessary protective equipment.			
3.	Occupational safety, control of equipment, entry and exit of external persons, safe handling of cargo, environmental cleaning and control of these works will be carried out in the working area.			X
4.	Loading and unloading will be checked in accordance with the cargo plan.			X
5.	In the event that the discharge of the ship is partially completed, gas measurements will be made before the assignment is made for the evacuation of the cargo remaining in the hold of the ship.	X	X	X
6.	A tarpaulin is laid between the ship and the dock and a responsible person is designated for a clean-up for cargo scattered in the vicinity.		X	X
7.	While determining the areas where the dangerous cargo is handled according to the risks; administrative buildings, other facilities adjacent to the facility and the types of cargo handled in these facilities, the characteristics of other cargoes temporarily stored and handled in the facility and the fastest and safest access	X	X	X

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	10-26
	DANGEROUS GOODS HANDLING GUIDE				

	opportunities for responding to emergencies will be taken into account			
8.	The concentration of toxic or flammable gases and their possible emissions in areas where dangerous solid bulk cargoes emitting toxic or flammable gases are handled will be regularly checked with gas measuring devices and measurements will be recorded	X		
9.	The perimeter of the areas where dangerous substances, such as coal, which burn on their own but are not affected by water, are stored, will be equipped with water cannons and irrigation operations will be carried out to prevent combustion. When declaring a temporary storage area, it will be taken into account whether the surroundings of the area have a drainage system where polluted water will be collected.	X	X	X
10.	Tarpaulins that will prevent solid bulk dangerous cargoes from falling into the sea during their discharge from the ship or loading on the ship will be kept between the ship and the dock during the operation.	X	X	X
11.	The captain of the vessel who will load/unload dangerous solid bulk cargo will receive a detailed loading/unloading plan containing details about the location and quantities of the cargo on the ship by the operations officer before starting the loading/unloading process. An agreement will be reached between the ship's captain and the operations officer regarding the loading/unloading plan in question.		X	X

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	10-27
	DANGEROUS GOODS HANDLING GUIDE				

Hazardous Liquid Bulk Cargo Safe Handling Operation Checklist

Dangerous Liquid Bulk Cargoes will be loaded/discharged as suprane in our port facility.

S.N O	Action	SELE CT	ON. SOR	VAR. AMR.
HANDLING				
1.	Evacuation equipment and pipes suitable for the load are selected by the operation manager. ISGOTT Ship/Shore Safety Checklist is mutually signed. A communication network is established between the ship and the port facility.	X	X	X
2.	Employees are present next to the flexible hoses that will be connected to the tanker and the ship. It acts together with the ship's personnel in connecting liquid cargoes to the ship's entry and exit manifolds.	X	X	X
3.	Appropriate pressure adjustment is made with the ship. Overflow of tankers is prevented and in case of danger, the ship's personnel are informed and the line is cut.	X	X	X
4.	During the loading/unloading operation at the port facility, all kinds of vehicles coming to the loading/unloading platform in the facility will be completely free of static electricity, flame arresting apparatus will be installed on their exhausts and grounded. Flame arresting apparatus will be provided by the Land Tanker operator. Land Tankers that do not have a flame arrester will not be admitted to the port facility. This feature will not be sought for tankers in ADR standards.	X	X	X
5.	It is checked that the communication equipment used in the operation area is exprov.	X	X	X
6.	Flexible hoses used for loading/unloading of dangerous liquid bulk cargoes; It will be checked that it is type-approved and has a certificate indicating the type of pipe, the maximum working pressure of the pipe, the month and year of manufacture.		X	X
7.	A sufficient number of electrical insulation flanges shall be available for flexible hoses used in the loading/unloading of Dangerous Liquid bulk cargoes		X	X
8.	Prior to commencing a hazardous liquid bulk cargo operation, the Master of the Vessel and the Operations Officer shall agree in writing to the transportation times including the maximum loading or unloading speeds and the following items.		X	X

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	10-28
	DANGEROUS GOODS HANDLING GUIDE				

	1. Capacity and maximum allowable pressure of ship load lines and Flexible hose; 2. Steam ventilation system layout and maximum loading or unloading speeds; 3. Possible pressure increases according to emergency shutdown procedures; 4. Possible accumulation of electrostatic charge; and 5. The presence of responsible persons during launch operations on board and on shore			
9.	The steps to be taken and the signs to be used in case of an emergency that may occur during handling operations will be accepted in writing.		X	X
10.	All due care shall be taken to prevent leakage of all relevant pipes, flexible hoses and connected equipment on board and ashore and adequate supervision shall be carried out during the transfer of hazardous bulk liquid cargo		X	X

S.N O	Action	SELE CT	ON. SOR	VAR. AMR.
HANDLING				
11.	Effective communication between the ship and shore equipment will be maintained during transfer operations.		X	X
12.	Necessary arrangements will be made to measure the tankers to be evacuated to ensure that the tanker is not overfilled.		X	X
Liquid load foreman/Shift Supervisor				
1.	It will take adequate measures to prevent the occurrence of a short circuit in the insulation section			
2.	It will ensure that insulation and grounding systems are inspected and tested at appropriate intervals to ensure their effectiveness			
3.	To ensure that there is no possibility of an activating spark from which a flammable atmosphere could form, it will ensure that other metallic connections between the interface and the beach are protected or regulated			
4.	It will act in accordance with the appropriate checklists in the International Safety Manual on Fuel Tankers and Terminals (ISGOTT)			
5.	It shall ensure that the master of the ship is informed of the conditions on board that may require			

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	10-29
	 DANGEROUS GOODS HANDLING GUIDE 				

	precautions to be taken regarding ignition sources, such as ship stoves or cooking utensils.			
6.	The vessel will ensure that all safety precautions are in place, which includes sealing manifold connections and flexible hoses with a blind flange.			

10.10 EMS (Emergency Procedures for Ships Carrying Dangerous Goods) and MFAG (Medical First Aid Guide)

In case of emergency, it is important to use IMDG Code, EMS and MFAG all available information as well as IMSBC, IBC or IGC Codes in respect of bulk cargo.

10.10.1 EMS

When a fire or spill of hazardous materials occurs, the EMS contains procedures for actions to take.

EMS includes specific action procedures for some products, as well as general procedures that apply to an entire class of substances.

The necessary protective equipment and the types of extinguishing agents that can be used to extinguish fires involving dangerous goods can be found in the EmS guide "in case of emergency action".

EmS is divided into two for spills and fires. Column 15 of the Dangerous Goods list contains EmS reference numbers for each UN number. The EmS number does not have to be specified in the Declaration of Dangerous Goods.

10.10.2 MFAG

MFAG table numbers do not have to be specified in the Dangerous Goods Declaration.

MFAG is a flowchart of the processes that indicate that if a person is exposed to some type of hazardous substance, it should be taken according to the syndromes. However, it is important that employees are trained to use MFAG in advance to work in an emergency.

Employees should also contact a doctor for the treatment of an injured person.

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	11-31
	DANGEROUS GOODS HANDLING GUIDE				

11.2 Overview Photos of the Port Facility



	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	11-32
	 DANGEROUS GOODS HANDLING GUIDE 				

11.3 Emergency Touchpoints and Contact Information

FIRE WARNING-FIRE BRIGADE	112
HIZIR EMERGENCY SERVICE	112
ALO POLICE	112
ALO GENDARMERIE	112
ALO COAST GUARD	112
ALO ENVIRONMENT	181
ALO GOVERNORSHIP	179
ELECTRICAL FAULT	186
NATURAL GAS BREAKDOWN	187
POISON COUNSELING CENTER (UZEM)	114
MARINE POLICE (DERINCE)	0262 239 35 24
DILOVASI DISTRICT SECURITY DIRECTORATE	0262 754 68 59
T.C.D.D ACİL DURUM HATTI	131
DILOVASI STATE HOSPITAL	0262 754 15 20
CENTURY HOSPITAL	0262 644 10 20
FATİH STATE HOSPITAL (GEBZE)	0262 644 14 60
DARICA FARABI STATE HOSPITAL	0262 656 43 45
MEDICAL PARK HOSPITAL	444 44 84

The telephone numbers of the State Railways are as follows:

Emergency Line: 0534 595 79 96

T.C.D.D Haydarpaşa Train Station: 0216 348 80 20

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	11-35
	 DANGEROUS GOODS HANDLING GUIDE 				

11.7 Emergency Plan

The emergency plan has been prepared within the scope of Annex-9 of the directive on the issuance of dangerous goods compliance certificate.

It is kept as a separate document in the port facility and is renewed at least every 3 years. The details of the Contingency Plan are as follows.

Emergency procedures,

Organization chart for emergency response

Name, title and contact details of the person/organization preparing the emergency procedures,

Name, title and contact information, duties and responsibilities of the authorized person appointed to coordinate the response activities to emergencies that may occur in the port facility,

The name, title and contact information, duties and responsibilities of the facility authority who will contact the relevant Regional port authority and other relevant institutions and organizations in case of emergency,

The names and duties of the teams designated to respond to emergencies and the names, duties and responsibilities of the personnel assigned to these teams,

The nature and capacities of the resources, equipment and equipment to be used by the port facility to respond to emergencies,

The measures to be taken and the actions to be taken in order to control the serious conditions that can be foreseen to cause emergencies and to minimize the negative effects that may be caused by them, and the existing possibilities, capabilities and capacities of the facility,

Regulations regarding the nature and announcement methods of the measures and warnings to be taken in order to prevent or minimize the possible risks to the persons in the port facility in case of an emergency, and what people should do in the face of a warning,

In case of emergency, the initial notification procedures to be made to the Regional Port Authority, the content of the information required to be included in this notification, and the procedures for transmitting this information to the Regional Port Authority as new information is obtained,

Trainings to be received by the personnel who will take part in emergencies,

Coordination methods to be provided with emergency teams outside the shore facility in case of emergency,

The nature of the drills to be carried out for emergencies and the period of their implementation,

Arrangements to provide support for measures taken outside the shore facility in case of emergency.

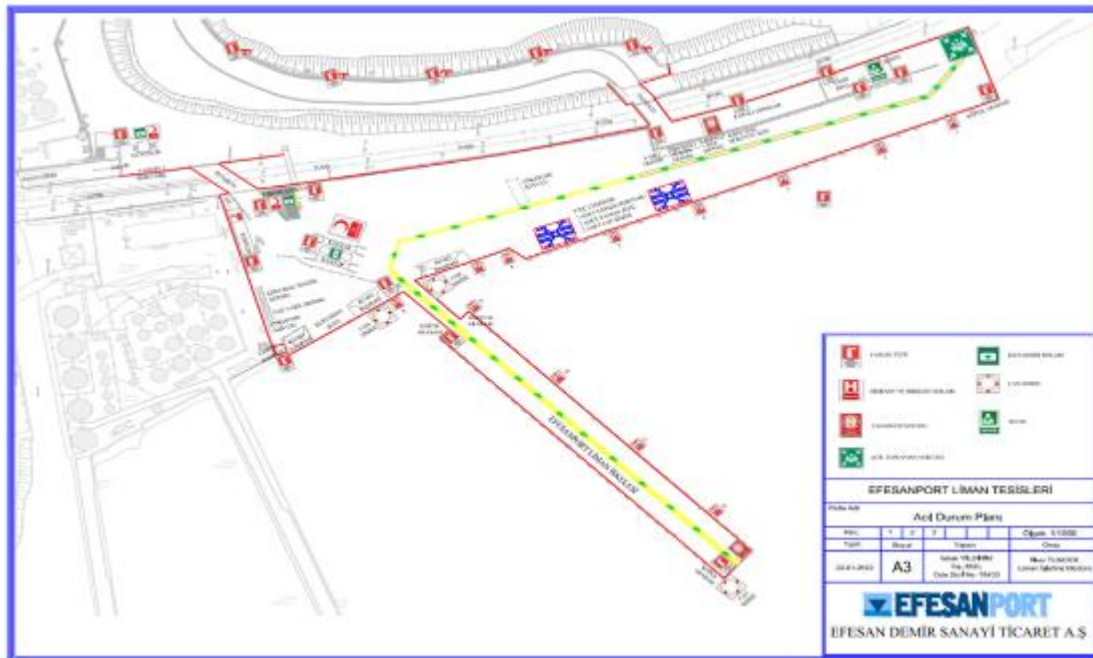
Contingency plans must cover each of the following emergencies:

- a) Plant, equipment and site fires,
- b) Cargo fires belonging to each hazard cargo class and sub-hazard classes allowed to be handled at the port,
- c) Ship fires,
- ç) Explosion,

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	11-36
	-dangerous Goods Handling Guide				

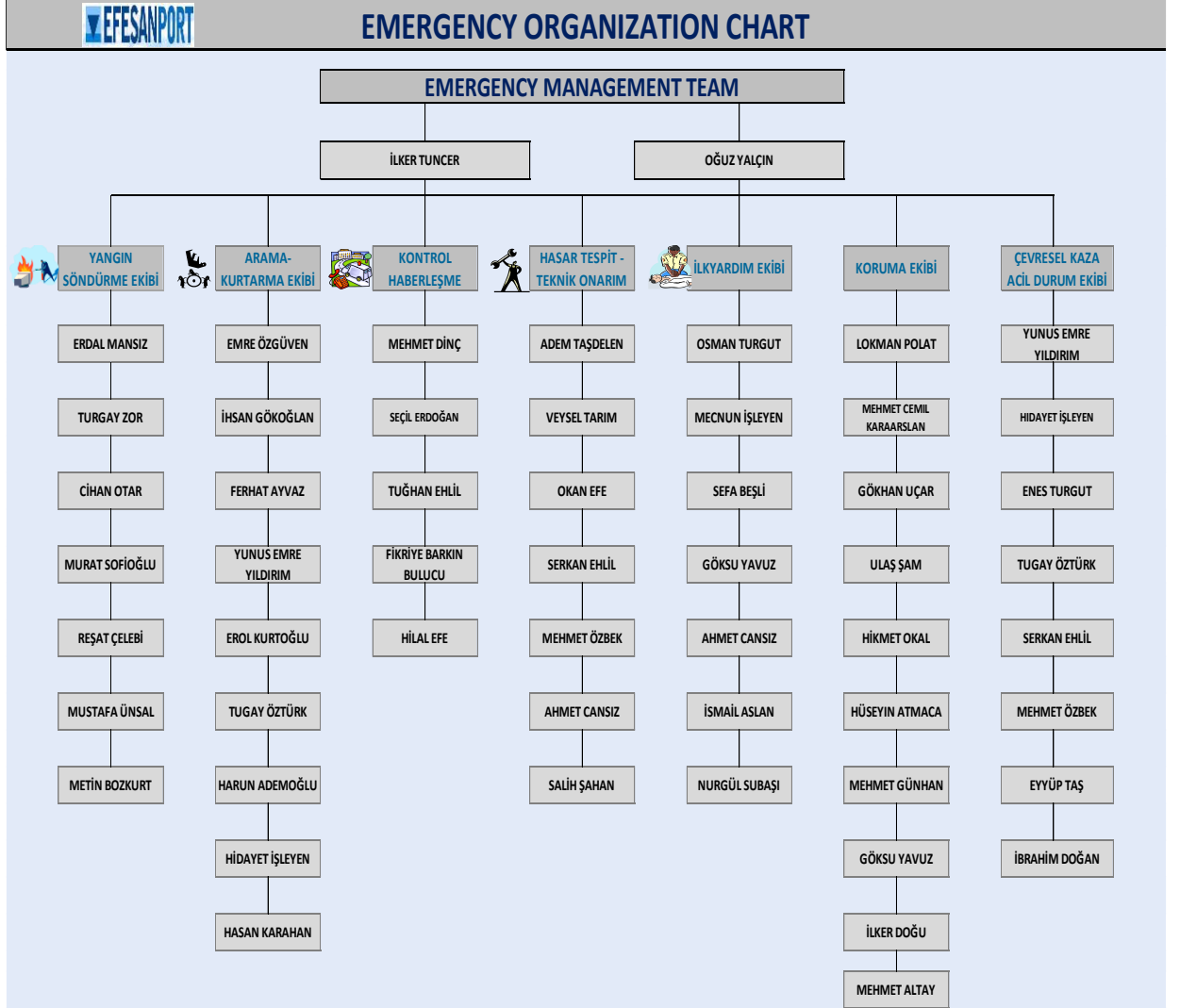
- d) Accidental death and serious injury,
- e) Natural disasters such as earthquakes, floods, landslides, tsunami waves,
- f) Adverse weather conditions such as very strong winds, storms, excessive snow or icing,
- g) Leakage, leakage or spillage of dangerous goods belonging to each hazard class or sub-hazard classes allowed to be handled at the port,
- ğ) Marine pollution (e.g.: oil/fuel leakage or spillage/fall of dangerous cargo or environmentally hazardous substances into the sea),
- h) Gas leakage,
- i) Power outage.

11.8 Plan for Emergency Gathering Places



	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	11-37
	DANGEROUS GOODS HANDLING GUIDE				

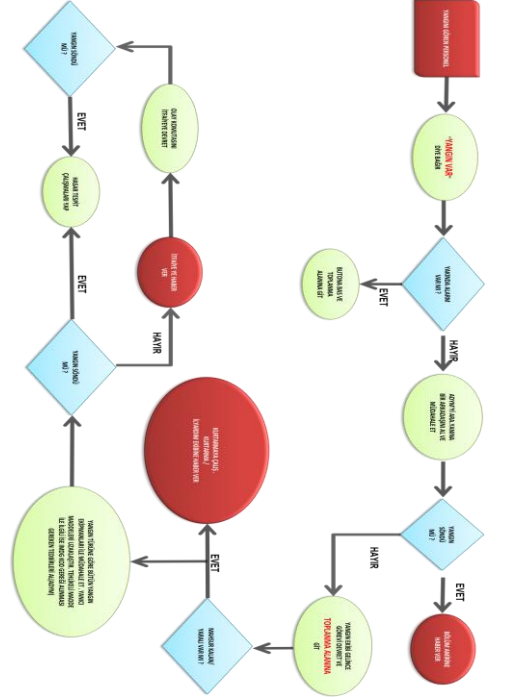
11.9 Emergency Management Chart



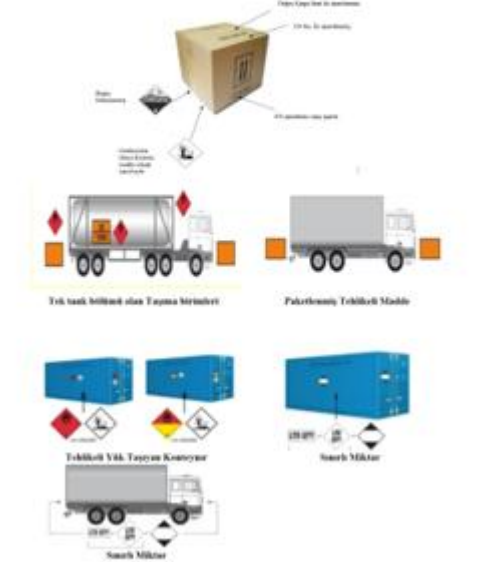
	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	11-38
	DANGEROUS GOODS HANDLING GUIDE				

11.10 Dangerous Goods Handbook

TEHLİKELİ MADDE EL KİTABI



Tehlikeli yüklerin paketleri, ambalajları, etiketleri, işaretleri ve paketleme grupları

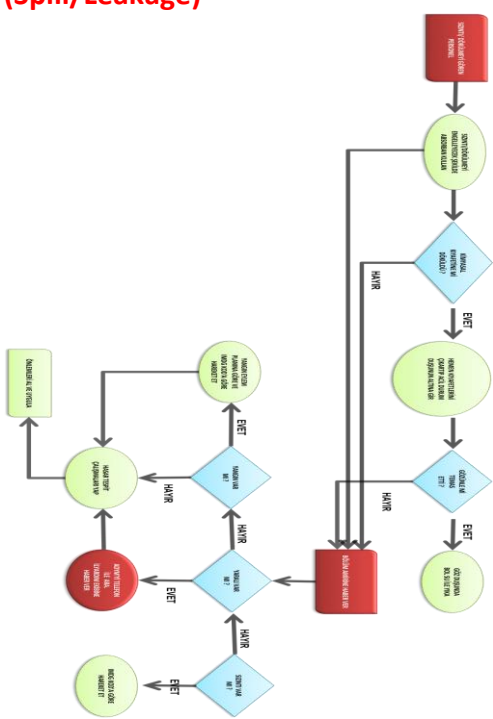


Paketleme Grubu I	Yüksek tehlikeli madde
Paketleme Grubu II	Orta tehlikeli / tehlikeli madde
Paketleme Grubu III	Az tehlikeli madde / anormale etimlerde

HAZARDOUS CARGO CLASSES

 Explosive 1 Patlayıcı	 Explosive 1.5 Patlayıcı (Patlama tehlikesi azdır)	 Flammable gas Yanıcı gazlar	 Non flammable compressed gas Yanıcı ve zehirli olmayan gaz
 Toxic gas Zehirli gazlar	 Flammable liquid Yanıcı sıvı maddeler	 Flammable solid Yanıcı katı maddeler	 Spontaneously combustible Kendi kendine yanan maddeler
 Dangerous when wet Su ile temasta gaz üreten madde	 Oxidizing agent Oksitleyici madde	 Organic peroxide Organik peroksit	 Toxic Zehirli madde
 Infectious substance Bulaşıcı madde	 Radioactive I Radyoaktif I	 Radioactive II Radyoaktif II	 Radioactive III Radyoaktif III
 Radioactive Radyoaktif	 Fissile Bölünebilir radyoaktif	 Corrosive Aşındırıcı (Asidik) maddeler	 Miscellaneous Farklı tehlikeleri olan maddeler

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	11-39
	 DANGEROUS GOODS HANDLING GUIDE 				

EFESANPORT PORT FACILITY DANGEROUS CARGO HANDBOOK		Dangerous Goods Emergency Response Action Flow Diagram (Spill/Leakage)	
MATTERS TO BE CONSIDERED 1. Follow the occupational safety instructions, 2. Pay attention to dangerous goods symbols, labels, plaques, 3. Immediately inform the responsible person in case of leakage, odor, smoke and package deterioration, 4. Do not introduce the uninterested in the danger zone, 5. Approaching with fire, smoking, smoking, 6. Allow unauthorized persons to intervene 7. Ensure that hazardous wastes are sent to waste collection centers, 8. Comply with the rules of occupational safety, warn those who do not comply			
Emergency contact information			
Terminal Manager			
Business Associate			
Security Supervisor			
FIRE BRIGADE, ALO TRAFFIC, ALO ENVIRONMENT, POLICE EMERGENCY, GENDARMERIE EMERGENCY, PORT SECURITY, SANITARY EMERGENCY (AMBULANCE)	112		

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	11-40
	 DANGEROUS GOODS HANDLING GUIDE 				

Dangerous Goods Documents

The Dangerous Goods Transport Certificate must contain the following information:

- Shipping name or correct technical name (trade names will not be accepted)
- Class and Department, if possible. Class or Section risk can be included in the number of classes. The compatibility group will also be specified in class 1 goods and, in the case of gas with secondary risks, further information will be added to indicate the risks
- The United Nations number will be written after the UN
- Packing group, if any
- Total quantity of dangerous goods per volume or mass, as well as package number and types
- Flash point for substances with a flash point of 61 Co or less
- Additional risks are not specified in the name of the shipment
- Where necessary, the goods will be designated as "Marine Pollutants"
- Empty enclosures containing dangerous goods residues will be marked with indications such as "Empty", "Uncleaned" or "Contains Residue" before or after the shipping name.
- Document signed on behalf of the sender stating that the goods have been correctly sorted, packed, marked, labeled, and fit for shipping

Shore Resort Rules

EMERGENCY RESPONSE

FIRE

CAUTION: The material may react with the extinguishing agent.

Small Fire

- Dry chemical, CO2, water spraying or regular foam

The Great Fire

- Water spray, mist or regular foam
- If you can make it risk-free, remove the containers from the fire area.

Tanks involved in fire

- Cool the containers with plenty of water long after the fire breaks out.
- Do not get water into the tank.
- Pull back immediately after the sound of the ventilation safety devices or the tank color changes.
- ALWAYS stay away from tanks trapped in fire.

SPILLAGE OR LEAKAGE

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	11-41
	 DANGEROUS GOODS HANDLING GUIDE 				

	• Do not touch or walk towards the spilled substance. • Eliminate all ignition sources (cigarettes, flames, flash, etc.). • All equipment used during product transportation must be grounded. • Keep fuels (wood, paper, oil, etc.) away from the spill area. • Spray water or direct the accumulation of steam clouds to reduce steam. Avoid water from coming into contact with the spilled material. • Prevent it from leaking into waterways, sewers, basements or confined spaces.
	Small Size Shedding • Remove it using sand or other absorbent material and place it in the transport container for later disposal. Oversized Spill • Take the spilled liquids to the resting pools for later disposal.
	FIRST AID • Move the victim to fresh air. • Call the emergency medical service. • If the victim is not breathing, perform artificial respiration. • Do not administer mouth-to-mouth artificial respiration if the victim has inhaled or swallowed the substance; Perform artificial respiration with the help of a pocket mask equipped with a one-way valve or other suitable medical respirator. • If breathing is difficult, give oxygen. • Remove and isolate dirty clothes or shoes. • In case of contact with the substance, rinse immediately under running water for at least 20 minutes.

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	11-42
	 DANGEROUS GOODS HANDLING GUIDE 				

	• Wash with soap and water. • Keep the victim warm and calm. • Effects of exposure to the substance (inhalation, ingestion or skin contact) may be delayed. • Ensure that medical personnel are knowledgeable about substances and take the necessary protective measures to protect themselves.
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	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	11-45
	DANGEROUS GOODS HANDLING GUIDE				

11.11 Leak Areas and Equipment for CTUs and Packages, Input/Output Drawings

It is on the layout.

11.12 Inventory of Port Service Vessels

Services are provided by Anadolu Rehberluk and Sanmar.

11.13 Administrative boundaries of the Regional Port Authority, anchorages and sea coordinates of the pilot's disembarkation/embarkation points

2) İZMİT (KOCAELİ) REGIONAL PORT AUTHORITY

A) Port administrative area boundary

The port administrative area of the İzmit (Kocaeli) Regional Port Authority is located at the following coordinates:

It is the sea and port area within the line it creates.

- a) 40° 45' 24" N – 029° 21' 15" E (Cape Yelkenkaya)
- b) 40° 43' 00" N – 029° 21' 18" E
- c) 40° 43' 00" N – 029° 23' 24" E
- d) 40° 44' 57" N – 029° 30' 57" E
- e) 40° 44' 48" N – 029° 32' 30" E
- f) 40° 41' 12" N – 029° 33' 36" E

2

B) Mooring areas

a) İzmit anchorage area: The anchorage area of ships that do not carry dangerous goods,

It is the sea area formed by the coordinates below.

- 1) 40° 45' 00" N – 029° 52' 48" E
- 2) 40° 44' 00" N – 029° 52' 48" E
- 3) 40° 44' 00" N – 029° 55' 00" E
- 4) 40° 45' 00" N – 029° 55' 00" E

b) Yarımca anchorage: Ships carrying dangerous goods, nuclear-powered

The quarantine anchorage area with military vessels is the sea area formed by the following coordinates.

- 1) 40° 46' 24" N – 029° 41' 00" E
- 2) 40° 45' 09" N – 029° 41' 00" E
- 3) 40° 44' 54" N – 029° 43' 00" E
- 4) 40° 46' 18" N – 029° 43' 00" E

c) Hereke anchorage area: The anchorage area of ships that do not carry dangerous goods,

It is the sea area formed by the coordinates below.

- 1) 40° 46' 36" N – 029° 38' 09" E
- 2) 40° 45' 24" N – 029° 38' 09" E
- 3) 40° 45' 12" N – 029° 40' 30" E
- 4) 40° 46' 27" N – 029° 40' 30" E

ç) Eskihisar anchorage area: Mooring of ships that do not carry dangerous goods

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	11-46
	DANGEROUS GOODS HANDLING GUIDE				

It is the sea area between the line connecting the coordinates below and the coastline to the north of this line. Anchoring in this area within a distance of 2.5 gomino from the shore

it can't be done.

1) 40° 45' 12" N – 029° 23' 27" E (Darica Cape)

2) 40° 46' 00" N – 029° 30' 57" E (Rough Nose)

11.14 Emergency Response Equipment Against Marine Pollution in the Port Facility

It is the same as in the approved Marine Pollution Emergency Response Plan.

11.15 Personal protective equipment (PPE) usage map



Document No

EP.ISGC.0004

Release
Date

1.1.2016

Rev.
No.

02

**Revision
Date**

31.07.2026

Page No

11-47

DANGEROUS GOODS HANDLING GUIDE

KİŞİSEL KORUYUCU DONANIM KULLANIM HARİTASI

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	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	11-48
	 DANGEROUS GOODS HANDLING GUIDE				

11.16 Dangerous Goods Incident Notification Form

Issue no- Date		
Company / Institution		
Sender		CONTACT INFORMATION
Requirement		

PORT FACILITY

"HAZARDOUS SUBSTANCE INCIDENT NOTIFICATION"

HISTORY:

1. The time at which the accident occurred,
2. If the accident is known, how it occurred and the cause,
3. The place where the accident occurred (shore facility and/or ship), its position and area of impact, ç) Information of the ship involved in the accident, if any (name, flag, IMO number, shipowner, operator, cargo) and the amount, the name of the captain, and similar information),
4. Meteorological conditions,
5. The UN number of the dangerous goods, the appropriate transport name (to be based on the legislation specified in the definition of the dangerous goods) and the quantity, The hazard class of the dangerous substance or the sub-hazard section, if any, Packaging group, if any, of the dangerous substance, Additional risks of the hazardous substance, such as marine pollutants, if any, Details of the mark and label of the dangerous goods, The characteristics and number of the package, load transport unit and container in which the dangerous goods are transported, if any, Manufacturer, sender, carrier and recipient of the dangerous goods
6. The extent of the damage/pollution that has occurred,
7. Number of dead and injured in the accident (if any),
8. How the accident was intervened,
9. From which organizations assistance is requested,
10. Other ships or neighboring facilities that may be affected by the accident,

FORM PREPARED :

Name Surname :

Task:

Signature:

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	11-49
	DANGEROUS GOODS HANDLING GUIDE				

11.17 Control Results Notification Form for Dangerous Goods Transport Units (CTUs)

Below is the form containing the CTU control results requested by the Administration to be sent to the port authorities on a quarterly basis.

Yıl / Dönem	 /	Sayı	Yüzdelik
Kontrol edilen paketler:			
Kusurlu paketler:			
. toplam			
. yurt içinde doldurulmuş			
. yurt dışında doldurulmuş			
Kusurlar:			
Dokümantasyon:			
. Tehlikeli Yük Deklarasyonu			
. Konteyner/Araç Paketleme Sertifikası			
Plakalama ve markalama			
Konteyner Güvenlik Sözleşmesi onay levhası			
Ciddi yapısal kusurlar			
Kara tankerleri bağlama eklentileri			
Taşınabilir tank veya kara tankerleri (uygunsuz veya hasarlı)			
Etiketleme (paketler için)			
Paketleme (uygunsuz veya hasarlı)			
Yükün segregasyonu			
Paketin içinin istiflenmesi / bağlanması			

11.18 Other Attachments Required

11.19 Dangerous Goods Handling Guide Additional Cargo Notification (When Necessary)

Cargo notification that is not specified in the Dangerous Goods Guide in force of the facility and planned to be handled at the facility is made to the relevant Regional Port

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	12-50
	DANGEROUS GOODS HANDLING GUIDE				

Authority by filling out the form below. The port facility must show that there is the equipment required to be in the facility according to the code to which the cargo in question is subject and the attached safety data sheet, that all necessary measures such as first aid, fire, safety, etc. have been implemented, and that the necessary updates have been made in the Dangerous Goods Handling Guide and other procedures.

Proper shipping name	
Groups in the UN Number and Class ID/Characteristic table, if any	

The type of payload and the code to which it is subject	<i>Dangerous Liquid Bulk Cargoes (Petroleum and Petroleum Derivatives-MARPOL Annex-1)</i>	
	Hazardous Liquid Bulk Cargoes (Chemical and Similar-IBC Code)	
	Hazardous Liquid Bulk Cargoes (Liquefied Gas-IGC Code)	
	Packaged Dangerous Goods (IMDG Code)	
	Hazardous Solid Bulk Cargo (IMSBC Code)	

Appendix: Safety Data Sheet (SDS)

Hazardous Materials Safety Advisor Shore Facility Officer

Name/Surname/Signature Name/Surname/Signature

12 ABBREVIATIONS

VHF, Marine Band Radio

CTU, Load Carrying Unit

IMDG, International Dangerous Goods Guide

IMO, International Maritime Organization

ILO, International Labour Organization

UN, United Nations

PEAR is Harmful to People, Environment, Property and Reputation

UATF, National Waste Transport Form

AFAD, Disaster and Emergency Management Presidency

SDS, Material Safety Data Sheet

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	14-1
	 DANGEROUS GOODS HANDLING GUIDE 				

13 PRESENTATION

This Guidance applies to the entry and availability of dangerous cargo in port areas, both on board and on shore. These are intended to apply to all vessels visiting a port, regardless of their flag. It should not apply to ships' provisions and equipment, or to troop transport ships and warships.

2.1 The purpose of this section is to help persons and institutions drafting national legal requirements to ensure that these requirements are made as effective as possible by specifying all possible situations of dangerous goods in the cargo areas, but without establishing validity for exceptional cases.

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

14 DEFINITIONS

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

Port Facility means any person or entity that controls a port operation on a day-to-day basis.

Bulk, means cargo intended to be transported in a tank permanently fixed on or inside the Ship or without an intermediate compartment for storage in the cargo area, which is an integral part of a ship.

Shipping companies means a shipper (shipper), carrier, forwarder, groupage agent, packing center, or any person, company, or entity involved in any of the following activities: identification, storage, packaging, packaging, safeguarding, labeling, plate affixing, or documentation of dangerous cargo, receiving cargo at the port, transporting it by sea, and having control over the cargo at all times becoming.

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

Dangerous goods means any of the following cargoes, whether or not they are packed, bulk packed or transported in bulk, under the following documents:

- oils covered by Annex I of MARPOL 73/78;
- Gases covered by the Laws for the structure and equipment of ships carrying Liquefied Gases in bulk;
- Toxic liquid substances/chemicals, including waste, covered by MARPOL 73/78 Annex II and the laws for the construction and equipment of ships carrying Hazardous Chemicals in bulk;

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	14-2
	 DANGEROUS GOODS HANDLING GUIDE 				

- Safety practices for solid bulk cargo (BC Act), solid materials in bulk containing chemical hazards and solid hazardous materials, including waste covered by group B annexes to the law;
- Harmful substances in packaged form (covered by Annex III of MARPOL 73/78); and
- Hazardous substances, materials or substances (covered by the IMDG Code).

The term dangerous goods also includes any uncleaned packaging that has been filled with a substance that is not classified as hazardous or that has been degassed to neutralize any hazardous cargo and for which dangerous cargo has already been transported unless the residues of the dangerous cargo have been adequately removed (tank-container containment, bulk section intermediate containers (IBCs), bulk packaging, portable tanks or tank vehicles).

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

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

Handling, loading or unloading operations from a ship, railway wagon, vehicle, freight container or other means of transport, including intermediate possession operations such as temporary storage of dangerous cargoes in the port area during their transportation from the point of origin to the destination route in order to change the means and methods of transport and movement within the port that form part of the transport supply chain for cargo, It includes intermediate transport between ships or other modes of transport, or transfer within a vessel or in a warehouse or terminal area. This term has been extended to cover all of the many operations related to dangerous goods in the port area.

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

Captain means a person who has command of a ship. The pilot is not included.

Packing refers to the packing, loading and filling of dangerous cargo to consignees, intermediate containers for bulk transport (IBCs), freight containers, tank containers, portable tanks, railway wagons, bulk containers, vehicles, ship-borne barges or other cargo handling units.

Pipeline means all pipes, connections, valves and other ancillary facilities, apparatus and equipment in a port related to or used for the loading of dangerous cargo, but shall not include any pipe, apparatus or piece of equipment, flexible pipe or loading arm of the ship, except for the ends of parts of the pipes, apparatus or equipment of the ship to which the flexible pipes are connected.

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

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

	Document No	Release Date	Rev. No.	Revision Date	Page No
	EP.ISGC.0004	1.1.2016	02	31.07.2026	14-3
	 DANGEROUS GOODS HANDLING GUIDE 				

Regional Port Authority means any person or institution authorized to exercise effective control in the port area.

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

Responsible Person means a person appointed by a master of a ship or an employer on the shore side, who is certified or otherwise recognised by the Regulatory Authority, where necessary, who has sufficient knowledge and experience for this purpose, and who has the authority to make all decisions in relation to a specific task.

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

Ship's provisions means the ship's maintenance, storage, security, use or navigation (excluding fuel and compressed air used for the ship's primary propulsion machinery or stationary auxiliary equipment) or materials on board the ship for the safety or comfort of the ship's passengers or crew.

It is stated that the ship's provisions include those items that a ship may need for the normal functioning of a ship, including those for the comfort of passengers and crew, but not those that a ship may carry for the purpose of carrying out its specialist functions, e.g. explosives carried by a deep-sea rescue vessel or hazardous materials used by a well propulsion vessel.

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

Stacking refers to the positioning of packages, intermediate bulk containers (IBCs), freight containers, tank containers, portable tanks, bulk containers, vehicles, ship-borne barges, other cargo handling units and bulk cargo on the ship's deck, holds, sheds or other areas.

Shipping means moving around port areas with one or more transport vehicles.

Unstable substance means a substance that, due to its chemical structure, tends to give dangerous reactions under certain temperature conditions such as polymerization or otherwise, or when it comes into contact with a catalyst. Reducing this tendency can be achieved through special transport conditions or by using a sufficient amount of chemical inhibitors or stabilizers in the product.