ERDEK FERRY TERMINAL

DANGEROUS GOODS HANDLING GUIDE

DATE OF PREPARATION: 04.05.2026
(See Revision Page for Revisions)

NAME SURNAME:
SIGNATURE
SEAL

TABLE OF CONTENTS

ANNEXES **2-8**

1. GENERAL LAYOUT PLAN OF ERDEK FERRY TERMINAL **2-8**
2. GENERAL VIEW PHOTOGRAPH OF ERDEK FERRY TERMINAL **2-8**
3. EMERGENCY CONTACT POINTS AND CONTACT INFORMATION **2-8**
4. GENERAL LAYOUT PLAN OF DANGEROUS GOODS HANDLING AREAS **2-8**
5. FIRE PLAN FOR DANGEROUS GOODS HANDLING AREAS **2-8**
6. GENERAL FIRE PLAN OF THE FACILITY **2-8**
7. EMERGENCY PLAN **2-8**
8. EMERGENCY ASSEMBLY AREAS PLAN **2-8**
9. EMERGENCY MANAGEMENT ORGANIZATION CHART **2-8**
10. DANGEROUS GOODS HANDBOOK **2-8**
11. SPILL CONTAINMENT AREAS AND EQUIPMENT FOR CTUs AND PACKAGES, ENTRY/EXIT DRAWINGS **2-8**
12. INVENTORY OF PORT SERVICE VESSELS **2-8**
13. ADMINISTRATIVE BOUNDARIES OF THE REGIONAL PORT AUTHORITY, ANCHORAGE AREAS AND PILOT **2-8**
MARINE COORDINATES OF EMBARKATION/DISEMBARKATION POINTS.
14. EMERGENCY RESPONSE EQUIPMENT FOR MARINE POLLUTION AVAILABLE AT THE SHORE FACILITY **2-8**
15. PERSONAL PROTECTIVE EQUIPMENT (PPE) USE MAP **2-8**
16. DANGEROUS GOODS INCIDENT NOTIFICATION FORM **2-8**
17. INSPECTION RESULTS NOTIFICATION FORM FOR CARGO TRANSPORT UNITS (CTUs) CARRYING DANGEROUS GOODS **2-8**
18. OTHER ANNEXES AS REQUIRED **2-8**
19. ADDITIONAL CARGO NOTIFICATION TO THE DANGEROUS GOODS HANDLING GUIDE (WHERE REQUIRED) **2-8**
1.1 PORT FACİLİTY INFORMATİON FORM **2-9**

1 PROCEDURES FOR LOADİNG/UNLOADİNG, HANDLİNG AND STORAGE OF DANGEROUS GOODS HANDLED AND TEMPORARİLY STORED AT THE PORT FACİLİTY
LOADİNG/UNLOADİNG, HANDLİNG AND STORAGE PROCEDURES **1**

1.1 SAFE HANDLING OPERATION PROCEDURE FOR VEHICLES AND TANKERS CARRYING DANGEROUS GOODS
HANDLING OPERATION PROCEDURE **1**
1.2 ADMISSION OF VEHICLES AND TANKERS CARRYING DANGEROUS GOODS TO THE TERMINAL AREA AND LOADING ONTO THE FERRY **1**
1.2.1 VEHICLES AND TANKERS CARRYING DANGEROUS GOODS SHALL ARRIVE AT THE TERMINAL AREA NO EARLIER THAN ONE HOUR BEFORE THE SCHEDULED SPECIAL SAILING TIME.
1
1.3 DİSCHARGE OF VEHİCLES AND TANKERS CARRYİNG DANGEROUS GOODS FROM THE FERRY **2**
1.4 INFORMATİON FOR OPERATİONAL AND EMERGENCY PURPOSES **2**

2 RESPONSIBILITIES **3**

2.1 GENERAL RESPONSİBİLİTİES OF ALL PARTİES 3
2.2 RESPONSİBİLİTİES OF THE CARGO INTEREST 3
2.3 RESPONSİBİLİTİES OF THE CARRİER 4
2.4 RESPONSİBİLİTİES OF SHORE FACİLİTY OPERATORS 4
2.5 RESPONSİBİLİTİES OF THE SHİP'S REPRESENTATİVE 5
2.6 TRAİNİNG RESPONSİBİLİTİES 6

3 RULES AND MEASURES TO BE COMPLIED WITH/IMPLEMENTED BY THE SHORE FACILITY 6

3.1 LOADİNG SAFETY 6
3.1.6 IN ADVERSE WEATHER AND SEA CONDİTİONS, THE SPECİAL SAİLİNG FOR THE TRANSİT OF DANGEROUS GOODS SHALL BE POSTPONED OR CANCELLED WİTH THE APPROVAL OF THE REGİONAL PORT AUTHORİTY.
6
3.2 CARGOES WİTHİN THE SCOPE OF THE IMDG CODE: 7
3.3 GENERAL RULES FOR TRANSİT THROUGH THE PORT BY VEHİCLES/ROAD TANKERS CARRYİNG DANGEROUS GOODS: 7

4 CLASSES, TRANSPORT, LOADING/UNLOADING, HANDLING, SEGREGATION, STOWAGE AND STORAGE OF DANGEROUS GOODS 7

4.1 CLASSES OF DANGEROUS GOODS 7
4.2 PACKAGES AND PACKAGİNGS OF DANGEROUS GOODS 11
4.3 PLACARDS, PLATES, MARKS AND LABELS FOR DANGEROUS GOODS: 12
4.4 MARKS AND PACKİNG GROUPS OF DANGEROUS GOODS: 13
PACKİNG GROUPS FOR CLASS 3, CLASS 4, CLASS 5, CLASS 6.1, CLASS 8 AND CLASS 9: 13
4.4.1 TRANSİT VEHİCLES: MARKS AND PACKİNG GROUPS OF DANGEROUS GOODS 13
4.5 SEGREGATİON TABLES ON BOARD SHİPS AND AT THE SHORE FACİLİTY ACCORDİNG TO DANGEROUS GOODS CLASSES: 14
4.5.1 EXPLANATİONS FOR THE PORT AREA SEGREGATİON TABLE: 15
4.6 GENERAL SEGREGATİON TABLE FOR DANGEROUS GOODS CLASSES 15

5 HANDBOOK FOR DANGEROUS GOODS HANDLED AT THE SHORE FACILITY 17

6 OPERATIONAL MATTERS 18

6.1 PROCEDURES FOR THE SAFE BERTHİNG, MOORİNG, LOADİNG/UNLOADİNG, SHELTERİNG OR ANCHORİNG OF SHİPS CARRYİNG DANGEROUS GOODS BY DAY AND NİGHT. 18
**** ANCHORAGE AREA FOR SHİPS CARRYİNG DANGEROUS GOODS: 18**
6.2 PROCEDURES FOR KEEPİNG FLAMMABLE AND EXPLOSİVE CARGOES AWAY FROM OPERATİONS THAT CREATE OR MAY CREATE SPARKS AND FOR PREVENTİNG THE OPERATİON OF VEHİCLES, EQUİPMENT OR TOOLS THAT CREATE OR MAY CREATE SPARKS İN DANGEROUS GOODS HANDLİNG, STOWAGE AND STORAGE AREAS. 19

7 DOCUMENTATION, CONTROL AND RECORDS 19

7.1 PROCEDURES CONCERNİNG ALL MANDATORY DOCUMENTS, İNFORMATİON AND RECORDS RELATED TO DANGEROUS GOODS AND THEİR PROVİSİON AND VERİFİCATİON BY THE RELEVANT PARTİES. 19
7.1.1 VERİFİCATİON OF DANGEROUS GOODS SHİPPİNG DOCUMENTS AND RECORDS: 20

7.2 PROCEDURES FOR MAİNTAİNİNG A CURRENT AND COMPLETE LİST OF ALL DANGEROUS GOODS İN THE SHORE FACİLİTY AREA AND OTHER RELATED İNFORMATİON. 20

7.3 VERİFİCATİON THAT DANGEROUS GOODS ARRİVİNG AT THE FACİLİTY ARE PROPERLY İDENTİFİED, THAT THEİR PROPER SHİPPİNG NAMES ARE USED, THAT THEY ARE CERTİFİED, PACKAGED, LABELLED AND DECLARED, AND THAT THEY ARE LOADED İNTO APPROVED AND COMPLİANT PACKAGİNGS, RECEPTACLES OR CARGO TRANSPORT

UNITS AND TRANSPORTED SAFELY, AND PROCEDURES FOR REPORTING THE INSPECTION RESULTS. 21

7.3.1 INSPECTİON OF DANGEROUS GOODS ARRİVİNG AT THE PORT AREA: 21

ITEMS TO BE İNSPECTED: 21

7.3.2 INSPECTION DUTIES AND RESPONSIBILITIES, ADMINISTRATIVE SANCTIONS: 22

7.4 PROCEDURES FOR OBTAİNİNG AND KEEPİNG THE DANGEROUS GOODS SAFETY DATA SHEET (SDS): 22

7.5 PROCEDURES FOR MAİNTAİNİNG RECORDS AND STATİSTİCS OF DANGEROUS GOODS 22

7.6 INFORMATİON ON THE QUALİTY MANAGEMENT SYSTEM 22

8 EMERGENCIES, EMERGENCY PREPAREDNESS AND RESPONSE 23

8.1 PROCEDURES FOR RESPONDİNG TO DANGEROUS SUBSTANCES THAT POSE OR MAY POSE A RİSK TO LİFE, PROPERTY AND/OR THE ENVİRONMENT AND TO HAZARDOUS SİTUATİONS İNVOLVİNG DANGEROUS GOODS. 23

8.1.1 DECİSİON-MAKİNG: 23

8.1.2 PROTECTİVE ACTİONS AND RESPONSE 23

8.1.3 EVACUATION 24

8.1.4 SHELTER-İN-PLACE 24

8.1.5 EMERGENCY RESPONSE TO MARİNE POLLUTİON: 24

8.2 INFORMATİON ON THE SHORE FACİLİTY'S MEANS, CAPABİLİTİES AND CAPACİTY TO RESPOND TO EMERGENCİES. 25

8.3 ARRANGEMENTS FOR İNİTİAL RESPONSE TO ACCİDENTS İNVOLVİNG DANGEROUS GOODS 25

8.3.1 EMERGENCY RESPONSE TO FİRE AND MARİNE POLLUTİON: 25

8.3.2 RESPONSİBLE PERSONNEL: 25

8.3.3 EMERGENCY RESPONSE PROCEDURE 25

8.4 NOTİFİCATİONS TO BE MADE İNSİDE AND OUTSİDE THE FACİLİTY İN EMERGENCİES 27

8.4.1 INFORMATİON, DOCUMENTS/FORMS TO BE SUBMİTTED İN ADVANCE NOTİFİCATİONS: 27

8.5 ACCİDENT REPORTİNG PROCEDURES. 27

8.6 METHOD OF COORDİNATİON, SUPPORT AND COOPERATİON WİTH OFFİCİAL AUTHORİTİES 28

8.6.3. MEANS OR TİMİNG FOR REQUESTİNG ASSİSTANCE, TAKİNG İNTO ACCOUNT THE URGENCY OF THE SİTUATİON AND THE MAGNİTUDE OF THE HAZARD 28

8.7 EMERGENCY EVACUATİON PLAN FOR REMOVİNG SHİPS AND MARİNE CRAFT FROM THE PORT FACİLİTY İN EMERGENCİES. EMERGENCY EVACUATİON PLAN FOR REMOVİNG SHİPS AND MARİNE CRAFT FROM THE PORT FACİLİTY İN EMERGENCİES. 28

8.7.1 EMERGENCY RELEASE SYSTEM PREPARATİON 28

8.7.2 EXECUTİON OF EMERGENCY RELEASE 29

8.7.3 AFTER EMERGENCY RELEASE 29

8.8 PROCEDURES FOR HANDLİNG AND DİSPOSAL OF DAMAGED DANGEROUS GOODS AND WASTE CONTAMİNATED BY DANGEROUS GOODS 30

8.8.1 DİSPOSAL OF WASTE 30

8.8.2 CONTAMİNATED PACKAGİNGS: 30

8.9 EMERGENCY DRİLLS AND THEİR RECORDS: 30

8.9.1 DRİLL PRACTİCES 30

8.9.2 DRİLL SCENARİOS: 30

8.9.3 EMERGENCY DRİLLS TO BE CONDUCTED WİTHİN THE PORT/SHORE FACİLİTY: 31
8.10 INFORMATİON ON FİRE PROTECTİON SYSTEMS. 31
8.11 PROCEDURES FOR THE APPROVAL, INSPECTİON, TESTİNG, MAİNTENANCE AND READİNESS OF FİRE PROTECTİON SYSTEMS. 31
8.12 MEASURES TO BE TAKEN WHEN FİRE PROTECTİON SYSTEMS ARE NOT OPERATİONAL.31
8.13 OTHER RİSK CONTROL EQUİPMENT. 31

9 OCCUPATIONAL HEALTH AND SAFETY 32

9.1 OCCUPATİONAL HEALTH AND SAFETY MEASURES: 32
9.1 INFORMATİON ON PERSONAL PROTECTİVE CLOTHİNG AND PROCEDURES FOR ITS USE. 32

10 OTHER MATTERS 33

10.1 VALİDİTY OF THE DANGEROUS GOODS CONFORMİTY CERTİFİCATE: 33
10.2 DUTİES DEFİNED FOR THE DANGEROUS GOODS SAFETY ADVİSER: 33
10.2.1 PRİMARY DUTİES OF THE ADVİSER 33
10.2.2 MONİTORİNG THE FOLLOWİNG PRACTİCES AND PROCEDURES: 33
10.3 MATTERS CONCERNİNG CARRİERS BRİNGİNG DANGEROUS GOODS TO THE SHORE FACİLİTY BY ROAD/DEPARTİNG FROM THE PORT FACİLİTY (DOCUMENTS REQUİRED FOR ROAD VEHİCLES CARRYİNG DANGEROUS GOODS WHEN ENTERİNG/LEAVİNG THE PORT OR SHORE FACİLİTY AREA, EQUİPMENT AND FİTTİNGS THAT SUCH VEHİCLES ARE REQUİRED TO CARRY, SPEED LİMİTS WİTHİN THE PORT AREA, ETC.). 34
10.3.1 SPEED LİMİT İN THE PORT AREA: 35
10.4 MATTERS CONCERNİNG CARRİERS BRİNGİNG DANGEROUS GOODS TO THE SHORE FACİLİTY BY SEA/DEPARTİNG FROM THE PORT FACİLİTY (DAY/NİGHT SİGNALS TO BE DİSPLAYED BY SHİPS AND MARİNE CRAFT CARRYİNG DANGEROUS GOODS İN THE PORT OR PORT FACİLİTY, COLD AND HOT WORK PROCEDURES ON SHİPS, ETC.). 35
10.5 ADDİTİONAL MATTERS TO BE ADDED BY THE SHORE FACİLİTY. 35
10.5.1 UPDATİNG AND DİSTRİBUTİON OF THE GUİDE: 35

11 ANNEXES 36

ANNEX-1 GENERAL LAYOUT PLAN OF ERDEK CENTRAL FERRY TERMİNAL 36

ANNEX-2 General View Photograph of Erdek Central Ferry Terminal 37

ANNEX-3: Emergency Contact Points and Contact Information: 38

ANNEX-4: GENERAL LAYOUT PLAN OF DANGEROUS GOODS HANDLİNG AREAS 38

ANNEX-5: FİRE PLAN FOR DANGEROUS GOODS HANDLİNG AREAS 38

ANNEX-6: GENERAL FİRE PLAN OF THE FACİLİTY 39

ANNEX-7: EMERGENCY PLAN 39

ANNEX-8: EMERGENCY ASSEMBLY AREAS PLAN 40

ANNEX-10: DANGEROUS GOODS HANDBOOK: 40

ANNEX-11: SPILL CONTAINMENT AREAS AND EQUIPMENT FOR CTUs AND PACKAGES, ENTRY/EXIT

DRAWINGS 40 ANNEX-12 INVENTORY OF PORT SERVICE VESSELS

41

ANNEX-13 ADMİNİSTRATİVE BOUNDARİES OF THE REGİONAL PORT AUTHORİTY, ANCHORAGE AREAS AND MARİNE COORDİNATES OF PİLOT EMBARKATİON/DİSEMBARKATİON POİNTS. 41

ANNEX-14 EMERGENCY RESPONSE EQUIPMENT FOR MARINE POLLUTION AVAILABLE AT THE SHORE FACILITY 41

ANNEX-15 PERSONAL PROTECTIVE EQUIPMENT (PPE) USE MAP 41

ANNEX-16 DANGEROUS GOODS INCIDENT NOTIFICATION FORM 42

ANNEX-17 INSPECTİON RESULTS NOTİFİCATİON FORM FOR CARGO TRANSPORT UNİTS (CTUs) CARRYİNG DANGEROUS GOODS 43

ANNEX-18 OTHER ANNEXES AS REQUİRED 43

ANNEX-19 ADDITIONAL CARGO NOTIFICATION TO THE DANGEROUS GOODS HANDLING GUIDE (WHERE REQUIRED) 43

12 ABBREVIATIONS 44

13 DEFINITIONS: 44

14 PREFACE 47

REVISION PAGE

Item No.	Revision No.	Content of Revision	Revision Date	Revision Made By	
				Name Surname	Signature
1	1	20.04.2022 Revision of the Dangerous Goods Handling Guide in accordance with the instruction dated 20.04.2022 revision	04.05.2026	ŞÜKRİYE BAŞOL	
2	2	DGHG APPLICATION	14.07.2026	YETKİN TAŞDELEN	
3	3	Adviser Appointment Has Been Made.	??????????	GÜLGÜN DEMİRTAŞ	
4	4	UN numbers have been replaced by the hazard classes specified under the IMDG Code.	7.8.2026	GÜLGÜN DEMİRTAŞ	

LIST OF FIGURES AND TABLES:

Table 1. Facility Information Table
Table 2. Dangerous Goods Classes
Table 3. Ship Segregation Table Table
4. Separate Storage Table

ANNEXES

1. GENERAL LAYOUT PLAN OF ERDEK FERRY TERMINAL
2. GENERAL VIEW PHOTOGRAPH OF ERDEK FERRY TERMINAL
3. EMERGENCY CONTACT POINTS AND CONTACT INFORMATION
4. GENERAL LAYOUT PLAN OF DANGEROUS GOODS HANDLING AREAS
5. FIRE PLAN FOR DANGEROUS GOODS HANDLING AREAS
6. GENERAL FIRE PLAN OF THE FACILITY
7. EMERGENCY PLAN
8. EMERGENCY ASSEMBLY AREAS PLAN
9. EMERGENCY MANAGEMENT ORGANIZATION CHART
10. DANGEROUS GOODS HANDBOOK
11. SPILL CONTAINMENT AREAS AND EQUIPMENT FOR CTUs AND PACKAGES, ENTRY/EXIT DRAWINGS
12. INVENTORY OF PORT SERVICE VESSELS
13. ADMINISTRATIVE BOUNDARIES OF THE REGIONAL PORT AUTHORITY, ANCHORAGE AREAS AND MARINE COORDINATES OF PILOT EMBARKATION/DISEMBARKATION POINTS.
14. EMERGENCY RESPONSE EQUIPMENT FOR MARINE POLLUTION AVAILABLE AT THE SHORE FACILITY
15. PERSONAL PROTECTIVE EQUIPMENT (PPE) USE MAP
16. DANGEROUS GOODS INCIDENT NOTIFICATION FORM
17. INSPECTION RESULTS NOTIFICATION FORM FOR CARGO TRANSPORT UNITS (CTUs) CARRYING DANGEROUS GOODS
18. OTHER ANNEXES AS REQUIRED
19. ADDITIONAL CARGO NOTIFICATION TO THE DANGEROUS GOODS HANDLING GUIDE (WHERE REQUIRED)

ABBREVIATIONS
DEFINITIONS
PREFACE

1.1 Port Facility Information Form

General information on the facility is provided in the facility information form below.

1	Name/Title of Facility Operator	Balıkesir Toplu Taşıma A.Ş.		
2	Contact Information of the Facility Operator (Address, telephone, fax, e-mail and website)	Ege Mah. Tarlabaşı Cad. Karesi AVM Sit. A Blok Apt. No: 8/A Karesi, Balıkesir 0266 246 2140 https://www.balikesirulasim.com.tr/		
3	Name of the Facility	Erdek Ferry Terminal		
4	Province in Which the Facility Is Located	Balıkesir		
5	Facility Contact Information (address, telephone, fax, e-mail and website)	Yalı Mah. 15 Temmuz Demokrasi Mey. No: 2 Erdek/Balıkesir 0266 246 2140 https://www.balikesirulasim.com.tr/		
6	Geographical Region in Which the Facility Is Located	Marmara		
7	Regional Port Authority to Which the Facility Is Affiliated and Contact Details	Erdek Port Authority 02668351044		
8	Municipality to Which the Facility Is Affiliated and Contact Details	Balıkesir Metropolitan Municipality 4444010		
9	Name of the Free Zone or Organized Industrial Zone in Which the Facility Is Located	None		
10	Validity Date of the Shore Facility Operating Permit/Temporary Operating Permit Certificate	11.02.2028		
11	Operating Status of the Facility	Own cargo and additional third-party cargo (….)	Own cargo (…)	Third Party (…X…)
12	Name and surname of the person responsible for the facility, contact details (telephone, fax, e-mail)	Yetkin Taşdelen yetkin.tasdelen@bttas.com.tr 05498319444		
13	Name and surname of the person responsible for dangerous goods operations at the facility, contact details (telephone, fax, e-mail)	Yetkin Taşdelen yetkin.tasdelen@bttas.com.tr 05498319444		
14	Name and surname of the Facility's Dangerous Goods Safety Adviser, contact details (telephone, fax, e-mail)	Gülgün Demirtaş - 536 9541785 demirbaseylul@gmail.com		
15	Marine Coordinates of the Facility	40.39354524149013, 27.790646996396465		
16	Types of dangerous goods handled at the facility (cargoes covered by MARPOL Annex I, IMDG Code, IBC Code, IGC Code, IMSBC Code, Grain Code and TDC Code, as well as asphalt/bitumen and scrap cargoes)	No handling is carried out in open or enclosed areas within the port. Vehicles carrying dangerous goods transit through the port area without waiting.		

17	Dangerous goods handled at the facility (cargo types other than those under the IMDG Code in item 16 shall be listed separately. Requests for additional cargo shall be submitted to the relevant Regional Port Authority using the Annex-1 form. If approved, they shall be added to the Dangerous Goods Handling Guide.)	No cargo subject to other IMO Codes outside the scope of the IMDG Code is handled at our facility.
18	Classes of cargo handled under the IMDG Code	Class 3: Diesel Fuel (UN 1202) and Gasoline (UN 1203); Class 1 and Class 2 (UN 1965) cargoes are transited.
19	For cargoes handled under the IMSBC Code, groups in the characteristics table	Cargo subject to the IMSBC Code is not handled.
20	Types of Ships That May Berth at the Facility	Ro-Ro vessels
21	Distance of the Facility from the Main Road (kilometres)	1 KM
22	Distance of the Facility from the Railway (kilometres) or Railway Connection (Available/Not Available)	NOT AVAILABLE
23	Name of the Nearest Airport and Its Distance from the Facility (kilometres)	Balıkesir Airport 121 km
24	Cargo Handling Capacity of the Facility (Tonnes/Year; TEU/Year; Vehicles/Year)	
25	Whether Scrap Is Handled at the Facility	No
26	Is there a border gate? (Yes/No)	No
27	Is there a customs boundary? (Yes/No)	No
28	Is there a bonded area? (Yes/No)	No
29	Cargo Handling Equipment and Capacities	Not available
30	Storage Tank Capacity (m^3)	Not available
31	Open Storage Area (m^2)	Not available
32	Semi-Enclosed Storage Area (m^2)	Not available
33	Enclosed Storage Area (m^2)	Not available
34	Designated Fumigation and/or Gas-Freeing Area (m^2)	Not available
35	Pilotage and Towage Services	Companies authorized by the Administration in the region
36	Has a Security Plan been prepared? (Yes/No)	NO

37	Waste Reception Facility Capacity (This section shall be arranged separately according to the types of waste accepted by the facility)	Type of Waste	Capacity (m^3)
		Sewage Bilge Water Oil	3 3 3
38	Characteristics of Berth/Pier etc. Areas		

Berth/Pier No.	Length (m)	Width (m)	Max. Water Depth (m)	Min. Water Depth (m)	Max. Vessel Tonnage/Length (DWT or GRT - m)
3	70 METRES	30 METRES	5	4	1900 GRT
Pipeline Name			Qty.	Length (m)	Dia. (in)

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

Dangerous goods are not handled at our port. Vehicles and tankers loaded and handled in accordance with road transport legislation (ADR) and meeting the requirements of ADR Part 9 (ADR Vehicle Certificate of Approval) are transported in transit by car ferries in the Marmara Region.

At our port, only packaged dangerous goods falling within the scope of the IMDG Code are transported in transit in packaged form and by tank transport. Liquid bulk cargoes (IBC Code) and solid bulk cargoes (IMSBC Code) are not handled. Cargoes within the scope of the IMDG Code include all classes except Class 7. Dangerous goods of Class 1, Class 2 and Class 3 are transported in transit through our port.

1.1 SAFE HANDLING OPERATION PROCEDURE FOR VEHICLES AND TANKERS CARRYING DANGEROUS GOODS

Purpose

The purpose of this procedure is to describe the loading onto and discharge from the ferry of road vehicles and tankers carrying dangerous goods within the terminal area, and thereby to prevent occupational accidents and environmental accidents involving dangerous goods.

Scope

This procedure covers transit operations of vehicles and tankers carrying dangerous goods in all pier and terminal activities.

It covers the Pier Operations Manager, Pier Operations Chief, ship's Master and Chief Officer, trained Senior Pier Personnel and Pier Personnel, and third parties involved in handling, during the entry into the terminal area and loading onto the ferry of tankers and all types of vehicles carrying dangerous goods arriving by road and intending to cross from Erdek Terminal to the opposite shore or the islands, through to discharge from the ferry on the opposite shore and departure from the terminal area.

1.2 Admission of Vehicles and Tankers Carrying Dangerous Goods to the Terminal Area and Loading onto the Ferry

1.2.1 Vehicles and tankers carrying dangerous goods shall arrive at the terminal area no earlier than one hour before the scheduled special sailing time.

1.2.2 Pier personnel trained in Cargo Transport Units shall inspect the units outside the terminal in accordance with IMDG Code requirements using the inspection form. If the area outside the terminal is unsuitable due to congestion or similar reasons, the inspections shall be completed in the designated inspection area within the terminal. Since our sailings may be regarded as a continuation of road transport, cargo transport units complying with ADR rules are also permitted to transit. The items to be checked are as follows:

BALIKESİR BÜYÜKŞEHİR BELEDİYESİ / BTT Balıkesir Toplu Taşıma	**DANGEROUS GOODS HANDLING GUIDE**

Dangerous Goods Safety Adviser	***Port Manager***	***General Manager***

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- Cargo shipping documents
- Verification of the conformity of the cargo carried with the declaration
- Whether the packaging of the dangerous goods is appropriate
- Whether packages of packaged cargo are properly marked
- Whether the orange plates and hazard warning placards used in tank transport are

appropriate. As the Dangerous Goods Safety Adviser, I confirm compliance. Signature

Prepared By	*Checked By*	*Approved By*
Dangerous Goods Safety Adviser	*Port Manager*	*General Manager*

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Inspection of the required number and type of fire-fighting appliances in the cargo transport unit

- Inspection of general and personal protective equipment required in the cargo transport unit

1.2.1 At terminals with sufficient space, inspected cargo transport units shall proceed to and wait in the designated "Waiting Area for Vehicles and Tankers Carrying Dangerous Goods". At terminals without sufficient space, vehicles and tankers shall be loaded directly onto the ferries following inspection. Waiting time shall not exceed 1 hour, and during the waiting period the vehicle segregation distances specified in item 4.5 shall be enforced by terminal personnel.

1.2.2 The order of entry onto the ferry shall be according to the stowage plan prepared by the Master. The basis for the stowage plan shall be IMDG Code Ref. 7.2.4 "Segregation Table" and Ref. 7.5.3.2 "Table for the segregation of cargo transport units on the decks of ro-ro ships", and, where necessary, columns 16A and 16B of the Dangerous Goods List (DGL).
1.2.3 When the BEAUFORT value is 6 or above, Balıkesir Toplu Taşıma A.Ş. may cancel special sailings without prior notice. (There are also operators that cancel sailings at Beaufort 5 where necessary.) This shall not give the cargo interest or the ship's representative any legal right to make a claim.

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

1.3.1 After the loaded ferry has berthed safely at the terminal, discharge shall commence in accordance with the Master's Stowage Plan, beginning, where possible, with cargo transport units carrying substances of the same class.
1.3.2 All cargo transport units discharged from the ferry shall leave the terminal area without waiting.

1.4 Information for Operational and Emergency Purposes

1.4.1 Before a SPECIAL SAILING, the persons responsible for operations shall ensure that the necessary safety precautions are taken in the terminal area. These include fire precautions, measures against leaks and spills, and measures to protect the environment.
1.4.2 The persons responsible for operations shall know the IMDG Code class of the cargo transport units to be loaded onto the ferry.
1.4.3 They shall be aware of the hazards presented by the cargoes carried in cargo transport units. For this purpose, the Safety Data Sheet (SDS) for the cargo to be transported shall be requested from the driver carrying the cargo.
1.4.4 In the event of a spill or leakage of the dangerous substance to be transported, the equipment required for response methods and safe transport shall be kept ready in the terminal area.
1.4.5 Contact details for the Fire Brigade, Police or AFAD units from which assistance may be requested in the event of a possible accident or emergency shall be displayed in visible locations within the terminal area.
1.4.6 During operations involving vehicles and tankers carrying dangerous goods, unauthorized persons shall not be permitted to enter the terminal area and passengers shall not be permitted to board the ferry. Responsibility rests with the Senior Pier Personnel.
1.4.7 If there is any difficulty in securing dangerous goods, practicable steps shall be taken to minimize existing risks to persons and adverse effects on the environment.
1.4.8 Cargo transport units, packagings and packages used for transport shall be suitable for the nature of the dangerous substance and shall be manufactured and certified in accordance with the provisions of Chapter 6 of the IMDG Code.

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Dangerous Goods Safety Adviser	***Port Manager***	***General Manager***

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1.4.9 Cargo transport units that have been fumigated and/or contain toxic gas shall be stowed in such a way that their closures cannot be opened unintentionally. Marking in accordance with IMDG Code 5.5.2.3.2 is mandatory. Cargo transport units that do not comply with this requirement shall not be admitted to the terminal area.
1.4.10 Cargo transport units carrying temperature-controlled dangerous substances shall be temporarily held in the terminal area with the necessary precautions in place. Their temperature values shall be continuously observed and monitored by the camera system. Where cargo transport units carrying polymerizing substances are offered for transport at a self-accelerating polymerization temperature (SAPT) of 45°C or below, their temperatures shall be kept under continuous control.
1.4.11 Special sailings arranged for the transport of dangerous goods may be postponed or cancelled by the General Directorate if vessels cannot safely sail or operate, or if the terminal is closed, due to strikes, lockouts, adverse weather and sea conditions, security, construction work, breakdowns or any other cause within or outside the control of Balıkesir Toplu Taşıma A.Ş.

2 RESPONSIBILITIES

All parties involved in the transport of dangerous goods are required to take all necessary measures to conduct transport safely, securely and without harm to the environment, to prevent accidents and, when an accident occurs, to minimize the resulting damage as far as possible.

2.1 General Responsibilities of All Parties

2.1.1 Ensure that all necessary measures are taken to conduct transport safely, securely and without harm to the environment, to prevent accidents and, when an accident occurs, to minimize the resulting damage as far as possible.
2.1.2 In emergencies such as fire, leakage or spillage occurring during the transport of dangerous goods, use the EmS Guide, which contains Emergency Response Procedures for Ships Carrying Dangerous Goods and Emergency Schedules.
2.1.3 Use the Medical First Aid Guide (MFAG) contained in the supplement to the IMDG Code so that necessary medical first aid can be properly provided to persons affected by dangerous goods and to health problems arising from accidents involving such goods.

2.2 Responsibilities of the Cargo Interest

2.2.1 Prepare or have prepared the mandatory documents, information and records relating to dangerous goods and ensure that these accompany the cargo throughout the transport operation.
2.2.2 Ensure that dangerous goods are classified, packaged, marked, labelled and placarded as appropriate to their type.
2.2.3 Ensure that dangerous goods are loaded, stowed and securely fastened in approved packagings and cargo transport units in accordance with the rules and in a safe manner.
2.2.4 Vehicles and tankers shall wait at safe locations designated by the Governor's Office and arrive at the port no later than fifteen minutes before the ship's departure time so that they can be stowed on board for transit. If special sailings arranged for dangerous goods transport are postponed or cancelled because vessels cannot safely sail or operate, or the terminal is closed, due to strikes, lockouts, adverse weather and sea conditions, security, construction work, breakdowns or similar causes within or outside the control of Balıkesir Toplu Taşıma

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A.Ş., no claim shall be made when such postponement or cancellation is decided by the General Directorate.

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2.3 Responsibilities of the Carrier

The responsibilities of the carrier are as follows:

2.3.1 Request from the cargo interest all mandatory documents, information and records relating to dangerous goods and ensure that these accompany the cargo throughout the transport operation.
2.3.2 Verify that dangerous goods classified, packaged, marked, labelled and placarded by the cargo interest comply with the applicable legislation.
2.3.3 Verify that dangerous goods are packaged in approved packagings and cargo transport units in accordance with the rules, safely loaded into the cargo transport unit and securely fastened.

2.4 Responsibilities of Shore Facility Operators

2.4.1 Do not allow ships carrying dangerous goods to berth at the facility without the permission of the Regional Port Authority.
2.4.2 Notify a ship that will berth at the facility of the "Port Facility Rules", prepared within the scope of facility rules, cargo handling rules and relevant legislation, through the ship's agent or by e-mail.
2.4.3 Dangerous goods shall not be handled in the terminal area and temporary storage shall not be permitted.
2.4.4 Request the mandatory documents, information and records relating to dangerous goods from the cargo interest and ensure that these accompany the cargo. If the relevant documents, information and records cannot be provided by the cargo interest, the facility is not obliged to accept or handle the dangerous goods.
2.4.5 Share all data that may be required according to the characteristics of the cargo with the ship's representative and carry out loading or unloading operations in accordance with the agreement reached. No change shall be made to the operation without the knowledge of the ship's representative.
2.4.6 Determine operating limits by taking into account the facility's safe operating capacity and weather forecasts, and take the necessary measures to ensure that the ship remains safely moored at the berth and that handling operations are carried out safely.
2.4.7 Check transport documents containing information confirming that dangerous goods arriving at the facility have been properly classified, packaged, marked, labelled and placarded and safely loaded into the cargo transport unit.
2.4.8 Ensure that personnel involved in the handling of dangerous goods and the planning of such handling receive the necessary training and certification, and do not assign uncertified personnel to these operations.
2.4.9 Ensure that dangerous goods handling equipment at the facility is operational and that relevant personnel are trained and certified in its use.

2.4.10 Take occupational safety measures at the shore facility and ensure that personnel use personal protective equipment appropriate to the physical and chemical properties of the dangerous goods.
2.4.11 Maintain an up-to-date list of all dangerous goods on ships berthed at the shore facility and in open areas, and provide this information to relevant parties upon request.
2.4.12 No activity involving the loading or unloading of dangerous liquid bulk cargoes shall be permitted.

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2.4.13 Prevent handling or temporary storage of dangerous goods that pose an immediate risk at the facility and notify the Regional Port Authority of the measures taken in this regard.

2.4.14 Report accidents involving dangerous goods, including accidents occurring during entry into enclosed spaces, to the Regional Port Authority. There are no enclosed spaces at the terminal.
2.4.15 Provide the necessary support and cooperation during inspections and audits carried out by the Administration and the Regional Port Authority.
2.4.16 Ensure that Class 1 (except Class 1 Compatibility Group 1.4S), Class 6.2 and Class 7 dangerous goods, for which temporary storage is not permitted, are transported out of the shore facility as soon as possible without delay, and apply to the Administration for permission where holding them is unavoidable.
2.4.17 Obtain permission from the Regional Port Authority before any hot work activities are carried out in areas during the transit of dangerous goods.
2.4.18 Prepare an emergency evacuation plan for the removal of ships from shore facilities in emergencies, submit it to the Regional Port Authority, and inform relevant persons about the plan approved by the Regional Port Authority.

2.5 Responsibilities of the Ship's Representative

2.5.1 Ensure that the cargo to be carried by the ship is certified as suitable for carriage and that cargo holds, cargo tanks and cargo handling equipment are in a condition suitable for the carriage of the cargo.
2.5.2 Request all mandatory documents, information and records relating to dangerous goods from the cargo interest and ensure that these accompany the cargo throughout the transport operation.
2.5.3 Ensure that the documents, information and records required to be carried on board in relation to dangerous goods under applicable legislation and international conventions are appropriate and up to date.
2.5.4 Check transport documents containing information confirming that cargo transport units loaded onto the ship are properly marked and placarded and have been loaded safely.
2.5.5 Inform relevant ship personnel about the risks of dangerous goods, safety procedures, safety and emergency precautions, response methods and similar matters.
2.5.6 Keep up-to-date lists of all dangerous goods on board and provide them to relevant parties upon request.
2.5.7 Ensure that any cargo loading programme on board is approved and documented and kept operational.
2.5.8 Notify the Regional Port Authority and the shore facility of any immediate risk posed by dangerous goods on board a ship berthed at the shore facility and of the measures taken in response.
2.5.9 Do not accept dangerous goods for carriage if there is leakage or a possibility of leakage.
2.5.10 Report dangerous goods accidents occurring on board during navigation or while at the shore facility to the Regional Port Authority.

2.5.11 Provide the necessary support and cooperation during inspections and audits carried out by the Administration and the Regional Port Authority.
2.5.12 Do not accept for carriage dangerous goods that are not covered by the ship's certificates issued by the relevant institutions and organizations.
2.5.13 Ensure that seafarers involved in dangerous goods handling use personal protective equipment appropriate to the physical and chemical properties of the cargo during handling.
2.5.14 Ensure compliance with loading safety requirements for cargoes loaded onto their ships.

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2.6 Training Responsibilities

2.6.1 The procedures and principles concerning training required for personnel working at shore facilities that handle cargoes within the scope of the Regulation on the Carriage of Dangerous Goods by Sea and Loading Safety shall be determined by the Administration.
2.6.2 The Administration shall undertake the necessary work for the implementation of IMO training that is mandatory under IMO requirements or, where deemed appropriate by the Administration, recommended by IMO.
2.6.3 If inspections at shore facilities determine that personnel knowledge and skills are insufficient, the Administration may require training to be repeated.
2.6.4 For the practical implementation of training within the scope of training responsibilities, the Ministry's facilities shall be used as a priority.
Personnel involved in loading/unloading operations for dangerous goods at the port facility shall receive training appropriate to their job descriptions and work areas on emergencies (fire, explosion, leakage, etc.) and response, occupational health and safety, ISPS Code security awareness, and safety matters.

3 RULES AND MEASURES TO BE COMPLIED WITH/IMPLEMENTED BY THE SHORE FACILITY

The rules and measures set out in this section are detailed in Sections 1, 4, 6, 7, 8, 9 and 10 of this Guide, the Emergency Plan, the Ship Emergency Evacuation Plan, the Port Rules booklet for ships, the Risk Assessment document for Dangerous Goods, the Hot Work Procedure and the Accident Prevention Policy. The infrastructure requirements have been provided by our terminal.

3.1 Loading Safety

3.1.1 Pier Operations shall stop vehicle/tank transit operations at the shore facility whenever any risk is identified and shall not resume operations until the risk has been eliminated.

3.1.2 Cargo shall be stowed in accordance with applicable legislation and the international conventions to which we are a party.
3.1.3 A ship shall not be loaded beyond its load line, taking the load line mark into account. If such a condition is identified, the ship shall not be permitted to sail.
3.1.4 In adverse meteorological and oceanographic conditions that may affect cargo handling operations, the Master shall suspend handling until conditions improve. This limit corresponds to Beaufort 6 (or, where applicable, 5) and above.
3.1.5 In order to ensure the complete implementation and continued application of safety measures relating to the loading, segregation, carriage and unloading of vehicles, all cargoes, cargo units and cargo transport units other than solid and liquid bulk cargoes shall, pursuant to SOLAS Chapter VI, Part A, Regulation 5.6, be loaded and secured in accordance with the Cargo Securing Manual approved on behalf of the Administration by the Administration or authorized classification societies.

3.1.6 In adverse weather and sea conditions, the special sailing for transit of dangerous goods shall be postponed or cancelled with the approval of the Regional Port Authority.

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3.2 Cargoes within the scope of the IMDG Code:

3.2.1 Substances and articles prohibited for carriage under the IMDG Code shall not be transported by sea.
3.2.2 Parties involved in the transport of packaged dangerous goods shall, taking into account the nature and extent of foreseeable risks, take measures in accordance with this Regulation and the provisions of the IMDG Code in order to prevent damage and injury and minimize their effects.
3.2.3 For the carriage of dangerous goods by sea, it is mandatory to use packagings defined in Chapter 6 of the IMDG Code that have been tested and issued a UN certificate by organizations authorized by the Ministry or by the competent authority of a country party to SOLAS.
3.2.4 For container movements, the Container/Vehicle Packing Certificate specified in IMDG Code Regulation 5.4.2 shall be completed and signed by the persons who load dangerous goods into the cargo transport unit (excluding tank containers). Such persons shall have received the relevant training specified in IMDG Code Regulation 1.3. The Container/Vehicle Packing Certificate shall be submitted to the port before the cargo arrives or upon entry together with the cargo. A copy of this certificate shall be placed on the inside wall of the right-hand door of the container.
Every ship carrying dangerous goods in packaged form, including road transport units carrying packaged goods, shall carry the documents specified in IMDG Code Regulations 5.4.3, 5.4.4 and 5.4.5.

3.3 General Rules for Transit Through the Port by Vehicles/Road Tankers Carrying Dangerous Goods:

3.3.1 Vehicles and tankers carrying dangerous goods shall wait at suitable locations designated by the Governor's Office until the vessel's departure time and shall enter the port area 15 minutes before departure to be stowed on board for transit.

3.3.2 The UN Number, Proper Shipping Name and Packing Group of the dangerous goods to be transited shall be provided to the Pier Operations Directorate without fail.
3.3.3 Transport documents complying with ADR 5.4.1 and the Safety Data Sheet for the dangerous goods must be carried in the vehicle; otherwise, transit shall not be permitted.
3.3.4 A CMR or CIM document containing the requirements of ADR 5.4.1, or an air or sea transport bill of lading, may also be accepted in place of the transport document.

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

4.1 Classes of Dangerous Goods

The IMDG Code divides dangerous goods into 9 hazard classes.

Dangerous goods are divided into 9 categories according to their hazards. These are referred to as "classes".

Five of these classes (Classes 1, 2, 4, 5 and 6) are divided into divisions or subclasses. Class 3, Class 7, Class 8 and Class 9 dangerous goods are not divided into subclasses. The classification under nine (9) headings is based on criteria established by the United Nations (UN). The same classification system is used by all modes of transport, including road, air and sea.

Class	**1:**	**Explosives**
Class	**2:**	**Gases**
Class	**3:**	**Flammable Liquids**
Class	**4.1:**	**Flammable solids, self-reactive substances and solid desensitized explosives**
Class	**4.2:**	**Explosives** **Substances liable to spontaneous combustion**
Class	**4.3:**	**Substances which, in contact with water, emit flammable gases**
Class	**5.1:**	**Oxidizing substances**
Class	**5.2:**	**Organic peroxides**
Class	**6.1:**	**Toxic substances**
Class	**6.2**	**Infectious substances**
Class	**7:**	**Radioactive material**
Class	**8:**	**Corrosive substances**
Class	**9:**	**Miscellaneous dangerous substances and articles**

Class 1		
	1	Explosive substances and articles used to produce explosions or pyrotechnic effects Explosive substances and articles
Divisions		

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	1.1	Explosives with a mass explosion hazard
	1.2	Explosives with a projection hazard
	1.3	Explosives with a fire hazard and either a minor blast hazard or a minor projection hazard, but not a mass explosion hazard
	1.4	Explosives presenting no significant hazard, with only a small fire or projection hazard
	1.5	Very insensitive substances having a mass explosion hazard
	1.6	Extremely insensitive articles

Class 2		
	2.1	Flammable gas

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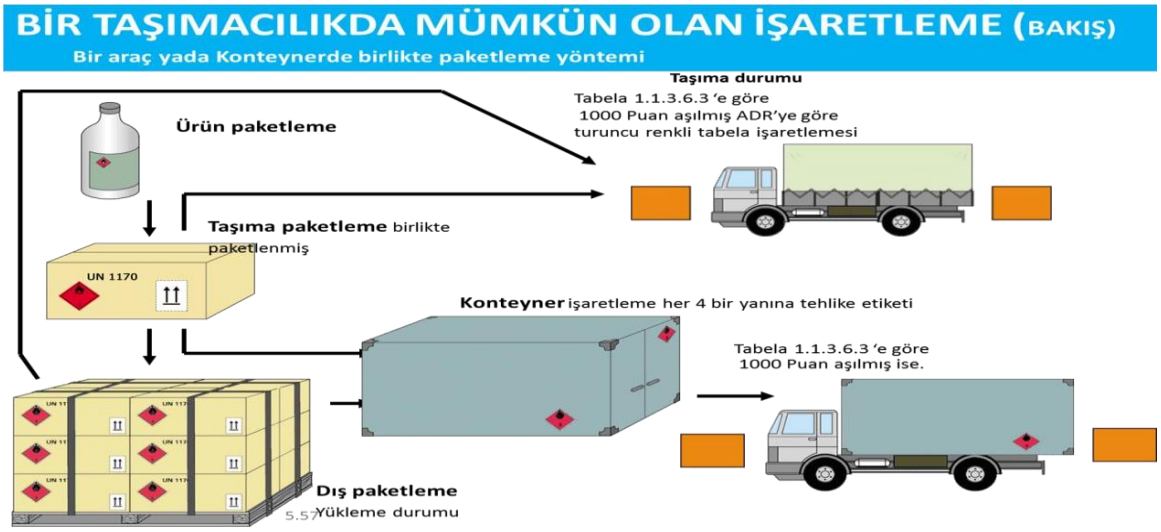
	2.2	Non-flammable, non-toxic gas
	2.3	Toxic gas
Class 3		
	3	Flammable Liquids
Class 4		
	4.1	Flammable solids
	4.2	Substances liable to spontaneous combustion
	4.3	Substances which, in contact with water, emit flammable gases
Class 5		
	5.1	Oxidizing substance

	5.2	Organic peroxide
Class 6		
	6.1	Toxic substances
	6.2	Infectious substances
Class 7		
	I	Category I - White (label 7A)
	II	Category II - Yellow (label 7B)
	III	Category III - Yellow (label 7C)
	Fissile	Criticality Safety Index label (label 7E)

Class 8		
	-	Corrosive
Class 9		
	-	Miscellaneous Dangerous Substances
	-	Lithium Battery

4.2 Packages and Packagings of Dangerous Goods



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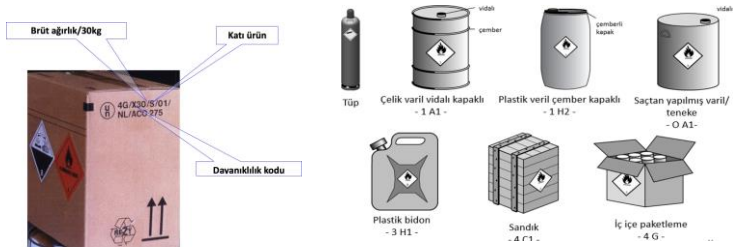

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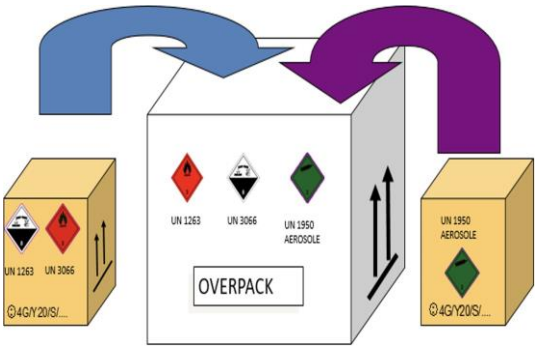


Aracın her iki yanında ve arkasında Sınıf 3 ve çevreye zararlı madde levhası
Aracın önünde ve arkasında dolu turuncu plaka

Aracın her iki yanında ve arkasında Sınıf 3 ve çevreye zararlı madde levhası
Aracın önünde ve arkasında dolu turuncu plaka

4.3 Placards, Plates, Marks and Labels for Dangerous Goods:

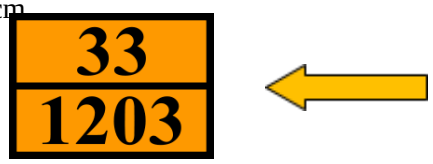
The following labels of various colors and shapes are used to identify the dangerous substance and provide at-a-glance information about its class and characteristics. For ease of recognition, the labels use colors and symbols that clearly indicate the dangerous substance. Dangerous goods labels are diamond-shaped in white, orange, blue, green or red and bear a symbol illustrating the hazard of the class.

Hazard Warning Placards/Labels:

1- When used on vehicles, the dimensions shall be 25 cm x 25 cm.

2- When used on packages (packagings), the dimensions shall be 10 cm x 10 cm.

3- When a written orange plate is placed on a transport vehicle, for example a tanker, its dimensions shall be 40 cm x 30 cm.



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	Class 3 - Flammable Liquids **Symbol - black or white flame;** **background color - red; text -** **Flammable liquid (optional); number** **3 - in the bottom corner**
	Example: for diesel fuel; Orange-colored plates bearing the hazard identification number and UN Number
	Placards for Marine Pollutants Packages and cargo transport units containing dangerous substances classified as "Marine Pollutants" by the IMDG Code shall bear the marks shown here, and the marks shall be durable. They shall be placed close to the hazard labels or hazard placards of the goods. Marine pollutant markings shall be at least 10 cm on each side for packages and at least 25 cm on each side for pipelines and equipment used on the pipeline.

4.4 Marks and Packing Groups of Dangerous Goods:

Except for Classes 1, 2, 5.2, 6.2 and 7 and self-reactive substances of Class 4.1, dangerous goods in all classes are assigned to three "packing groups" according to the degree of danger they present.

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

- Packing Group I: High Danger
- Packing Group II: Medium Danger
- Packing Group III: Low Danger

4.4.6 Transit Vehicles: Marks and Packing Groups of Dangerous Goods

PRODUCT NAME	UN CODE	CLASS	MARKS		PACKING GROUP
Diesel Fuel	UN 1202	3			PG III

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Gasoline	UN 1203	3			PG II
LPG	UN 1965	**2**			--------
DETONATORS, NON-ELECTRIC for blasting	UN 0029	1.1B -			
DETONATORS, ELECTRIC, for blasting	UN 0030	**1-1.1B**			---------
Explosive, Type B	UN 0082	**1-1.1D**			----------

Explosive, Type E	UN 0241	1-1.1D			----------
EXPLOSIVE, BLASTING, TYPE B (AGENT, BLASTING, TYPE B)	UN 0331	1.5D			
EXPLOSIVE, BLASTING, TYPE E (AGENT, BLASTING, TYPE E)	UN 0332	1.5D			
Non-electric detonator for blasting	UN 0360	1-1.1 B			----------
DETONATOR ASSEMBLIES, NON-ELECTRIC for blasting	UN 0361	1.4B			

Packing Group I	High-danger substance
Packing Group II	Medium-danger/dangerous substance
Packing Group III	Indicates a low-danger substance.

4.5 Segregation Tables on Board Ships and at the Shore Facility According to Dangerous Goods Classes:

The segregation table to be taken into account when handling dangerous goods in the port area is given below. The following tables shall be applied to implement segregation rules for dangerous goods in warehouses and open areas. No storage, temporary storage, stowage, segregation, temporary stowage or similar operations are carried out in the terminal area.

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4.5.6 Explanations for the Port Area Segregation Table:

Meaning of O, S and A in the port area segregation table for packages/IBCs/trailers/flat racks or platform containers

- 0 = no segregation required unless otherwise specified by special plans
- A = away from - a minimum separation of 3 m is required
- S = separated from - unless separated by an approved fire wall, a minimum separation of 6 m in open areas and 12 m in sheds is required. 1.2 - Meaning of O, S and A in the port area segregation table for closed containers/portable tanks/closed road vehicles
- 0 = no segregation required
- A = away from - no segregation required
- S = separated from - unless separated by an approved fire wall, a minimum longitudinal and lateral separation of 3 m in open areas and 6 m in sheds is required. 1.3 - Port area segregation table for open road vehicles/rail freight wagons/open-top containers
- Meaning of O, S and A
- 0 = no segregation required
- A = away from - a minimum separation of 3 m is required
- S = separated from - unless separated by an approved fire wall, a minimum longitudinal and lateral separation of 6 m in open areas and 12 m in sheds or warehouses is required.

4.6 General Segregation Table for Dangerous Goods Classes

This segregation table applies to dangerous goods carried on pallets, in drums, boxes, crates and similar packagings. It is provided for information purposes. No segregation or handling is carried out at the terminal. Vehicles carrying dangerous goods transit through the facility.

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General Segregation Table

SINIF	1.1 1.2 1.5	1.3 1.6	1.4	2.1	2.2	2.3	3	4.1	4.2	4.3	5.1	5.2	6.1	6.2	7	8	9
Patlayıcılar 1.1, 1.2, 1.5	*	*	*	4	2	2	4	4	4	4	4	4	2	4	2	4	X
Patlayıcılar 1.3, 1.6	*	*	*	4	2	2	4	3	3	4	4	4	4	2	2	2	X
Patlayıcılar 1.4	*	*	*	2	1	1	2	2	2	2	2	2	X	4	2	2	X
Alev alabilen gazlar 2.1	4	4	2	X	X	X	2	1	2	X	2	2	X	4	2	1	X
Yanıcı ve zehirli olmayan gazlar 2.2	2	2	1	X	X	X	1	X	1	X	X	1	X	2	1	X	X
Zehirli gazlar 2.3	2	2	1	X	X	X	2	X	2	X	X	2	X	2	1	X	X
Alev alabilen sıvılar 3	4	4	2	2	1	2	X	X	2	1	2	2	X	3	2	X	X
Alev alabilen katılar 4.1	4	3	2	1	X	X	X	X	1	X	1	2	X	3	2	1	X
Kendiliğinden yanıcı maddeler 4.2	4	3	2	2	1	2	2	1	X	1	2	2	1	3	2	1	X
Suyla temas ettiğinde tehlike arz edenler 4.3	4	4	2	X	X	X	1	X	1	X	2	2	X	2	2	1	X
Oksitleyici maddeler 5.1	4	4	2	2	X	X	2	1	2	2	X	2	1	3	1	2	X
Organik peroksitler 5.2	4	4	2	2	1	2	2	2	2	2	2	X	1	3	2	2	X
Toksik (zehirli) maddeler 6.1	2	2	X	X	X	X	X	X	1	X	1	1	X	1	X	X	X
Mikrop bulaştırıcı maddeler 6.2	4	4	4	4	2	2	3	3	3	2	3	3	1	X	3	3	X
Radyoaktif maddeler 7	2	2	2	2	1	1	2	2	2	2	1	2	X	3	X	2	X
Aşındırıcı(korozif) maddeler 8	4	2	2	1	X	X	X	1	1	1	2	2	X	3	2	X	X
Diğer tehlikeli maddeler ve eşyalar 9	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

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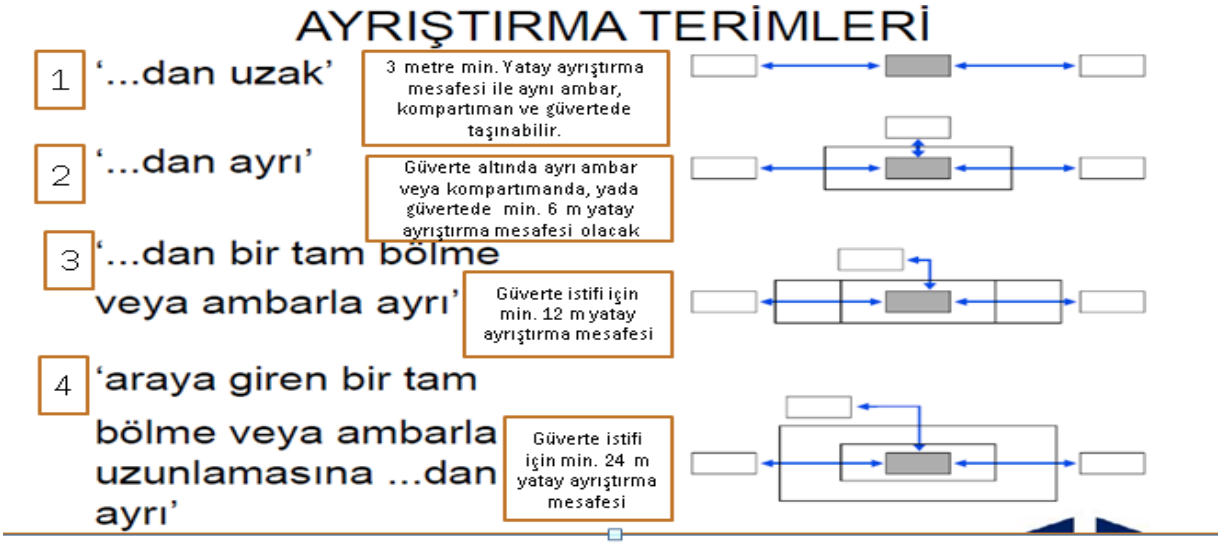

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*: IMDG Kod da belirtilen özel şartlara göre istif(IMO segeration table see 7.2.7.2.1.4)

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7.2.7.1.4 ***Sınıf 1 kapsamındaki mallar için izin verilen karışık istifleme***

Uyumluluk grubu	A	B	C	D	E	F	G	H	J	K	L	N	S
A	X												
B		X											X
C			X	X[6]	X[6]		X[1]					X[4]	X
D			X[6]	X	X[6]		X[1]					X[4]	X
E			X[6]	X[6]	X		X[1]					X[4]	X
F						X							X
G			X[1]	X[1]	X[1]		X						X
H								X					X
J									X				X
K										X			X
L											X[2]		
N			X[4]	X[4]	X[4]							X[3]	X[5]
S		X	X	X	X	X	X	X	X	X		X[5]	X

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5 HANDBOOK FOR DANGEROUS GOODS HANDLED AT THE SHORE FACILITY

Shore facilities engaged in dangerous goods transit operations shall, in order to contribute to the safe performance of such activities, prepare a pocket-sized Dangerous Goods Handbook covering the following matters:

- Dangerous goods classes,
- Packages for dangerous goods,
- Packagings,
- Labels,

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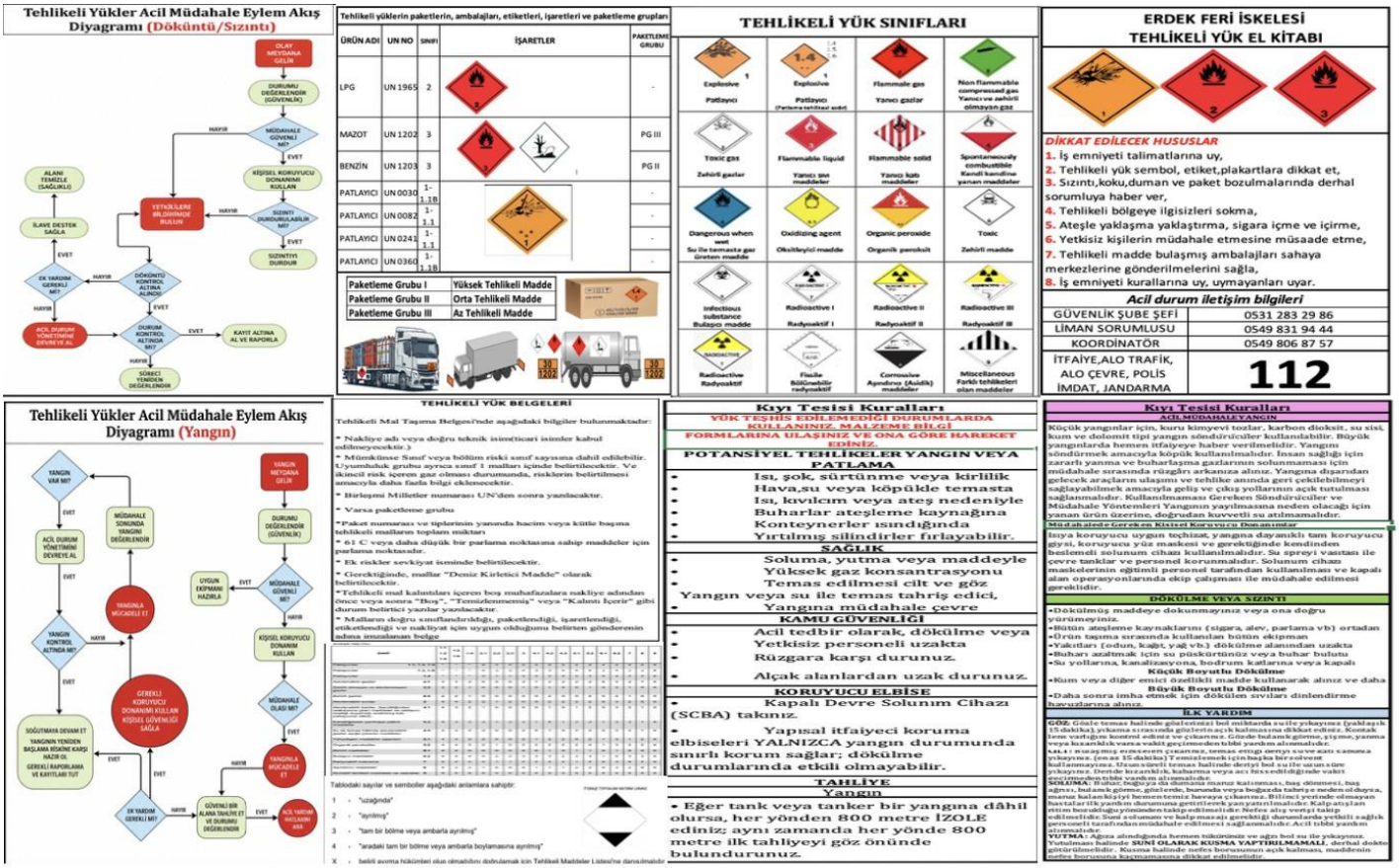
- Marks and packing groups,
- Segregation tables on board ships and at the shore facility according to dangerous goods classes,
- Segregation distances for dangerous goods in warehouse storage,
- Segregation terms,
- Dangerous goods documents,
- Dangerous goods emergency response action flowchart,
- Emergency contact information,
- Locations and instructions for use of emergency equipment, and

shore facility rules. A pocket-sized Dangerous Goods Handbook containing these matters has been prepared and is provided in the annex.

It is distributed to facility employees against signature for them to carry.



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6 OPERATIONAL MATTERS

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

During the transit of vehicles carrying Class 1 cargoes (except those in division 1.4), radio or radar transmitters shall not be used on the ship, on cranes or in any nearby location, except VHF transmitters with a power output not exceeding 25 W, and no part of their aerial systems shall pass within a safety distance of at least 2 metres from explosive substances.

Damaged, leaking, moisture-affected or defective packages shall not be accepted for shipment.

Smoking and the use of tools capable of producing flame or sparks are prohibited on cargo/vehicle decks and areas of berthed ships carrying vehicles with dangerous goods, and at shore facilities where vehicles carrying dangerous goods are present.

Before a ship carrying dangerous goods enters a port area or terminal area while proceeding from one pier to another, the Masters of such ships shall

- familiarize themselves with the legal requirements applicable to ships carrying dangerous goods in the port area, review the Dangerous Goods Handling Guide and ensure that the crew are also familiar with it.
- They shall properly inspect the condition of the ship, its machinery, equipment and appliances and, as far as practicable, check dangerous goods and their containment for damage or leakage.
- If there is any deficiency or defect in the ship, its machinery, equipment or appliances that could endanger life, property or the environment, or any cargo damage, leakage or containment system failure presenting a similar danger, the Regional Port Authority shall be informed.

When vehicles carrying dangerous goods are on the ship's deck, are about to be loaded onto or into the ship, or are being unloaded from the ship, every person or persons responsible for loading and unloading shall comply with the warnings and advice given by the Master or responsible officers,

a. shall refrain from smoking anywhere on board except in places approved by the Master,
b. shall refrain from and shall not permit any activity that may generate sparks anywhere on board except in places approved by the Master,
c. and no welding shall be carried out anywhere on board except in places approved by the Master.

** Anchorage Area for Ships Carrying Dangerous Goods:

Article 19 of the Ports Regulation states: "Where possible, a separate anchorage area shall be designated for ships carrying dangerous goods, and this area shall be kept clear of other ships (orderly, unobstructed, clean and safe).

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Ships and marine craft carrying dangerous substances may not leave the area allocated to them, anchor, or berth at piers or quays without the permission of the Regional Port Authority."

Port anchorage areas are shown in ANNEX-13.

6.1.1 No transit operations involving vehicles carrying explosive dangerous goods shall be carried out in stormy weather.
6.1.2 As vehicles or road tankers carrying dangerous goods comply with ADR rules, fire precautions shall be taken to prevent any ignition originating from the vehicle itself or fire from the exhaust from affecting the cargo.

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6.2 Procedures for keeping flammable and explosive cargoes away from operations that create or may create sparks and for preventing the operation of vehicles, equipment or tools that create or may create sparks in dangerous goods handling, stowage and storage areas.

Our facility does not carry out handling, stowage or storage of dangerous goods with flammable or explosive properties. Accordingly, no operation is carried out in which dangerous goods and spark-producing activities are present together.

However, the following measures are implemented to prevent potential risks:

- Welding, cutting, grinding and similar hot work that may create sparks within the terminal area is carried out only under the permit-to-work procedure.
- Before such work, the area is inspected and it is confirmed that no flammable or combustible material is present.
- Fire-fighting equipment is kept ready in hot-work areas.
- Vehicles and equipment entering the terminal area are assessed for the risk of spark generation.
- **Smoking and the use of open flames are permitted only in designated areas and are prohibited in operational areas.**
- Where dangerous goods are transported, for example in Ro-Ro transit, the relevant cargo is loaded directly onto the vessel without waiting (direct loading) and is not stowed in the terminal area.

Accordingly, spark-related risks are proactively managed at our facility, and the necessary preventive occupational health and safety measures are implemented even in areas where dangerous goods are not present.

7 DOCUMENTATION, CONTROL AND RECORDS

7.1 Procedures concerning all mandatory documents, information and records related to dangerous goods and their provision and verification by the relevant parties.

Documents relating to dangerous substances handled at our port must comply with the IMDG Code and other applicable legislation.

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Safety Data Sheets for dangerous goods handled shall be retained for at least one year.
The above documents, together with other relevant documents relating to dangerous goods, are kept at our port facility in written or electronic form. IMDG Code books and documents are effectively used in dangerous goods operations.

The Pier Operations Directorate checks the relevant dangerous goods documentation to verify that dangerous goods and vehicles carrying dangerous goods entering its facilities are properly identified, classified, certified, packaged, labelled and correctly declared, and that they have been safely loaded into approved and compliant packagings, receptacles and cargo transport units.

Dangerous goods operations shall be suspended until any non-conformities have been rectified.

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7.1.6 Verification of Dangerous Goods Shipping Documents and Records:

Ships shall have certificates of seaworthiness. Ships carrying dangerous goods shall also carry on board a list, manifest or detailed stowage plan identifying the dangerous cargo and its location on board. An example is provided in IMO FAL Form 7. The stowage plan shall indicate the class of the substances carried under the IMDG Code and whether they are marine pollutants. (This information can be obtained from the transport document.) The information and documents required in the detailed stowage plan are as follows:

1. Transport Document for the cargo transport unit carrying the dangerous substance, Multimodal Dangerous Goods
2. Transport Form (IMDG Code 5.4.5) or Container/Vehicle Packing Certificate (IMDG Code 5.4.2)
3. Instructions in Writing for transport under ADR (ADR 5.4.3)
4. Driver Training Certificate under ADR (SRC5)
5. Compulsory liability insurance for dangerous substances and dangerous waste
6. ADR Vehicle Certificate of Approval for road tankers
7. Transport authorization letters issued respectively by the Ministry of Interior and the Ministry of Energy and Natural Resources for cargo transport units carrying explosives
8. Cargo transport units whose required stowage-plan documents listed above are incomplete or incorrect shall not be admitted to the terminal area or stowed on board without approval from the Administration.
9. Inspection of documents subject to the stowage plan is the responsibility of the Operations Chief in the terminal area,

while responsibility on board lies with the Master.

10. This is also based on the Ports Regulation dated Wednesday, 31 October 2012, No. 28453; the Regulation on the Carriage of Dangerous Goods by Sea dated Tuesday, 3 March 2015, No. 29284; and the Regulation on Training and Authorization under the International Maritime Dangerous Goods Code dated Friday, 22 January 2016, No. 29601.

7.2 Procedures for maintaining a current and complete list of all dangerous goods in the shore facility area and other related information.

The port facility, consignors and carriers are required to retain a copy of the dangerous goods transport document and the additional information referred to in the IMDG Code for at least 3 months.

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

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7.3 Procedures for verifying that dangerous goods arriving at the facility are properly identified, that their proper shipping names are used, that they are certified, packaged, labelled and declared, and that they are safely loaded into and transported in approved and compliant packagings, receptacles or cargo transport units, and for reporting the inspection results.

Upon receipt of information concerning dangerous goods, the Pier Operations Directorate shall:

a) Obtain information on the class of the cargo,
b) Plan a suitable vessel for vehicles carrying dangerous goods,
c) Determine the time for the transport of the dangerous goods,
d) Prepare personal protective equipment (PPE) for port personnel involved in operations in which vehicles are loaded onto and unloaded from the vessel under their own power and by their own drivers,
e) Review the necessary safety measures against fire and leakage and remedy any deficiencies,
f) Check Emergency Plans and procedures. As a general principle in dangerous goods operations:

1- The class and primary and subsidiary hazards of the dangerous goods shall be known,

2- Any damaged, opened, leaking or spilling package, or any condition in which the dangerous goods have contaminated the exterior of the packaging or cargo transport unit, shall be identified and the packaging certificates shall be checked,

3- The hazard group of the cargo shall generally be known (High Danger - Medium Danger - Low Danger),

4- Dangerous goods hazard warning placards shall be checked,

5- Dangerous goods documents and other official documents shall be checked and compared,

6- The safety requirements specified in the IMDG Code shall be complied with,

8 - Emergency procedures (fire, spill, etc.) shall be read, understood and implemented.

7.3.6 Inspection of Dangerous Goods Arriving at the Port Area:

The following inspections of dangerous goods arriving at the port area by road shall be carried out by the Pier Operations Directorate.

Items to be inspected:

a- Cargo shipping documents,
Documents and certificates relating to the safe carriage of dangerous goods shall be checked.

b- Consistency of cargo quantities with the declaration, and consistency of the cargo arriving at the port with the shipping documents,

c- Whether the cargo is safely and appropriately packaged,

d- By external examination, vehicles carrying dangerous goods shall be checked for visible damage affecting their physical condition, integrity or the integrity of the packaging.

e- The consignor's declaration that packagings, unit loads and cargo transport units containing dangerous goods have been packaged, marked, labelled or placarded in accordance with the provisions of the IMDG Code and the national or international standards applicable to the mode of transport.

If there is any discrepancy between the dangerous goods information and the cargo arriving at the port, the cargo interests shall be informed. Discrepancies between the declaration and the cargo arriving at the port shall be reported to the Regional Port Authority.

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DANGEROUS GOODS HANDLING GUIDE

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7.3.7 Inspection Duties and Responsibilities, Administrative Sanctions:

Compliance with the provisions of this Guide shall be inspected by the Erdek Regional Port Authority, and if any non-conformity is identified, the administrative sanctions specified in Articles 21 and 22 of the Regulation on the Carriage of Dangerous Goods by Sea and Loading Safety shall be applied.

7.4 Procedures for obtaining and keeping the Dangerous Goods Safety Data Sheet (SDS):

7.4.1 As of 1 January 2014, under national legislation, a Safety Data Sheet (SDS) containing the following information must accompany all dangerous goods to be transported by any mode of transport (road, rail, air or sea).

UN Number,

PSN (Proper Shipping Name),
Class (including divisions),

Packing Group (Classes 3, 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9),
whether it is a Marine Pollutant,

7.4.2 For all dangerous goods to be admitted to the port, it shall be verified that the Safety Data Sheet (SDS) accompanies the dangerous goods. Safety Data Sheets are retained at Erdek Ferry Terminal for at least one year.

7.5 Procedures for Maintaining Records and Statistics of Dangerous Goods

The Regional Port Operations Directorate shall maintain an up-to-date record of all dangerous substances entering and leaving the port area. In particular, measures have been taken to retain the UN number, transport document and Safety Data Sheets for dangerous goods in transit for at least one year. These records and information shall be provided to the Regional Port Authority and emergency response personnel upon request.

7.6 Information on the Quality Management System

Preparations are ongoing to establish a Quality Management System at Balıkesir Toplu Taşıma A.Ş.

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8 EMERGENCIES, EMERGENCY PREPAREDNESS AND RESPONSE

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

8.1.6 Decision-Making:

Protective-action options for a particular situation depend on a number of factors. In some situations, evacuation may be the best option. In others, shelter-in-place may be the best option. Sometimes both actions may be used together. In any emergency, authorities need to provide instructions quickly to persons affected by the incident. Those persons will need to continue receiving information and instructions while sheltering in place or being evacuated.

Appropriate consideration of the factors listed below will determine the effectiveness of evacuation or shelter-in-place. The relative importance of these factors may vary depending on the emergency conditions. In emergencies, other factors may also need to be identified and considered. This list indicates the types of information that may be needed to make the initial decision.

Dangerous Substances

- Degree of health hazard
- Chemical and physical properties
- Quantity involved
- Control of containment/release
- Rate of vapor

movement; Population at Risk

- Location
- Number of persons
- Time available to evacuate or shelter in place
- Ability to control evacuation or shelter-in-place
- Types and availability of buildings
- Special facilities and populations

Weather Conditions

- Effect on vapor and cloud movement
- Potential for change
- Effect on evacuation or shelter-in-place

8.1.7 Protective Actions and Response

Protective measures are the steps to be taken to protect the health and safety of emergency response teams and persons in the incident area when an incident involving a dangerous substance occurs. Action shall be taken in accordance with the Emergency Response Tables provided in Annex-5, prepared according to the characteristics of the dangerous substance.
The hazardous area shall be isolated and access prohibited, and everyone not directly involved in emergency response operations shall be kept away from the area. Emergency response teams without adequate equipment shall not be permitted to enter the isolated emergency area.

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8.1.8 Evacuation

The instruction "Evacuate" means that everyone must be moved from a threatened area to a safer location. For an evacuation to be carried out, there must be enough time to warn people and for them to leave the area. If sufficient time is available, evacuation is the best protective measure.
As a priority, persons nearby and within sight shall be evacuated. When additional assistance arrives, evacuation shall extend to areas upwind and downwind at least to the distances specified in the Emergency Response Table in Annex-5. Even after people have been evacuated to the recommended distances, they may not be completely safe from the hazard. They shall not be permitted to gather together at those distances.
Evacuated persons shall be moved to a sufficient distance, by a specified route, so that they will not need to be relocated again if the wind changes.
In the event of an emergency, areas throughout the terminal where people are to assemble have been designated and marked as "Emergency Assembly Points".

8.1.9 Shelter-in-Place

This means protecting people inside a building and requiring them to remain there until the danger has passed. Shelter-in-place shall be used when attempting to evacuate people would pose a greater risk than remaining where they are, or when evacuation is not possible. Particular attention should be paid to shelter-in-place in the following situations:

- When vapors are flammable,
- When gas-freeing of the area is expected to take a long time,
- When buildings cannot be tightly sealed.

It is vital to maintain communication with competent persons inside the building so that advice can be given as conditions change. Persons sheltering in place shall be warned to stay away from windows because, in the event of fire and/or explosion, there is a risk of being struck by glass or metal fragments.
Every incident involving dangerous substances is different. Each presents its own problems and concerns. The form of action used to protect people shall therefore be selected carefully.

8.1.10 Emergency Response to Marine Pollution:

Within the scope of implementation of the Regulation on the Implementation of the Law on Principles of Emergency Response and Compensation for Damage in the Event of Pollution of the Marine Environment by Oil and Other Harmful Substances, published in the Official Gazette dated 21/10/2006 and numbered 26326, an agreement has been concluded with a company authorized by the Ministry to respond to pollution of the marine environment by oil and other harmful substances. The equipment and materials required for emergency response to marine pollution are available at the port facility. The list of marine pollution emergency response materials and equipment is provided in the annex.
If leakage or spillage caused by a dangerous substance occurs and creates a serious threat to the sea and the environment, the situation shall be assessed as a Level 1 incident and the "Shore Facility Emergency Response Plan for Marine Pollution" shall be activated and the necessary response carried out.

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8.2 Information on the shore facility's means, capabilities and capacity to respond to emergencies.

8.2.1 The facility has an approved fire plan. Fire-fighting teams have been established for each shift. Training, drills and exercises are conducted under various scenarios at planned and unplanned times, and reports and records are prepared. All fire-fighting equipment specified in the approved plan is maintained in full, and maintenance, inspections and tests are carried out.
8.2.2 The facility has an approved Risk Assessment and Emergency Response Plan. Pollution response teams have been established for each shift. Training and exercises are conducted twice a year according to a planned scenario, and reports and records are prepared. Equipment relating to environmental and marine pollution is stored at the facility and is subject to inventory checks and inspections.
8.2.3 Response teams are assigned for dangerous material spills in accordance with this Guide and the IMDG Code.

8.3 Arrangements for Initial Response to Accidents Involving Dangerous Goods

8.3.6 Emergency Response to Fire and Marine Pollution:

- Throughout the port area and on the berths there is a fire main, fire hydrants connected to the fire main, fire cabinets (nozzle, fire hose), oil spill kits, an emergency button and a public-address system.
- Where necessary, one electric and one diesel fire pump are available to supply the port fire main with seawater.

8.3.7 Responsible Personnel:

The Pier Operations Directorate shall:

a) Appoint at least one responsible person with a sound knowledge of national and international legal requirements concerning the carriage of dangerous goods, including the segregation of incompatible cargoes.
b) Ensure that the person responsible for the port area through which dangerous goods pass has the necessary information on measures to be taken to deal with incidents involving dangerous goods and is present at the scene in emergencies.
c) Inform Masters of ships carrying dangerous goods of the emergency procedures in force and the emergency services available at the terminal.

8.3.8 Emergency Response Procedure

Procedure to Be Followed in the Event of an Accident Involving Dangerous Goods:

- The person who becomes aware of the accident shall immediately report the incident to the Pier Officer in Charge.
- The Pier Officer in Charge shall stop all operations in the surrounding area.

- The Pier Officer in Charge shall immediately proceed to the scene to verify the report/notification, assess the situation and report (or confirm) the necessary information.
- The relevant person shall promptly determine whether anyone has been injured or contaminated by the substance; the exact location of the incident on the ship, berth, etc.; the vehicle/container number or other information identifying the cargo lot; the IMDG class and other details on the package or container (for example, the UN Number); and, where there is leakage or spillage, its quantity, color, physical form, odor, fumes and similar characteristics.
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- The Pier Officer in Charge shall check the information relating to the dangerous substance and determine which dangerous goods are present and the nature of the hazard presented by the cargo.
- If local emergency services are called, a computer printout (or photocopy) shall be kept ready for use.
- The Pier Officer in Charge shall report the incident to the Pier Operations Directorate.
- If the Pier Officer in Charge reports that the incident is serious, everyone shall be evacuated from the area and the area secured in accordance with instructions from the Pier Operations Directorate.
- If possible, the vehicle shall be removed from the terminal immediately.
- Safety measures shall be taken on site in accordance with the Emergency Plans.
- The Port Operations Emergency Plan shall be activated, and emergency fire, ambulance, first aid, security and other systems shall be mobilized.
- If the port's own emergency teams are required to respond to the accident, they shall be provided from the nearest location with protective clothing and emergency equipment so that they can do so without putting themselves at risk.
- The accident may be dealt with at the scene by the port operations team(s), or, because of the hazard, the teams may need to move the cargo and/or injured persons from the accident scene to a safe area as quickly as possible.
- If the accident is serious, the Pier Officer in Charge shall call the local emergency services using the system agreed with the Pier Operations Directorate and provide clear details.
    - The emergency,
    - The reporting point where a guide will meet the teams,
    - The dangerous IMDG class(es) present,
    - The dangerous substance(s) present shall be identified without delay.
- When emergency service teams arrive at the agreed point, they shall be given a printout or photocopy of the dangerous substance form containing the IMDG data and shall be escorted to the scene of the accident.
- The emergency services shall then deal with the accident and make the area safe.
- Meanwhile, through personnel assigned by it, the Pier Operations Directorate shall contact the shipper or other responsible parties, notify them of the accident, and consult them regarding the treatment and removal of the damaged cargo.
- A qualified occupational safety specialist is also available at the terminal as a consultant to provide independent advice. The relevant specialist shall be contacted and requested to attend the accident scene.
- If first aid is unavailable or inadequate at the accident scene, the injured person or persons shall be transferred to the nearest medical center or hospital in the region.
- As soon as it is safe to do so, the damaged vehicle and packaging and/or container shall be moved immediately to a safe area for removal.
- (Outside the terminal area) In the event of leakage, the incident area shall be cleaned as appropriate using absorbent materials, chemical foams or water and then reopened.

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- In the event of fire, the fire shall be fully extinguished and the incident area cleared and made safe.
- After the incident area has been thoroughly inspected and declared safe, the Pier Operations Directorate may instruct that operations resume.

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8.4 Notifications to be Made Inside and Outside the Facility in Emergencies

A ship or marine craft carrying dangerous goods shall submit, through the relevant parties, written notification containing detailed information on its cargo to the Regional Port Authority and the Port Operating Organization at least twenty-four (24) hours before entering the Port Administrative Area of the Regional Port Authority. Ships and marine craft whose voyage time to the port area is less than twenty-four (24) hours shall submit the notification immediately after departure from the shore facility.

The cargo interest shall notify the Port Operating Organization at least three hours before dangerous goods arriving by road enter the shore facility.

If the notification obligation is not fulfilled or if the notifications contain incorrect information, the Regional Port Authority shall take administrative action against the notifying party, and the vessel may lose its berthing, departure or transit priority, where applicable.

Advance notification covers dangerous goods that will transit through the port.

8.4.6 Information, Documents/Forms to be Submitted in Advance Notifications:

The principal purpose of the information and documents required to be notified under the IMDG Code is to ensure that information concerning the hazards and threats of dangerous goods, the damage they may cause and the actions to be taken in an emergency is communicated to all parties involved in transport. A list of persons and organizations to be contacted in emergencies is provided in ANNEX-3.

Under the Regulation on the Carriage of Dangerous Goods by Sea, the port operating organization "requests all mandatory documents, information and records relating to dangerous goods from the cargo interest and ensures that they accompany the cargo."

8.5 Accident Reporting Procedures.

Dangerous goods accidents shall be reported without fail to the Regional Port Authority and the relevant institutions. The report shall use the form specified in ANNEX-11.16 and shall include the following information in full:

a) Time of the accident,
b) How the accident occurred, if known, and its cause,
c) Location of the accident (shore facility and/or ship), its position and area affected,
ç) If a ship is involved in the accident, its details (name, flag, IMO number, owner, operator, cargo and quantity, Master's name and similar information),
d) Meteorological conditions,
e) UN number, proper shipping name (based on the legislation specified in the definition of dangerous goods) and quantity of the dangerous goods,
f) Hazard class of the dangerous goods or, where applicable, subsidiary hazard division,
g) Packing group of the dangerous goods, where applicable,
ğ) Additional risks of the dangerous goods, where applicable, such as marine pollutant status,
h) Marking and labelling details of the dangerous goods,

DANGEROUS GOODS HANDLING GUIDE

Dangerous Goods Safety Adviser	Port Manager	General Manager

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ı) Characteristics and number of the packaging, cargo transport unit and container in which the dangerous goods are carried, where applicable,
i) Manufacturer, consignor, carrier and consignee of the dangerous goods,
j) Extent of the damage/pollution caused,
k) Number of injured, dead and missing persons, if any,
l) Emergency response actions carried out by the shore facility in relation to the accident.

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8.6 Method of Coordination, Support and Cooperation with Official Authorities

8.6.1 All accidents involving dangerous goods shall first be coordinated with the Regional Port Authority. Once the Regional Port Authority has been informed, support and cooperation shall be provided with the Police, Municipality, Customs Directorate, Provincial/District Fire Brigade, AFAD and assistance units of neighboring facilities.

8.6.2 If signs of a possible explosion, fire or emergency are observed at an adjacent facility:

Precautions at the facility shall first be increased and teams shall be prepared to assist the neighboring facility.

8.6.3 If, taking into account the urgency of the situation and the magnitude of the hazard, it is assessed that there is no opportunity or time to request assistance, assistance and support teams shall be assigned to respond to the incident.

8.6.4 The dangerous goods area and the class, quantity and hazard risk of the cargoes in the area shall be assessed, and preparations shall be made for measures such as evacuation or dilution of cargoes and, if a ship is alongside, moving the ship to an anchorage.

8.7 Emergency evacuation plan for removing ships and marine craft from the port facility in emergencies. Emergency evacuation plan for removing ships and marine craft from the port facility in emergencies.

If it is deemed necessary to evacuate ships from the port in emergencies arising from dangerous goods, the "Erdek Ferry Port Dangerous Goods Emergency Plan" shall be activated. Port personnel, ship personnel and the emergency response team shall take part within this scope.

8.7.6 Emergency Release System Preparation

8.7.1.1. All emergencies shall be reported to the Erdek Regional Port Authority.

8.7.1.2. If a decision is made to release the ship in an emergency, the Regional Port Authority shall identify safe locations to which the ship can be moved under controlled conditions.

8.7.1.3. In situations requiring emergency release, the Master and the port facility shall initiate the emergency release operation by mutual agreement and notify the Regional Port Authority as soon as possible. Where the severity of the emergency and available time permit, before the emergency release operation a representative of the Regional Port Authority or the Regional Port Director, the Pier Operations Chief, the Ship's Master and the Pilot shall agree on the time and method of release.

8.7.1.4. The ship's machinery, steering gear and mooring-release equipment shall immediately be made ready for use.

8.7.1.5. All cargo discharge and ballasting operations shall be stopped and preparations made for release.

8.7.1.6. The ship's fire main shall be pressurized and water mist shall begin to be used for strategic areas.

8.7.1.7. If venting to atmosphere is required, engine-room personnel shall be ready, all unnecessary intake openings shall be closed, all safety precautions associated with normal operations shall be implemented, and a warning notice shall be issued.

8.7.1.8. If the response required in any emergency exceeds the terminal's capabilities, the local police or fire brigade shall be notified immediately.

8.7.1.9. The decision to move the ship under control shall be based on the principle of safety of life and shall also take the following conditions into account:

Adequacy of tugs

The ship's ability to depart under its own power

Availability of safe locations to which a ship in an emergency can proceed or be towed; adequacy of fire-fighting capability

Proximity of other ships; fire
wires

As the Dangerous Goods Safety Adviser, I confirm compliance. Signature

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Dangerous Goods Safety Adviser	*Port Manager*	*General Manager*

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8.7.1.10. While the ship is at the port facility, fire wires shall be kept on the seaward side at the bow and quarter. The eye of each wire shall be lowered to sea level and the inboard part shall be secured tightly around a bollard with at least five turns. The inboard section from the bollard shall be kept taut. A messenger line capable of supporting the wire shall be attached immediately before the eye, and the eye shall be positioned three metres above sea level. While the ship is at the port facility, the eye shall continuously be maintained at this level.

8.7.7 Execution of Emergency Release

8.7.2.1. Once all of the above preparations have been reviewed and found suitable, the emergency removal of the ship shall commence.
8.7.2.2. Emergency release shall be carried out by performing the following operations in sequence.
8.7.2.3. Close coordination and cooperation among the Terminal, Ship and Port Authorities are required at each stage.
8.7.2.4. The Emergency Release Operations are as follows:

□Sounding the alarm

- Providing information about the emergency by VHF and telephone
- Initial assessment of the situation between the Ship's Master and the Port Facility representative; stopping the operation
- Activation of the Port Facility and ship emergency plan measures; deterioration of the existing situation and the presence of the emergency release conditions specified above.
- Assessment of the situation by the Ship's Master, Port Facility representative, port authority or Regional Port Authority, and the Pilot
- Decision to carry out emergency release
- Notification of surrounding facilities and other ships
- Tugs taking position around the ship for emergency release, completing preparations and reporting readiness; the Ship's Master completing the ship's preparations and reporting readiness.
- Authorization by the competent person to open the release hooks

8.7.8 After Emergency Release

8.7.3.1. After release, a decision shall be made and declared regarding towage of the ship and the location to which it will be taken.

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8.7.3.2. The ship shall proceed/be moored in the designated area under tow or under its own power.
8.7.3.3. The Port Facility shall be inspected to identify any possible damage or deficiency.
8.7.3.4. Any adverse events that occurred during the emergency release shall be communicated.

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8.8 Procedures for Handling and Disposal of Damaged Dangerous Goods and Waste Contaminated by Dangerous Goods

8.8.6 Disposal of Waste

8.8.1.1. Collected waste shall be transferred to the temporary hazardous-waste storage area depending on whether it is non-hazardous or hazardous waste. It shall be removed from the facility by contracted organizations in accordance with legal recovery/disposal methods.
8.8.1.2. All contractors and carriers within the scope of waste management shall be assessed for their ability to transport and/or dispose of waste using appropriate methods.
8.8.1.3. Where contracted services are used for the transport, sale and/or disposal/recovery of waste, contractors shall be evaluated in terms of compliance with legal obligations and their methods for carrying out waste recovery and disposal without harming the environment.
8.8.1.4. All records relating to waste disposal must be retained.

8.8.7 Contaminated Packagings:

8.8.2.1. These wastes are empty drums. When generated, they are placed in the contaminated packaging area of the waste site. Within the period prescribed by legislation, the Environmental Consultancy Company and the Environmental Management System Officer contact the contracted licensed company, and shipment is arranged by completing the online form in accordance with the MOTAT system. The relevant MOTAT form and other documents are retained in the environmental file.
8.8.2.2. Contaminated Waste: These wastes include used gloves, wiping cloths, etc. When generated, they are collected in a drum labelled with the name of the waste at the exit of the production/storage section and transferred to the waste area. Within the period prescribed by legislation, the Environmental Consultancy Company and the Environmental Management System Officer contact the contracted licensed company, and shipment is arranged by completing the online form in accordance with the MoTAT system. The relevant MoTAT form and other documents are retained in the environmental file.

8.9 Emergency Drills and Their Records:

8.9.6 Drill Practices

In order to ensure emergency preparedness within the facility, personnel assigned to the emergency organization shall be prepared for their duties through various training activities. Where necessary, drills shall be conducted with coordinated participation of specialists and advisers. Within this scope, relevant port personnel have received and been certified in IMDG Code training relating to dangerous goods. Drills intended to test the adequacy of Emergency Plans and ensure preparedness for actual situations shall be planned and conducted according to the worst-case scenarios that may occur at the facility. Drills are conducted once a year.

8.9.7 Drill Scenarios:

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In drill planning, a worst-case scenario consisting of a single incident or a combination of incidents that the port may encounter shall be envisaged. Drills shall be implemented as quickly and effectively as possible in accordance with the prepared scenarios.

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8.9.8 Emergency Drills to Be Conducted within the Port/Shore Facility:

8.9.3.1 They shall be specified in the port's annual training plans.
8.9.3.2 They may be planned as local or general response exercises.
8.9.3.3 They may be combined within security, spill and similar drill scenarios.
8.9.3.4 Drills may be announced or unannounced.
8.9.3.5 Drills shall be based on various emergency scenarios.
8.9.3.6 Drills may be conducted practically or as tabletop exercises, seminars, etc.
8.9.3.7 Different times, days, seasons and incident scenarios shall be prepared for each drill.

8.10 Information on Fire Protection Systems.

To prevent fires arising from dangerous goods operations, response shall be carried out in accordance with the procedures specified in the Emergency Schedule for Fire (EmS for Fire) in the IMDG Code Emergency Response Procedures for Ships Carrying Dangerous Goods (EmS Guide) for fires that may be caused by dangerous substances listed in the IMDG Code. The incident shall be reported to the Regional Port Authority.

If leakage or spillage caused by a dangerous substance occurs and creates a serious threat to the sea and the environment, the situation shall be assessed as a Level 1 incident and the "Emergency Response Plan for Marine Pollution" shall be activated and the necessary response carried out.

8.11 Procedures for the Approval, Inspection, Testing, Maintenance and Readiness of Fire Protection Systems.

Periodic inspections are carried out on the fire prevention and fire protection systems and equipment at the port facility.

8.12 Measures to Be Taken When Fire Protection Systems Are Not Operational.

8.12.1. The facility's fire-fighting equipment consists of mutually redundant systems installed with sufficient alternative capacity.
8.12.2. If the facility's own fire-fighting equipment is inoperable or insufficient, support shall be requested from neighboring facilities, fire brigades and AFAD units.
8.12.3. Other dangerous and flammable materials/vehicles likely to be affected by fire shall, where possible, be removed from the area.
8.12.4. A protocol specifying the conditions and scope under which assistance and support will be provided may be required.
8.12.5. The means and capabilities of tugs or marine craft in the region equipped for fire-fighting from the sea shall also be taken into account.

8.13 Other Risk Control Equipment.

Where available, gas detectors, self-contained breathing apparatus and similar risk-control equipment are subject to periodic maintenance and inspection in accordance with maintenance instructions; calibration is performed and the records are retained.

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9 OCCUPATIONAL HEALTH AND SAFETY

9.1 Occupational Health and Safety Measures:

The port operator aims to address occupational health and safety activities systematically and resolve issues within a framework of continuous improvement. The port operator's target in occupational health and safety is "zero" accidents. In line with this target, OHS activities are carried out, employees receive continuous training, and awareness is maintained by keeping safe-working instructions available within the port area.

The port operating organization shall:

Within its areas of responsibility, be responsible for keeping at the port facility, at all times and in sufficient quantity and quality, all personal protective equipment to be used in connection with vehicles carrying dangerous goods.

Within the scope stated above, at Erdek Ferry Port Operations:

a. In accordance with Occupational Health and Safety Law No. 6331 and the related regulations, Occupational Health and Safety Rules are applied at our port in order to ensure the safety of life, property and the environment within the occupational health and safety framework.
b. At our shore facility, personnel involved in operations during the transport of dangerous goods, excluding passengers, are required to wear Personal Protective Equipment complying with TSE standards (hard hat, high-visibility vest, and steel-toe occupational safety footwear).
c. Protective clothing appropriate to the physical and chemical properties of the cargo is available in the oil spill kit for shore-facility personnel assigned to dangerous goods duties and other authorized persons involved with the cargo during loading and unloading. Port-area personnel working with dangerous goods are instructed in the use of personal protective equipment during training and drills/exercises.
d. The following basic emergency equipment is kept at suitable locations in the port area to protect against risks posed by dangerous goods.
   - Protective clothing (boots, coveralls, gloves, goggles and hood - contained in the oil spill kit)
   - 50 kg wheeled foam/dry chemical powder fire extinguishers,
   - Absorbent materials for cleaning dangerous substance spills (oil spill kit)
   - Fresh water (for washing dangerous substances from the skin)
   - Fire cabinets (hose, nozzle, key) at designated locations within the terminal area
   - First-aid kit (generally inside the ticket office or administrative building)

All personnel involved in the dangerous goods handling chain know the location of the above-mentioned materials and how to use them.

9.1 Information on Personal Protective Clothing and Procedures for Its Use.

There is no enclosed storage or enclosed cargo-handling area at the shore facility. All acceptance,

holding and dispatch operations relating to dangerous substances are carried out in open areas in accordance with applicable legislation and safety distances. No confined-space entry procedure is applied at the facility.

As the Dangerous Goods Safety Adviser, I confirm compliance. Signature

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Dangerous Goods Safety Adviser	*Port Manager*	*General Manager*

10 OTHER MATTERS

10.1 Validity of the Dangerous Goods Conformity Certificate:

The Dangerous Goods Conformity Certificate is renewed at three-year intervals through applications made to the Directorate General of Maritime Affairs.

10.2 Duties Defined for the Dangerous Goods Safety Adviser:

Pursuant to the Regulation on the Carriage of Dangerous Goods by Sea, from 01.01.2018 onward a "Dangerous Goods Safety Adviser" shall be employed at the port facility, or consultancy services shall be procured, for all activities carried out within the scope of dangerous goods transport.

10.2.6 Primary Duties of the Adviser

10.2.1.1. Monitor compliance with requirements concerning the transport of dangerous substances.
10.2.1.2. Provide recommendations to the shore facility concerning the transport of dangerous substances.
10.2.1.3. Prepare an annual report for the shore facility on the activities of the shore facility operator concerning the transport of dangerous substances. (Annual reports shall be retained for 5 years and submitted to the Administration upon request.)

10.2.7 Monitor the following practices and procedures:

10.2.2.1. Procedures for verifying that dangerous substances arriving at the facility are properly identified, that the proper shipping names of dangerous goods are used, that they are certified, packaged, labelled and declared, and that they are safely loaded into and transported in approved and compliant packagings, receptacles or cargo transport units, and for reporting the inspection results.
10.2.2.2. Loading/unloading procedures for dangerous goods handled and temporarily stored,
10.2.2.3. Whether the shore facility takes into account special requirements relating to the dangerous substances carried when purchasing transport vehicles for handled dangerous goods,
10.2.2.4. Methods for inspecting equipment used in the transport, loading and unloading of dangerous substances,
10.2.2.5. Whether shore facility employees receive appropriate training, including training on legislative changes, and whether records of such training are maintained,
10.2.2.6. Suitability of emergency procedures to be applied in the event of an accident or an incident affecting safety during the transport, loading or unloading of dangerous substances,
10.2.2.7. Suitability of reports prepared concerning serious accidents, incidents or serious infringements occurring during the transport, loading or unloading of dangerous substances,
10.2.2.8. Identification of the measures required to prevent recurrence of accidents, incidents or serious infringements and evaluation of their implementation,
10.2.2.9. The extent to which rules concerning the transport of dangerous substances are taken into account when selecting subcontractors or third parties,
10.2.2.10. Determining whether personnel working in the transport, handling, storage and loading/unloading of dangerous substances have detailed knowledge of operational procedures and instructions,

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10.2.2.11. Suitability of measures taken to prepare for risks during the transport, handling, storage and loading/unloading of dangerous substances,
10.2.2.12. Procedures specifying all mandatory documents, information and records relating to dangerous substances.

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10.2.2.13. Procedures for the safe berthing, mooring, loading/unloading, sheltering or anchoring of ships carrying dangerous substances at the shore facility by day and night,
10.2.2.14. Accuracy of matters relating to the shore facility's means, capabilities and capacity to respond to emergencies,
10.2.2.15. Suitability of arrangements for initial response to accidents involving dangerous substances,
10.2.2.16. Procedures for handling and disposal of damaged dangerous goods and waste contaminated by dangerous goods,
10.2.2.17 Check information on personal protective clothing and procedures for its use, and procedures concerning anchoring.
10.2.2.18. Procedures for additional measures required according to seasonal conditions for loading, unloading and lighterage operations involving dangerous substances.
10.2.2.19. Procedures for fumigation, gas measurement and gas-freeing operations; procedures for maintaining records and statistics of dangerous substances,
10.2.2.20. Accuracy of matters relating to the shore facility's means, capabilities and capacity to respond to emergencies,
10.2.2.21. Suitability of arrangements for initial response to accidents involving dangerous substances,
10.2.2.22. Procedures for handling and disposal of damaged dangerous goods and waste contaminated by dangerous goods,
10.2.2.23. Check information on personal protective clothing and procedures for its use.
10.2.2.24. Accuracy of matters relating to the shore facility's means, capabilities and capacity to respond to emergencies,

10.3 Matters concerning carriers bringing dangerous goods to the shore facility by road/departing from the port facility (documents required for road vehicles carrying dangerous goods when entering/leaving the port or shore facility area, equipment and fittings that such vehicles are required to carry, speed limits within the port area, etc.).

For road vehicles bringing dangerous goods to the port or taking dangerous goods from the port, the responsible officer or designated employee of the Erdek Ferry Terminal shore facility operator shall, where deemed necessary, perform the general checks listed below and make the necessary records and checks at port entry and exit.

Pursuant to the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) and the Regulation on the Carriage of Dangerous Goods by Road:

a. Dangerous Goods Transport Driver Training Certificate (SRC5)/ADR Driver Training Certificate
b. Valid dangerous goods carriage certificate for the tanker (Vehicle Certificate of Conformity/ADR Certificate of Approval)

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c. Copy of the transport authorization obtained from the relevant/competent authorities for the carriage of Class 1, Class 6 and Class 7 dangerous goods as defined in ADR (converted to an annual authorization)
d. Compulsory Liability Insurance Policy for Dangerous Substances and Dangerous Waste
e. Unnumbered orange plates at the front and rear of the vehicle carrying dangerous goods
f. Dangerous goods transport document
g. For dangerous goods transported by more than one mode, the Multimodal Dangerous Goods Form specified in ADR Section 5.4.5

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Dangerous Goods Safety Adviser	*Port Manager*	*General Manager*

10.3.6 Speed Limit in the Port Area:

The maximum speed limit for road vehicles entering the port area to load or unload cargo is 10 km/h. Administrative sanctions shall be applied to vehicles found to exceed the speed limit.

10.4 Matters concerning carriers bringing dangerous goods to the shore facility by sea/departing from the port facility (day/night signals to be displayed by ships and marine craft carrying dangerous goods in the port or port facility, cold and hot work procedures on ships, etc.).

Lights and Shapes to Be Displayed in Port by Ships Carrying Dangerous Goods:

Ships carrying explosive, flammable, combustible and similar dangerous substances shall display the B (Bravo) signal flag by day and an all-round red light visible through 360 degrees by night in accordance with the International Regulations for Preventing Collisions at Sea (COLREGs).

10.5 Additional Matters to Be Added by the Shore Facility.

Where this Guide contains no provision, the International Maritime Dangerous Goods Code (IMDG Code) and other relevant legislation shall apply.

10.5.6 Updating and Distribution of the Guide:

One copy of this Guide shall be kept at the Erdek Regional Port Authority and another at Erdek Ferry Terminal (Pier Operations Directorate). Distribution and notification of the Guide to all relevant port employees, facility users, cargo interests and public authorities shall be ensured by the Pier Operations Directorate.

Changes to this Guide arising from changes in legislation and conditions shall be made by the Pier Operations Directorate.

Access to this Guide for all relevant facility personnel, cargo interests, public authorities and facility users shall be provided through the Erdek A.Ş. website.

As the Dangerous Goods Safety Adviser, I confirm compliance. Signature

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Dangerous Goods Safety Adviser	*Port Manager*	*General Manager*

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11 ANNEXES

ANNEX-1 General Layout Plan of Erdek Central Ferry Terminal

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ANNEX-2 General View Photograph of Erdek Central Ferry Terminal

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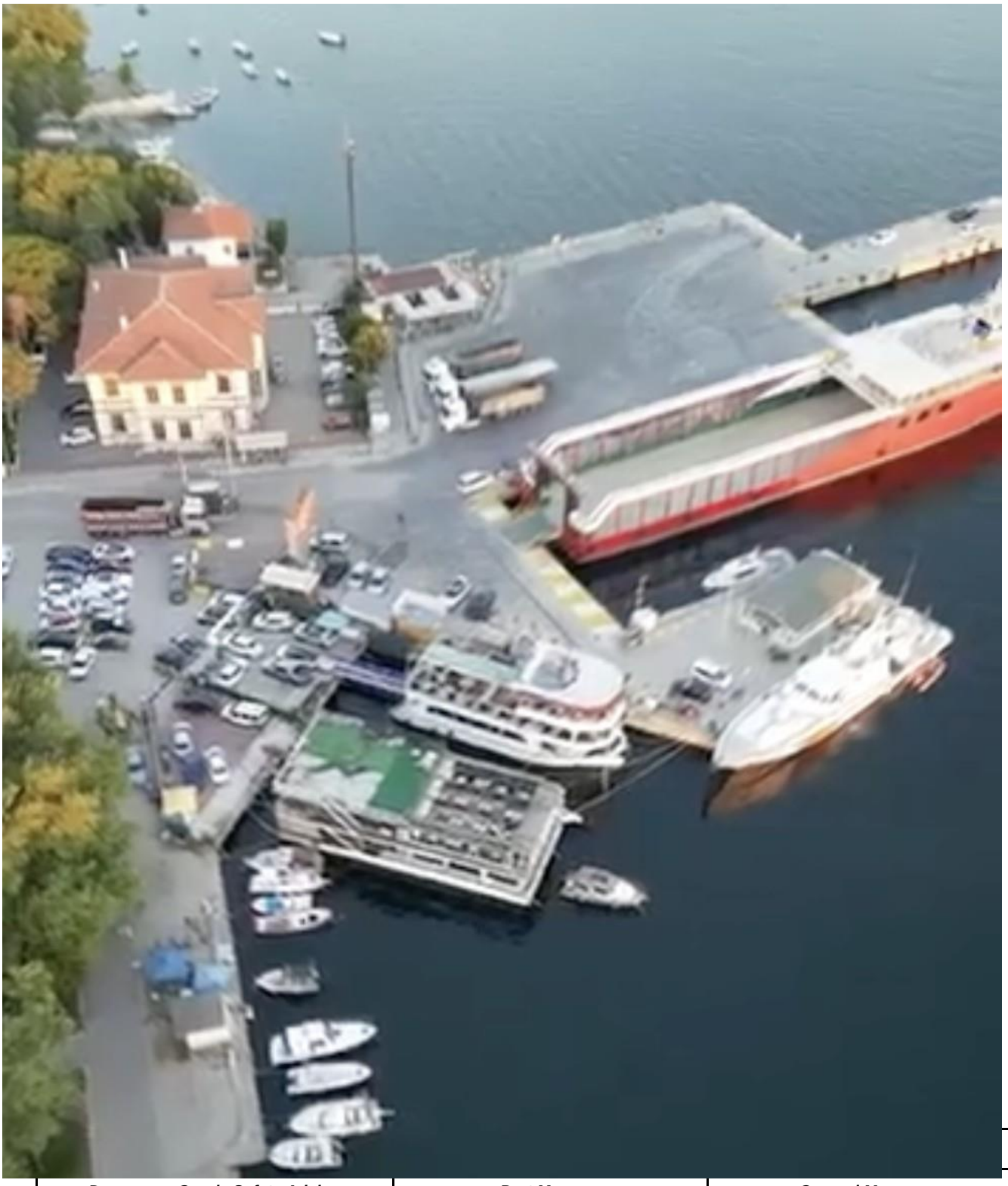

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ANNEX-3: Emergency Contact Points and Contact Information:

Emergency Telephone (Call Center) (0

	Telephone	Fax	VHF
Erdek State Hospital	02668351077	02668351077	
Erdek State Hospital	02668351077	02668351077	
Erdek Municipality	02668351050	02668350018	
Erdek Municipality	02668351050	02668350018	
Erdek Regional Port Authority	02668351044	02668354818	
Main Search and Rescue Coordination Center	05527270727	+903122320823	
Erdek Vessel Traffic Services Center	+092862134800	+902862131240	
Coast Guard Erdek Group Command	+902245441580	+902245440076	
Coast Guard	+903124175050	+903124172845	
Erdek Marine Police	02668350155	02668353055	
Marine Police	02668350155	02668353055	
Directorate of Coastal Safety, Erdek	02165314000	02163427776	
ALO Coastal Safety	02165314000	02163427776	
Erdek Meteorological Station	02667141034	03123602551	
Erdek Coastal Health Inspection Center B.T.	02667181898	02667181898	
Erdek Pilot Station	02668351230	02668351230	
…… Pilot Station	02165314000	02163427776	

Fire	110
Emergency Medical Service	112
Police Emergency	155
Gendarmerie Emergency	156
Municipal Police Hotline	153
Traffic Hotline	154
Coast Guard Hotline	158
Electricity Fault	186
Gas Fault	187
Water Fault	185
Telephone Fault	121
Health Information	184
Poison Information	114
Funeral Services	188

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ANNEX-4: General Layout Plan of Dangerous Goods Handling Areas

- Same as ANNEX-1.
- No storage is carried out at the facility. Transit passage is permitted.

ANNEX-5: Fire Plan for Dangerous Goods Handling Areas

- Since dangerous goods are not handled at our terminal, the General Fire Plan is applied.

As the Dangerous Goods Safety Adviser, I confirm compliance. Signature

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ANNEX-6: General Fire Plan of the Facility

As shown in the General Layout Plan.

ANNEX-7: Emergency Plan

The Emergency Plan has been prepared within the scope of the Regulation on Emergencies at Workplaces, published in the Official Gazette dated 18/6/2013 and numbered 28681, and sets out the actions to be taken in emergencies. It includes the following items covering the minimum requirements of this directive.

1. Emergency procedures,

a) Emergency procedures and the name, title and contact details of the person/organization that prepared the procedures.
b) Emergency response organization chart.
c) Name, title, contact details, duties and responsibilities of the authorized person appointed to coordinate response activities for emergencies that may occur at the shore facility and to liaise with the Regional Port Authority and other relevant institutions and organizations.
ç) Methods of coordination with emergency response teams outside the shore facility in emergencies.
d) Names and duties of the teams designated for emergency response, and the names, duties and responsibilities of personnel assigned to those teams.
e) Nature, capacity and locations of resources, equipment and apparatus to be used by the shore facility for emergency response.
f) Measures to be taken and actions to be carried out as a result of the risk assessment in order to control foreseeable serious conditions that may cause emergencies and minimize their adverse effects, together with the facility's existing means, capabilities and capacity in this regard.
g) Nature and methods of communicating measures and warnings required to prevent or minimize potential risks to persons at the shore facility during any emergency, and arrangements concerning the actions persons must take in response to such warnings.
ğ) Notification procedures to be followed in emergencies in accordance with the Directive on Notifications and Special Permits for Dangerous Goods Carried by Sea, published by Ministerial Approval dated 12/4/2019 and numbered 29486.
h) Training required for personnel who will serve in emergencies. ı)
Nature and frequency of emergency drills.
2. In order to ensure that the necessary medical first aid can be properly provided to persons affected by dangerous goods and to health problems arising from accidents involving such goods, a medical first-aid guide covering all cargoes handled and/or temporarily stored at the facility shall be prepared using the Medical First Aid Guide (MFAG) contained in the supplement to the IMDG Code and added to the relevant section of the Emergency Plan. General medical advice shall be provided by cargo class for packaged dangerous goods.
3. If a new dangerous good is to be handled, a procedure covering first-aid practices for that cargo shall be prepared before handling, added to the relevant section of the Emergency Plan, and the Regional Port Authority shall be informed. During emergency training conducted at the facility, all relevant personnel shall be instructed on how to use the medical first-aid guide.
4. The relevant section of the Emergency Plan shall cover each of the following emergencies:

a) Fires and explosions involving the facility, equipment, area and ships.
b) Cargo fires involving each hazard class and subsidiary hazard division permitted to be handled and/or temporarily stored at the shore facility, or leakage, flow or spillage of dangerous goods.
c) Marine pollution caused by dangerous goods. ç)
Gas leakage.
d) Power failure.
e) Earthquake and flood.

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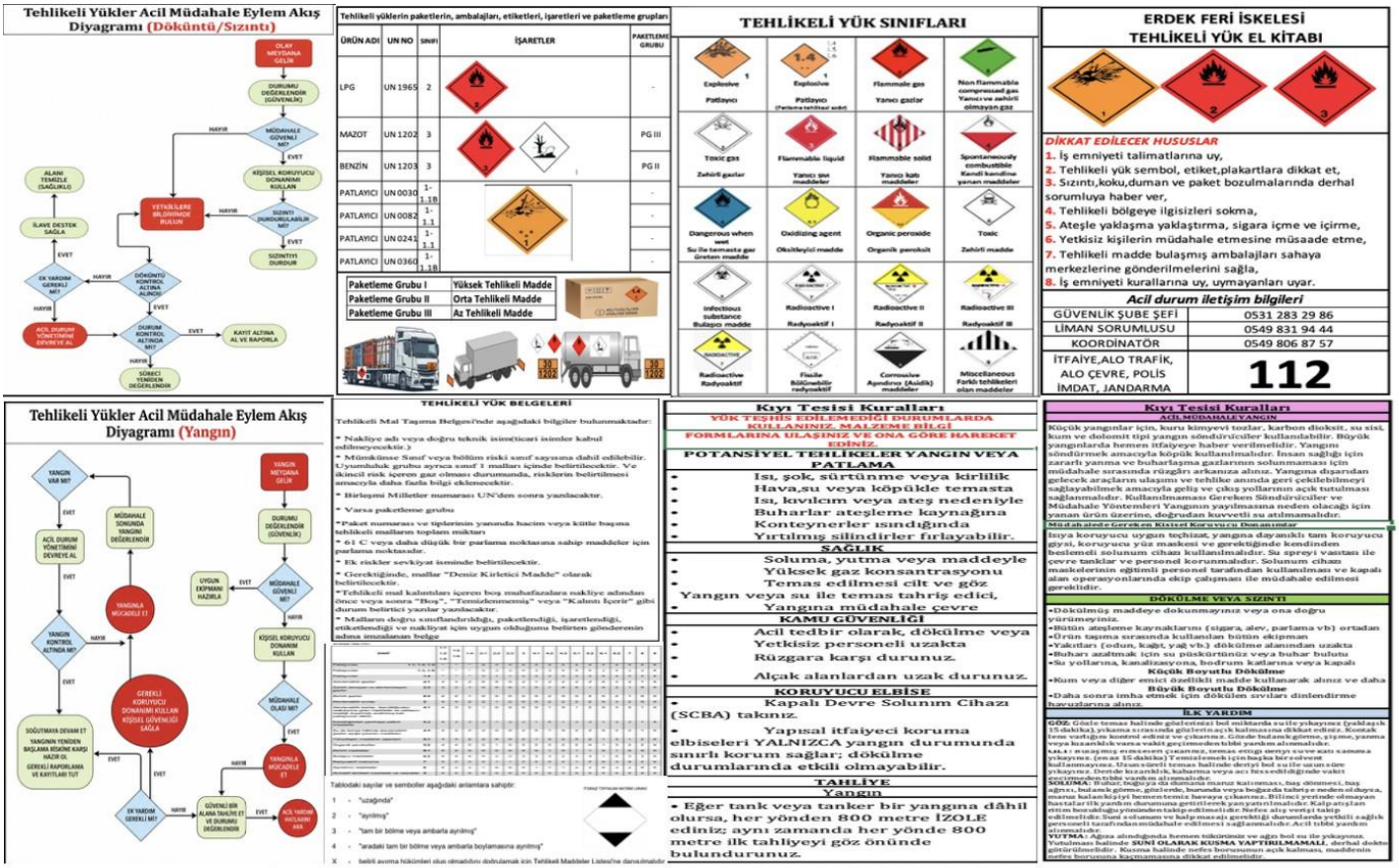
ANNEX-8: Emergency Assembly Areas Plan

ANNEX-9: Emergency Management Organization Chart

ANNEX-10: DANGEROUS GOODS HANDBOOK:

A sample is available at the terminals.



ANNEX-11: SPILL CONTAINMENT AREAS AND EQUIPMENT FOR CTUs AND PACKAGES, ENTRY/EXIT DRAWINGS

At Erdek Terminal:

- There is no permanent bulk storage area.

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- A temporary response area is available.
- A leaking vehicle is moved to a safe isolation area.

CTU transit is not carried out in the terminal area. Absorbent material, sand, spill barriers, shovels, collection containers and personal protective equipment are kept on site for packages.

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Dangerous Goods Safety Adviser	***Port Manager***	***General Manager***

ANNEX-12 INVENTORY OF PORT SERVICE VESSELS

Provided through outsourced services.

ANNEX-13 Administrative Boundaries of the Regional Port Authority, Anchorage Areas and Marine Coordinates of Pilot Embarkation/Disembarkation Points.

ERDEK REGIONAL PORT AUTHORITY

A) Port Administrative Area Boundary

The port administrative area of the Erdek Port Authority is the sea and coastal area enclosed by the line formed by the following coordinates.

a) 40° 28' 12" N - 027° 42' 00" E
b) 40° 24' 00" N - 027° 39' 30" E
c) 40° 19' 36" N - 027° 37' 00" E

B) Anchorage Areas

a) Anchorage Area No. 1: The anchorage area for ships not carrying dangerous goods and military vessels is the sea area enclosed by the following coordinates.

1) 40° 23' 48" N - 027° 47' 06" E
2) 40° 23' 24" N - 027° 46' 18" E
3) 40° 24' 30" N - 027° 46' 06" E
4) 40° 24' 18" N - 027° 45' 18" E

b) Anchorage Area No. 2: The anchorage area for ships carrying dangerous goods, nuclear-powered military vessels, ships to be placed under quarantine and ships carrying out gas-freeing operations is the sea area enclosed by the following coordinates.

1) 40° 21' 24" N - 027° 50' 24" E
2) 40° 22' 18" N - 027° 50' 00" E
3) 40° 20' 48" N - 027° 48' 42" E
4) 40° 21' 42" N - 027° 48' 12" E

C) Pilot Embarkation and Disembarkation Point

40° 21' 27" N - 027° 46' 48" E

ANNEX-14 EMERGENCY RESPONSE EQUIPMENT FOR MARINE POLLUTION AVAILABLE AT THE SHORE FACILITY

As specified in the approved Risk Assessment and Emergency Response Plan.

ANNEX-15 PERSONAL PROTECTIVE EQUIPMENT (PPE) USE MAP

The risk analysis for Personal Protective Equipment to be used by persons in emergencies and, where necessary, during transit of high-risk dangerous substances, and the PPE envisaged on the basis of this analysis are given below. PPE is kept in designated cabinets at our terminal, and the types and quantities of PPE are indicated on the cabinets.

As the Dangerous Goods Safety Adviser, I confirm compliance. Signature

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Dangerous Goods Safety Adviser	*Port Manager*	*General Manager*

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ANNEX-16 DANGEROUS GOODS INCIDENT NOTIFICATION FORM

Number - Date		
Company / Institution		
Sender		**CONTACT INFORMATION**
Action Required		
PORT FACILITY **"DANGEROUS GOODS INCIDENT NOTIFICATION"** **DATE:**		
1. Time at which the accident occurred		
2. How the accident occurred, if known, and its cause		
3. Location of the accident (shore facility and/or ship), its position and area affected; ç) if a ship is involved in the accident, information on the ship (name, flag, IMO No., owner, operator, cargo and quantity, Master's name and similar information)		
4. Meteorological conditions		
5. UN number, proper shipping name (based on the legislation specified in the definition of dangerous goods) and quantity of the dangerous substance, **Hazard class of the dangerous substance or, where applicable,** **subsidiary hazard division; packing group of the dangerous substance,** **where applicable,** **Additional risks of the dangerous substance, where applicable, such as** **marine pollutant status; marking and labelling details of the dangerous substance,** **Characteristics and number of the packaging, cargo transport unit and container in which the dangerous substance is carried, where applicable; manufacturer, consignor, carrier and consignee of the dangerous substance**		
6. Extent of the damage/pollution caused		
7. Number of fatalities and injuries in the accident (if any)		
8. How the accident was responded to		
9. Organizations from which assistance was requested		
10. Other ships or neighboring facilities that may be affected by the accident		

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FORM PREPARED BY:

Name Surname:
Position:
Signature:

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Dangerous Goods Safety Adviser	*Port Manager*	*General Manager*

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ANNEX-17 Inspection Results Notification Form for Cargo Transport Units (CTUs) Carrying Dangerous Goods

Cargo Transport Units (CTUs) carrying dangerous goods do not transit through the facility.

ANNEX-18 Other Annexes as Required

ANNEX-19 Additional Cargo Notification to the Dangerous Goods Handling Guide (Where Required)

Notification of cargo that is not specified in the facility's current Dangerous Goods Guide and is planned to be handled at the facility shall be made to the relevant Regional Port Authority by completing the form below. The shore facility must demonstrate that the equipment required at the facility under the code applicable to the cargo and the attached Safety Data Sheet is available; that all necessary first-aid, fire, safety and similar measures have been implemented; and that the necessary updates have been made to the Dangerous Goods Handling Guide and other procedures.

Proper Shipping Name		
UN Number and Class ID/groups in the Characteristics Table, if any		
Type of Cargo and Applicable Code	Dangerous Liquid Bulk Cargoes (Petroleum and Petroleum Derivatives - MARPOL Annex I)	
	Dangerous Liquid Bulk Cargoes (Chemicals and Similar - IBC Code)	
	Dangerous Liquid Bulk Cargoes (Liquefied Gas - IGC Code)	
	Packaged Dangerous Goods (IMDG Code)	
	Dangerous Solid Bulk Cargoes (IMSBC Code)	

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BALIKESİR BÜYÜKŞEHİR BELEDİYESİ / BTT Balıkesir Toplu Taşıma	**DANGEROUS GOODS HANDLING GUIDE**

Attachment: Safety Data Sheet (SDS)
Dangerous Goods Safety Adviser / Shore Facility Representative
Name/Surname/Signature / Name/Surname/Signature

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12 ABBREVIATIONS

ADR: European Agreement concerning the International Carriage of Dangerous Goods by Road; AFAD: Disaster and Emergency Management Authority
CTU: Cargo Transport Unit
IMDG Code: International Maritime Dangerous Goods Code,
IMDG: International Maritime Dangerous Goods Code; IMO: International Maritime Organization; ILO: International Labour Organization
MARPOL: International Convention for the Prevention of Pollution from Ships,
PEAR: Harm to People, Environment, Assets and Reputation
SDS: Safety Data Sheet
SOLAS: International Convention for the Safety of Life at Sea
UN: United Nations
VHF: Very High Frequency Marine Radio

13 DEFINITIONS:

Emergency: A crisis situation caused by fire, explosion, flood, sabotage, terrorist attack, nuclear explosion and similar events, including natural disasters, which stops or interrupts the normal activities of all or certain parts of Erdek Car Ferry Terminal and requires emergency response,
Emergency Evacuation: Refers to the evacuation of ships and marine craft, personnel, vehicles and equipment from the port in emergencies.
Emergency Evacuation Plan: The plan prepared for evacuation of ships and marine craft, personnel, vehicles and equipment from Erdek Car Ferry Terminal in an emergency,
Consignee: Natural or legal persons who will receive the dangerous goods under the contract of carriage; Packaging: The receptacle defined in Chapter 6 of the IMDG Code into which dangerous goods are placed,
Packer: Natural or legal persons who place dangerous substances into different types of receptacles, including large packagings and intermediate bulk containers, and, where necessary, prepare the packagings for transport; package dangerous goods or
change their packages or labels; label them for transport; perform such operations as consignor or in accordance with the consignor's instructions; and the road and shore-facility personnel who actually carry out these operations,
Interface: A dock, breakwater, mole, quay, pier, marine terminal or similar structure, whether floating or fixed, at which a ship may berth. It includes any facility or property, other than the ship, directly or indirectly used for loading or unloading dangerous cargoes.
Ministry: Ministry of Transport and Infrastructure,
Regional Port Authority: Any person or organization authorized to exercise effective control within the port area and to enforce legal requirements applicable to that port area.

DANGEROUS GOODS HANDLING GUIDE

Dangerous Goods Safety Adviser	Port Manager	General Manager

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Bulk: Cargoes intended to be carried without intermediate containment for storage in a tank permanently fixed in or on a ship or in a cargo space forming a structural part of a ship.
Handling: Operations relating to transport such as moving dangerous goods without changing their essential characteristics, transferring them from large receptacles to smaller receptacles, ventilating, segregating, screening, mixing, renewing, replacing or repairing cargo transport units and packagings, and similar operations,
Ship's Master: The person who commands and manages a ship carrying dangerous goods arriving at the port,
Ship: Ships falling within the scope of applicable legislation or international conventions to which we are a party,
Safety Data Sheet (SDS): A document containing detailed information on the properties of dangerous substances and preparations, safety measures to be taken at workplaces according to their hazardous properties, and information required to protect human health and the environment from the adverse effects of dangerous substances and preparations,
Ship: Any seagoing or non-seagoing marine craft used for the carriage of dangerous cargoes, including craft used on inland waters.
Ship's stores: Materials carried on board for the maintenance, preservation, safety, operation or navigation of the ship (excluding fuel and compressed air used for the ship's main propulsion machinery or fixed auxiliary equipment), or for the safety or comfort of the ship's passengers or crew.
Ship's stores include the above-mentioned materials that may be required for the normal operation of a ship, including those intended for the comfort of passengers and crew, but do not include substances carried for the performance of a ship's specialized functions, for example explosives carried by a deep-sea rescue vessel or dangerous substances used by a well-stimulation vessel.
Administration: Directorate General of Maritime Affairs
Administration/Administrations: A national, regional or local authority having the power to enforce legal requirements and authorized to apply such legal requirements in relation to a port area.
Stowage: Positioning packages, intermediate bulk containers (IBCs), freight containers, tank containers, portable tanks, bulk containers, vehicles, shipborne barges, other cargo transport units and bulk cargoes on a ship's deck, in its holds, sheds or other areas.
Master: The person in command of a ship. This does not include a pilot.
Shore Facility: A facility whose boundaries are determined by the Administration, comprising berths, piers, buoys and platforms where ships can safely load or discharge cargo or embark/disembark passengers or take shelter, together with associated anchorages, approach areas, enclosed and open storage areas, and buildings and structures used for administrative and service purposes; in this Guide, belonging to Balıkesir Toplu Taşıma A.Ş.
Shore Facility Operator:
Container: Cargo transport equipment holding valid documentation in accordance with the applicable standards under the CSC Convention. Cargo companies mean any consignor, carrier, forwarder, consolidation agent, packing center or any person, company or organization involved in any of the following activities: identification, containment, packaging, packing, securing, labelling, placarding

or documentation of dangerous cargoes, receipt of cargoes at the port, carriage by sea, and maintaining control of the cargo at all times.

Port Operations: Balıkesir Toplu Taşıma A.Ş. Pier Operations Directorate,
Port Authority: Erdek Regional Port Authority,
Port Facility: Any person or organization that controls a port operation on a day-to-day basis. Port area means the land and sea area defined by legislation.
Preparation: A mixture or solution consisting of at least two or more substances.
Transport: Movement within port areas by one or more means of transport.
Incident Control Center: Pier Operations Directorate,

SOLAS: International Convention for the Safety of Life at Sea, 1974,
Responsible Person: A person possessing current knowledge, experience and competence to perform a specified duty.
Hot Work: Open fire and flame, electrical tools or hot riveting, grinding, welding, burning, cutting, soldering or other repair work involving heat or capable of producing sparks that may become hazardous because dangerous goods are present or nearby.
Dangerous Goods: Any of the following cargoes, whether carried in packaged form, bulk packaging or in bulk, within the scope of the following instruments:
Carrier: Natural or legal persons, including actual carriers, brokers, shipowners, transport organizers, freight forwarders and ship agents, who receive, make or accept an offer relating to the carriage of any dangerous goods on their own behalf or on behalf of third parties, and those who perform the carriage of dangerous goods by road or rail, with or without a contract, within combined transport,
Dangerous Waste: Parts, solutions, mixtures, used packagings and cargo transport units classified as specified in the Basel Convention and whose transport class and conditions are determined under SOLAS, where the cargo or dangerous goods, or packagings and cargo transport units that have contained dangerous goods, are not intended for direct use but are transported for reprocessing, disposal, incineration or other means of disposal. Dangerous Goods (Dangerous Substance):

1. Oil and petroleum products within the scope of Annex I to the International Convention for the Prevention of Pollution from Ships (MARPOL 73/78),
2. Packaged substances listed in the International Maritime Dangerous Goods Code (IMDG Code),
3. Bulk substances having a UN Number listed in Appendix 1 of the International Maritime Solid Bulk Cargoes Code (IMSBC Code),
4. Substances listed in Chapter 17 of the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code), and
5. Substances listed in Chapter 19 of the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code).

TYUB: The Shore Facility Dangerous Goods Conformity Certificate issued by the Administration and required to be obtained by shore facilities handling dangerous goods in packaged or bulk form.

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Certificate of Compliance: A document issued by or on behalf of the Administration to a ship carrying dangerous goods in solid bulk form or packaged form under SOLAS Regulation II-2/19.4, constituting evidence that the construction and equipment comply with the requirements of the regulation.
Cargo Interest: The consignor, consignee, representative and freight forwarder of dangerous goods.
Loading Safety: Safe securing and stowage of a cargo transport unit or cargo loaded in a ship's hold or on deck, and safe securing and stowage of cargo to be loaded into a cargo transport unit,
Shipper: The natural or legal person identified as the "shipper" in the bill of lading, sea waybill or multimodal transport document, and the natural or legal person in whose name or on whose behalf a contract of carriage is concluded with a sea transport company,
Loader: Natural or legal persons who, in accordance with the consignor's instructions, load dangerous goods and goods presenting a risk to loading safety onto a ship or marine craft, vehicle or cargo transport unit; label and placard the cargo transport unit; and handle, stow and unload cargoes, including dangerous goods in the ship or cargo transport unit,
Cargo Transport Unit: Equipment designed and manufactured for the carriage of dangerous goods in packaged or bulk form, including road trailers, semi-trailers and tankers, portable tanks and multiple-element gas containers, railway wagons and tank wagons, containers and tank containers,

As the Dangerous Goods Safety Adviser, I confirm compliance.

Signature

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14 PREFACE

This Guide has been prepared to establish a safe, environmentally responsible and legally compliant system of work for ship-shore interface operations carried out within Balıkesir Toplu Taşıma A.Ş., particularly the direct loading of dangerous goods onto Ro-Ro vessels.

Dangerous goods are not stored in the terminal area at our facility; operations are carried out by direct loading/unloading from vehicles in accordance with the vessel schedule. Within this scope, all activities are conducted in accordance with:

- IMDG Code,
- ADR provisions,
- Law No. 5312 and related regulations,
- Instructions of the Regional Port Authority and national/international standards.

This document clearly defines the responsibilities of all personnel working in the terminal area, carriers and relevant third parties, the rules to be followed and the procedures to be applied in emergencies.

Our primary objective is to ensure operational continuity while maintaining the highest level of safety for life, property and the environment and operating on the principle of zero accidents.

It is important that the definitions are reviewed and used carefully to prevent misunderstanding.

As the Dangerous Goods Safety Adviser, I confirm compliance. Signature

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Dangerous Goods Safety Adviser	***Port Manager***	***General Manager***

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