PREPARATION DATE: 01/05/2022

(For revisions, see the dangerous cargo handling guide revision schedule)

MESUT BABACAN

DANGEROUS GOODS SAFETY ADVISOR

SIGNATURE

GÖKHAN PERKEL

PORT OPERATIONS MANAGER

SIGNATURE

Sınıflandırma: **Confidential**

CONTENTS	PAGE NO.

DANGEROUS CARGO HANDLING GUIDE REVISION CHART					
Order No.	Revision No.	Revision Content	Revision Date	Who Performed the Revision?	
				Name and surname	signature
1	1	The guide has been revised in general.	20/02/2024	MESUT BABACAN	
2	2	1-The 'Validity date of the Coastal Facility Operation Permit / Temporary Operation Permit Certificate' in the facility information form has been revised. 2-APPENDIX-1 General layout plan of the coastal facility has been revised. 3-APPENDIX-4 General layout plan of the areas where dangerous cargoes are handled has been revised. 4-APPENDIX-5 Fire plan of the areas where dangerous cargoes are handled has been revised. 5-APPENDIX-6 General Fire Plan of the facility has been revised. 6-APPENDIX-8 Emergency assembly places plan has been revised.	27/05/2024	MESUT BABACAN	
3	3	1-Section 8.2.3 Possibility, capability and capacity information for removing ships and/or marine vessels from the coastal facility has been revised. 2- APPENDIX-3 Emergency contact points and contact information have been revised. 3- APPENDIX-12 The inventory of port service vessels has been revised.	03/12/2024	MESUT BABACAN	
4	4	1- APPENDIX-12 The inventory of port service vessels has been revised. 2- APPENDIX -18 Fixed and Portable Radiation Measurement Devices Used in the Coastal Facility has been revised.	18/03/2025	MESUT BABACAN	
5	5	1- The validity date of the Coastal Facility Operation Permit/Temporary Operation Permit Certificate in section 10 of the Facility Information Form on page 6 has been revised to 23/05/2026. 2- The validity date of the TYUB under the title "10.1 Validity of the dangerous cargo conformity certificate" on page 36 has been revised to 31/05/2028.	26/05/2025	MESUT BABACAN	

6	6	1- The cargo handling equipment listed in the facility information sheet has been revised. 2- Section 8.2.1 Information on fire response capabilities and capacities has been revised. 3- Table 10, located under Section 8.4 Emergency notifications (both on-site and off-site), has been revised. 4- Appendix 12: The inventory of port service vessels has been revised.	02/01/2026	MESUT BABACAN	

Table 1: Dangerous cargo handling guide revision chart

1. INTRODUCTION

1.1 General information about the facility

FACILITY INFORMATION FORM

1	Facility operator name/title	İÇDAŞ Çelik Enerji Tersane Ulaşım San. A.Ş.		
2	Facility operator contact information (Address, telephone, fax, e-mail and web page)	Mahmutbey Mahallesi Dilmenler Caddesi No:20 34218 Bağcılar/İstanbul Phone: 0 212 604 04 04 (Pbx) Fax: 0 212 651 97 89 / 0 212 550 20 24 Email: icdas@icdas.com.tr Web: www.icdas.com.tr		
3	Facility name	İÇDAŞ 1 Port		
4	Province where the facility is located	Çanakkale		
5	Contact information of the facility (Address, telephone, fax, e-mail and web page)	17200 Biga/ÇANAKKALE Phone: 0 (286) 395 10 10 (Pbx) Fax: 0 (286) 364 58 76 Email: icdas@icdas.com.tr Web: www.icdas.com.tr		
6	Geographical region where the facility is located	Southern Marmara Region		
7	Port Authority to which the facility is affiliated and contact details	Karabiga Port Authority Phone: 0 (286) 354 10 17 Fax: 0 (286) 354 10 16 Email: karabiga.liman@uab.gov.tr		
8	Municipality to which the facility is affiliated and contact details	Not within the Municipality Borders		
9	Name of the Free Zone or Organized Industrial Zone where the facility is located	---		
10	Validity date of Coastal Facility Operating Permit/Temporary Operating Permit Certificate	23/05/2026		
11	Activity status of the facility (X)	Own load and additional 3rd party (X)	Own Burden (…)	3rd Person (…)
12	Name and surname of the facility manager, contact details (phone, fax, e-mail)	GÖKHAN PERKEL Phone: 0 (286) 395 13 13 Fax: 0(286) 364 58 77 Email: gokhan.perkel@icdas.com.tr		
13	Name and surname of the facility's dangerous cargo operations officer, contact details (phone, fax, e-mail)	UĞUR ULUŞIK Phone: 0 (286) 395 11 78 Fax: 0(286) 364 58 76 E-mail: liman.operasyon@icdas.com.tr		

14	Name and surname of the facility's Hazardous Materials Safety Advisor, contact details (phone, fax, e-mail)	MESUT BABACAN Phone: 0 (286) 395 10 10 Email: mesut.babacan@icdas.com.tr
15	Sea coordinates of the facility	40 27' N / 027 08' E
16	Types of dangerous cargo handled in the facility	IMDG Code, IMSBC Code, Scrap cargo
17	Dangerous loads handled at the facility	Scrap, Coal, Ferrosilicon
18	Classes for cargo handled subject to IMDG code	4.3
19	Groups in the characteristic table for cargoes handled subject to IMSBC code	Coal B(and A) Ferrosilicon B Scrap C Tufal A
20	Types of ships that can dock at the facility	Bulk Solid Cargo Ship Container Ship General Cargo Ship
21	Distance of the facility to the main road (kilometers)	19 km
22	Distance of the facility to the railway (kilometers) or railway connection (Yes / No)	100 km NO
23	Name of the nearest airport and its distance from the facility (kilometers)	Canakkale Airport 100 km
24	Load handling capacity of the facility (Ton/Year; TEU/Year; Vehicle/Year)	20,000,000 TONS/YEAR
25	Whether scrap handling is carried out at the facility	Scrap Handling is Done
26	Is there a border gate? (Yes No)	YES
27	Is there a customs area? (Yes No)	YES
28	Cargo handling equipment and capacities	2 cranes of 125 tons 4 cranes of 100 tons 2 cranes of 55 tons 2 cranes of 45 tons 26 units of 150 tons transporters 1 forklift of 28 tons 4 forklifts of 16 tons 4 forklifts of 14 tons
29	Storage tank capacity (m^3)	NO
30	Open storage area (m^2)	23200
31	Semi-closed storage area (m^2)	NO
32	Closed storage area (m^2)	NO

33	Determined fumigation and/or degassing area (m^2)	NO	
34	Name/title and contact details of the pilotage and towage services provider	İÇDAŞ Çelik Enerji Tersane ve Ulaşım San. A. Ş. Pilotage and Tugboat Organization Mahmutbey Mahallesi Dilmenler Caddesi No:20 34218 Bağcılar/İstanbul Phone: 0 212 604 04 04 (Pbx) Fax: 0 212 651 97 89 / 0 212 550 20 24 Email: icdas@icdas.com.tr Web: www.icdas.com.tr	
35	Has a Security Plan been created? (Yes No)	YES	
36	Waste Reception Facility capacity (This section will be arranged separately according to the waste accepted by the facility.)	Waste Type	Capacity (m3)
		(Slack) (Bilge Water) (Dewatered Bilge Tank) (Ship Waste Oil) (Rubbish) Marpol EK-6 Scrubber Washing Water Tank	20+41 41 43 20 16 2

37	Dock/pier etc. properties of fields				
Dock/Pier Number	Size (Metre)	Most (Metre)	Maximum water depth (Metre)	Minimum water depth (Metre)	Largest ship tonnage and length to berth (DWT or GRT – meters)
pier no. 1	270	40	27	12.5	60,000
dock number 1	475	40	13	12	40,000
pier no. 2	320	40	27	18	180,000(292 meters)
dock number 2	350	40	25	12	60,000
Name of the pipeline (if available at the facility)			Number (Piece)	length (Metre)	Diameter of (Inch)
NO			---	---	---

Table 2: Facility Information Form

1.2 Loading/unloading, handling and storage procedures for dangerous cargoes handled and/or temporarily stored at the coastal facility

This requirement is met by "TTİT-01 Bulk Cargo Loading-Unloading Instruction to/from Ship" defined in the integrated management system of the coastal facility.

This instruction includes the steps of loading and unloading bulk cargo to/from the ship.

This instruction covers the loading and unloading of bulk cargo to/from the ship. İÇDAŞ Çelik Enerji Tersane ve Ulaşım San. A.Ş.– The Loading-Discharge unit works of Değirmencik Biga facilities are within the scope of application of this instruction.

All personnel working within İÇDAŞ Collection-Discharge unit are responsible for implementing the directives given in this instruction and monitoring their implementation.

Loading and Unloading Rules of Bulk Cargo (Scrap, Coal, FeSiMn, Fesi, Scale etc.):

A- Matters to be taken into consideration during loading and unloading;

1. In bulk cargo loading and unloading operations;

- Loading and unloading is done with polyp, mechanical and hydraulic grabs. Selection should be made according to the capacity of the shore and ship crane, the type and density of the material to be unloaded and loaded.

- In cases where the ship or shore crane cannot take the load from the hold, that is, when the crane cannot reach under the bottom of the ship's hatch (the section from the ship's hatch mouth to the edges of the ship's hold); Depending on the capacity of the ship or shore crane, excavator (reverse bucket) and loader (tire bucket) are used.

- In large tonnage self-crane ships, in unloading or scooping operations, the ship's crane capacity, crane age, performance, etc. should be taken into consideration.

- Before unloading, the ship deck and ship cranes should be checked under the supervision of the ship officer and port manager, and crane malfunctions should be prevented from causing greater damage. Looking at the physical appearance of ship cranes, there are no signs of lubrication, oil drops, dust, rust, etc. It should be checked and the cargo wire should be checked for breaks or burrs.

2. The unloaded cargo must be prevented from damaging the ship deck. Steel sheets, wedges and wood as necessary should be placed on the ship deck.

3. After the ship docks at the pier, the ship is waited for customs control. And during this period, no personnel can board the ship. After customs control is completed, we board the ship.

4. After boarding the ship, the ship's draft survey is taken together with İÇDAŞ personnel. Meanwhile, preparations are made for ship unloading and loading.

5. An agreement is reached with the ship's first officer or ship captain on the performance and capacity of the cranes, the status of the cargo and the warehouse tonnage.

6. In order to avoid any problems during the ship unloading, the ship captain or first officer and the foreman should be in constant dialogue, and later different requests should be prevented and time loss should be eliminated. Extra requests regarding unloading and loading from the ship must be received in writing.

7. Unloading - Damages caused by ship cranes, shore cranes and shore shovels to the ship while loading should be noticed in time, and if it does not prevent unloading or loading, it should be done immediately.

8. Before the completion of unloading or loading (according to the ship's tonnage), the ship deck should be cleaned, and damages arising from the port operation will begin to be dealt with, again according to the warehouse status and the remaining tonnage of the ship.

9. After the unloading or loading is completed, all the equipment on the ship is removed from the ship after any damage is done.

10. Before the ship's unloading process begins, a sufficient sheet metal/ramp must be placed between the pier and the ship to prevent the cargo from falling into the sea, and the cargo must be prevented from falling into the sea.

Loading / Discharge Procedures for Dangerous Solid Bulk Cargoes (IMSBC Code);

Scrap, Coal, Scale and Ferrosilicon cargoes are handled in our port within the scope of IMSBC code. Ferrosilicon load may be included in the scope of the IMDG code depending on the silicon ratio.

Scrap Cargo Discharge procedure;

Even though scrap cargoes are required to be loaded with a Radiation Free certificate at loading ports and have this certificate, scrap cargoes may contain parts that have been exposed to radiation and/or continue to radiate. In addition to the above general procedures for the discharge of Scrap Cargoes, the following should be done to identify Cargoes Exposed to Radiation:

When a warning occurs from fixed radiation detectors, the vehicle is taken to an area away from traffic, the scrap is emptied and environmental safety is ensured. The value seen on the Fixed Detector is compared with the measurement made with Mobile Measurement Devices, and the material is determined according to the size of the value, and if appropriate, it is sent to the Radiation isolation and storage area and the necessary notifications are made. If the measurement is above the critical level, the authority authorized for intervention is notified.

Since Magnets and polyps are used in the discharge of Scrap Cargo, platforms are installed to protect the above-deck equipment against falling risks, and these ramps and platforms are installed to carry overflow from the deck in order to prevent them from falling between the Deck / Pier.

Coal Loads Discharge Procedure;

Coal loads are unloaded at our coastal facility and are taken out of the facility directly by vehicles. As stated in the IMSBC code, there are no special requirements for evacuation. Since coal will create a flammable and/or suffocating atmosphere due to its own characteristics, entry into the warehouses under any circumstances is prohibited until gas measurements prove that a suitable atmosphere has been created in the warehouses by evacuation and the ship authorities give permission to enter the warehouses. Entrances to warehouses are subject to closed space entry permit measures and procedures.

Ferrosilicon Evacuation Procedure;

Depending on the ferrosilicon silicon ratio, it also falls within the scope of the IMDG code. However, the following additional procedures are applied for types that are within the scope of the IMDG code and those that are not, as stated in the IMSBC code.

The ship will be required to keep its ventilation fans on throughout the ferrosilicon cargo discharge. Before the ship opens the hatch covers and when it is opened, gas measurement will be made and it will be seen that there is a suitable atmospheric environment before the evacuation begins. During the docking and departure of the ship, smoking, open fire and activities that may cause sparks will be strictly prohibited on the deck and in the hold. When the ship cannot provide appropriate lighting inside the hold and it is requested, ex-proof lighting will definitely be used. In case of rain risk and rain, evacuation will be stopped and ship hatch covers will be recommended to be closed. A breathing apparatus set, lifeline and gas meter will be kept ready during the evacuation. Since there are people working in the warehouse, gas measurement will be made every 30

minutes. Entry into the warehouse will be strictly prohibited if the TLV value is below 0.3PPM for Phosphine and/or 0.05 PPM for Arsine and/or the Oxygen level is below 18%.

Scale load loading procedure;

Scale Cargoes are in the class of liquefiable cargoes, depending on the moisture content they contain and the physical properties of the cargo. For such loads, for the scale load to be loaded, a TML certificate made by a TURKAK authorized laboratory must be submitted to the Port Authority within 6 months at most before the loading date, and an MC certificate made at most 7 days before each loading date. If the MC certificate for scale loads has been subject to meteorological events that increase the moisture content, such as rain/snow, between the date of the test and the start of the loading, the test must be renewed. If the MC (Humidity Certificate) is higher than the TML (safe portable humidity rate) value specified in the certificate value, the cargo has a risk of liquefiable cargo and cannot be loaded.

Loading / Unloading Procedures for Packaged Dangerous Cargoes (IMDG Code);

Ferrosilicon Evacuation Procedure;

When packaged Ferrosilicon contains 30% or more but less than 90% silicon, it is subject to the provisions of the IMDG Code. In line with the handling provisions specified in the IMDG Code dangerous cargo list, the cargo should be kept as dry as possible during Ferrosilicon handling.

2.RESPONSIBILITIES

2.1 General responsibilities

The general responsibilities of all parties involved in dangerous cargo transportation are stated below:

a) They are obliged to take all necessary precautions to carry out transportation in a safe, secure and environmentally friendly manner, to prevent accidents and to minimize the damage as much as possible when an accident occurs.

b) In emergencies such as fire, leakage and spillage that occur during the transportation of dangerous goods, they benefit from the EmS Guide, which includes Emergency Response Methods and Emergency Tables for Ships Carrying Dangerous Goods.

c) They benefit from the Medical First Aid Guide (MFAG) in the annex of the IMDG Code in order to provide the necessary medical first aid to people affected by the damage of dangerous cargoes and to health problems that occur as a result of accidents involving these cargoes.

2.2 Responsibilities of the cargo person

a) Prepares and has prepared mandatory documents, information and documentation regarding dangerous cargo and ensures that these documents are accompanied by the cargo during the transportation activity.

b) Ensures that dangerous goods are classified, packaged, marked, labeled and plated in accordance with their type.

c) Ensures that dangerous cargoes are loaded, stacked and securely tied to approved packaging and cargo transport units in accordance with the rules and safely.

2.3 Carrier responsibilities

a) Requests mandatory documents, information and documents regarding dangerous cargoes from the cargo person and ensures that they are present with the cargo during the transportation activity.

b) It checks the compliance with the legislation of dangerous cargoes classified, packaged, marked, labeled and plated by the cargo person.

c) Checks that dangerous cargoes are packaged in accordance with the rules using approved packaging and cargo transport units, loaded safely to the cargo transport unit and securely fastened.

2.4 Responsibilities of the coastal facility operator

a) It does not allow ships carrying dangerous cargo to dock at its facility without the permission of the port authority.

b) Provides written information to the ship that will berth at its facility within the scope of the facility rules, cargo handling rules and relevant legislation.

c) It does not handle dangerous cargoes for which it has not received handling permission from the administration, and it does not victimize the ships that will approach by planning in this context.

ç) Requests mandatory documents, information and documents regarding dangerous cargoes from the cargo person and ensures that they are included with the cargo. If the relevant documents, information and documents cannot be provided by the cargo person, he is not obliged to accept or handle the dangerous cargo in his facility.

d) It carries out the loading or unloading operation according to the agreement to be reached by sharing all the data that may be necessary according to the characteristics of the cargo with the ship concerned. The ship does not make any changes in the operation without the knowledge of the person concerned.

e) Determines the working limits by taking into account the safe working capacity of the facility and weather forecasts, and takes the necessary precautions to ensure that the ship remains securely tied to the dock and handled.

f) It checks the transport documents containing information that the dangerous goods arriving at the facility are properly classified, packaged, marked, tagged, plated and loaded safely into the cargo transport unit.

g) It ensures that the personnel involved in the handling of dangerous cargoes and the planning of this handling are certified by receiving the necessary training, and does not assign uncertified personnel to these operations.

g) Ensures that the dangerous cargo handling equipment in its facility is in working order and that the relevant personnel are trained and certified regarding the use of these equipment.

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

i) It carries out activities related to dangerous cargo in docks, piers and warehouses established appropriately for these works.

i) It equips the docks and piers reserved for ships that will load or unload dangerous liquid bulk cargoes with appropriate installations and equipment for this purpose.

j) It keeps an up-to-date list of all dangerous cargoes on ships docked at its facility and in closed and open areas of its facility and provides this information to the relevant parties upon request.

k) Informs the port authority about the immediate risk posed by the dangerous cargoes handled or temporarily stored in its facility and the measures taken accordingly.

l) Reports accidents related to dangerous cargo, including accidents when entering closed areas, to the port authority.

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

n) It ensures that Class 1 (except Class 1 Compatibility Group 1.4 S), Class 6.2 and Class 7 dangerous cargoes, which are not allowed to be stored temporarily, are transported out of the coastal facility as soon as possible, without waiting, and in cases where it is necessary to keep them, it applies to the Administration to obtain permission.

o) Temporary warehouses of cargo transport units in which dangerous cargoes are carried in accordance with the separation and stacking rules, and takes fire, environmental and other safety measures appropriate to the class of the hazardous cargo in the storage area. It keeps fire extinguishing systems and first aid units ready for use at all times in areas where hazardous cargo is handled and carries out the necessary checks periodically.

ö) Obtain permission from the port authority before performing hot work and operations in areas where dangerous cargoes are handled and temporarily stored.

p) Prepares an emergency evacuation plan for the evacuation of ships from coastal facilities in case of emergency and submits it to the port authority and informs the relevant people about the plan approved by the port authority.

r) Ensures the internal loading of cargo transport units in accordance with the loading safety rules in the facility.

2.5 Responsibilities of the ship owner

a) Ensures that the cargo to be carried by the ship is certified as being suitable for transportation and that the cargo holds, cargo tanks and cargo handling equipment are suitable for cargo transportation.

b) Requests all mandatory documents, information and documents related to dangerous cargo from the cargo person and ensures that they are present with the cargo during the transportation activity.

c) Ensures that the documents, information and documents required to be kept on the ship regarding dangerous cargo within the scope of legislation and international agreements are appropriate and up-to-date.

d) Checks the transport documents containing information that the cargo transport units loaded on the ship are appropriately marked, plated and loaded safely.

d) Informs the relevant ship personnel about the risks of dangerous cargo, safety procedures, safety and emergency measures, intervention methods and similar issues.

e) Keeps up-to-date lists of all dangerous cargo on the ship and declares them to the relevant parties upon request.

f) Ensures that the loading program, if any, is approved and documented on the ship and is kept in working order.

g) Informs the port authority and the coastal facility about the instant risk posed by the dangerous cargo on the ship docking at the coastal facility and the measures taken accordingly.

g) In case of leakage in the dangerous cargo or if there is such a possibility, it will not accept the dangerous cargo to carry.

h) Notifies the port authority of any dangerous cargo accidents that occur on his ship while cruising or at the coastal facility.

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

i) It does not accept to carry dangerous cargoes that are not included in the ship certificates issued by relevant institutions and organizations.

j) Ensures that seafarers in charge of handling dangerous cargo use personal protective equipment appropriate to the physical and chemical properties of the cargo during handling.

k) It ensures the loading safety requirements of the cargo loaded on its ships.

2.6 Training responsibilities

a) The coastal facility ensures that its personnel handling the cargo specified within the scope of the regulation regarding the transportation of dangerous cargo by sea and loading safety receive the necessary training. The procedures and principles of the training that the personnel must receive are determined by the General Directorate of Maritime Affairs.

b) Prepares a training plan regarding the training to be given to the coastal facility personnel. It records and preserves training documents.

c) The Administration shall carry out the necessary work for the implementation of IMO trainings, which are mandatory by IMO or, if deemed appropriate by the Administration, are advisory.

d) If it is determined that the knowledge and skills of the personnel are insufficient during the inspections carried out at the coastal facility, the coastal facility personnel receive training.

e) For the practical implementation of the training within the scope of this article, the Ministry's facilities are primarily used.

f) Occupational health and safety training is provided to coastal facility employees, both formally and remotely. Distance trainings are assigned to all personnel regularly every year. All personnel who do not complete the training assigned as distance education by the middle of the year are followed up by İÇDAŞ Training Unit and called for training, and basic occupational health and safety training is completed formally by the end of the year.

g) Within the scope of the "Training and Authorization Regulation within the Scope of the International Code for Dangerous Cargoes Transported by Sea", current personnel working in our coastal facility receive training every two years within the scope of the IMDG Code. Newly recruited personnel are monitored by our Training Unit and their training is completed.

3. RULES AND MEASURES TO BE APPLIED BY THE SHORE FACILITY

a) The coastal facility does not approve the docking maneuver of İÇDAŞ Pilotage and Tugboat Organization without a docking order issued by the Port Authority for the docking of ships carrying dangerous cargo.

b) It sends the "İÇDAŞ 1 PORT RULES AND INFORMATION PROTOCOL BOOKLET", which is within the scope of the facility rules, cargo handling rules and relevant legislation, to the ship that will berth at its facility, via e-mail before berthing.

c) No cargo is handled other than those for which handling permission has been obtained from the administration.

d) For those within the import scope of the cargo permitted by the administration within the scope of Dangerous Cargo at our Coastal Facility; Mandatory documents, information and documents regarding dangerous cargo are requested from the cargo officer and the necessity of their presence with the cargo is notified before the ship arrives. If the relevant document, information and documents cannot be provided by the cargo person, the ship is sent to the shore facility. Acceptance is decided by taking the opinion of the port authority. For those within the scope of export or internal loading cargo; Mandatory documents, information and documents related to dangerous cargo are kept with the cargo. In case the relevant documents, information and documents cannot be provided, the decision to accept the ship to the coastal facility is made by taking the opinion of the port authority.

d) Our Coastal Facility imports raw materials to the Integrated Facilities located in the rear area, and all relevant data is obtained from these raw materials from the ship concerned and/or the cargo officer for the cargo falling within the scope of Dangerous Cargo. Before the ship docks at the facility, the "İÇDAŞ 1 Port Rules and Information Protocol Booklet" is sent electronically via e-mail. When the ship arrives at the facility, the evacuation plan and the ship/Coast Guard Control chart (İÇDAŞ 1 Port Rules and Information Protocol Booklet) are agreed upon and the evacuation begins and the plan is adhered to. The evacuation plan cannot be changed without the joint acceptance of the ship / shore facility.

We do not load any cargo within the scope of dangerous cargo in our coastal facility.

e) Working limits are determined by taking into account the safe working capacity of the facility and weather forecasts, and it instantly checks the working limits at the safe wind speed in the cranes and allows them to operate in suitable weather conditions. Working limits are determined in section 6.2 of this guide. When unforeseen dangerous situations occur outside the operating limits, the ship and the facility evaluate the situation together and, if necessary, stop the operation.

f) The transport documents containing information that the dangerous goods arriving at the facility are properly classified, packaged, marked, tagged, plated and loaded safely into the cargo transport unit are checked. Ferrosilicon comes to our coastal facility as packaged dangerous cargo in big bags.

g) Our coastal facility ensures that all personnel involved in the handling of dangerous cargoes and the planning of this handling are certified by receiving the necessary training, and uncertified personnel are not assigned to these operations.

g) The operation of the hazardous cargo handling equipment in the facility is ensured by its own mechanical and electrical maintenance units and, when necessary, authorized service support. Personnel who do not have professional qualification certificates and training regarding the use of this equipment are not employed.

h) Occupational safety measures at the coastal facility are inspected and ensured by the occupational safety unit. The Occupational Safety unit ensures the supply, use and inspection of personal protective equipment suitable for the physical and chemical properties of each hazardous load.

i) It carries out its activities related to dangerous cargo with appropriately established docks and scaffoldings that are documented within the scope of the relevant legislation and ensures the continuity of compliance.

i) Hazardous liquid bulk cargoes are not handled at our shore facility.

j) The amount of cargo handled on ships docking at our Coastal Facility is monitored on an up-to-date basis. Only scrap cargo is stored in the open areas of our facility and the current tonnage amount is kept. This information is provided to the relevant parties upon request. Any hazardous cargo other than scrap is not stored in the Coastal Facility, but is shipped directly out of the Coastal Facility.

k) The immediate risk posed by the dangerous coal cargo we handle in our Coastal Facility and the measures we take regarding this are reported to the port authority.

l) Accidents related to dangerous cargo, including accidents when entering closed areas, are reported to the port authority.

m) Our Coastal Facility provides the necessary support and cooperation in the controls and inspections carried out by the Administration and the port authority.

n) Class 1 (except Class 1 Compatibility Group 1.4 S), Class 6.2 and Class 7 dangerous cargoes are not handled in our port.

o) There is no temporary storage of cargo transport units in which dangerous goods are transported and there is no storage area. Fire extinguishing systems are kept ready for use at all times in the area where hazardous cargo is handled. The workplace infirmary, which operates 24/7, is located in the facility.

ö) In case of hot working works and operations in the areas where dangerous cargoes are handled in the Coastal Facility, permission will first be obtained from the port authority.

p) A commitment has been signed stating that the ships will be taken to a safe area outside the facility through İÇDAŞ Pilotage and Tugboat Organization vehicles and personnel for emergency evacuation from coastal facilities in case of emergency.

r) In the Coastal Facility, internal loading is not done on cargo transport units.

4. CLASSES, TRANSPORTATION, LOADING/DISCHARGING, HANDLING, SEPARATION, STACKING AND STORAGE OF DANGEROUS CARGO

4.1 Classes of dangerous cargo

Information about the dangerous cargoes handled within the scope of IMSBC Code and IMDG Code in our coastal facility is given below.

UN/IMSBC	NAME AND DESCRIPTION	CLASS/GROUP	Code included
MHB	COAL	B (and A)	IMSBC Code
UN1408	FERROSILICON	4.3, 6.1/B	IMDG Code/IMSBC Code
---	SCRAP	C.	IMSBC Code

*MHB: These are referred to as materials that pose danger only in bulk form.

Table 3: Dangerous Cargo Classes Handled at the Facility

IMDG Code; It divides dangerous goods into nine important risk classes from 1 to 9. The ferrosilicon handled in our facility is IMDG Code class 4.3 material.

Class 4 Flammable Solids

They are substances that can ignite, catch fire suddenly and emit flammable gas when they come into contact with water. It has 3 subclasses.

Class 4.3: Substances that release flammable gases when in contact with water (calcium carbide, aluminum and calcium powdery by-products, ferrosilicon, lithium, magnesium products, potassium, metallic sodium, etc., which have the property of flammability under certain conditions).

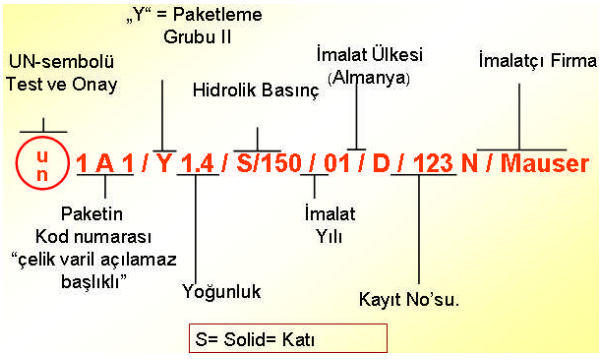
They react violently with water, so packaging must be waterproof.

4.2 Packages and packaging of dangerous goods

Dangerous substances and preparations can be placed on the market after being packaged in accordance with the provisions of the international convention text (ADR/RID/IMDG Code), under normal storage and transportation conditions, in a way that prevents them from leaving the packaging by leakage, leakage, spillage, contamination and similar means. When transporting dangerous goods, they must be transported in a closed manner (except for bulk transport). Dangerous goods packages must be manufactured and closed so that the substance does not leak out under normal conditions.

Packages vary according to their structure and capacity. All items must be packaged in UN approved (packaging certified) packaging. This certification mark is shown below and includes testing details, date of manufacture, certifying country etc. It is located behind a coding system that includes:

Below are visual explanations for the packaging certificate;



Picture 1: Packaging certificate

The table of flexible plastic IBC codes allowed in the ADR/IMDG Code for ferrosilicon, which comes packaged in flexible plastic IBC to our coastal facility, is given below.

Material	Category	Code
Flexible H - Plastic	Woven plastic without coating or lining	13H1
	Woven plastic, coated	13H2
	Woven plastic with liner	13H3
	Woven plastic, coated and lined	13H4
	plastic film	13H5

Table 4: Codes used to identify intermediate bulk container (IBC) types

4.3 Placards, plates, brands and labels for dangerous goods

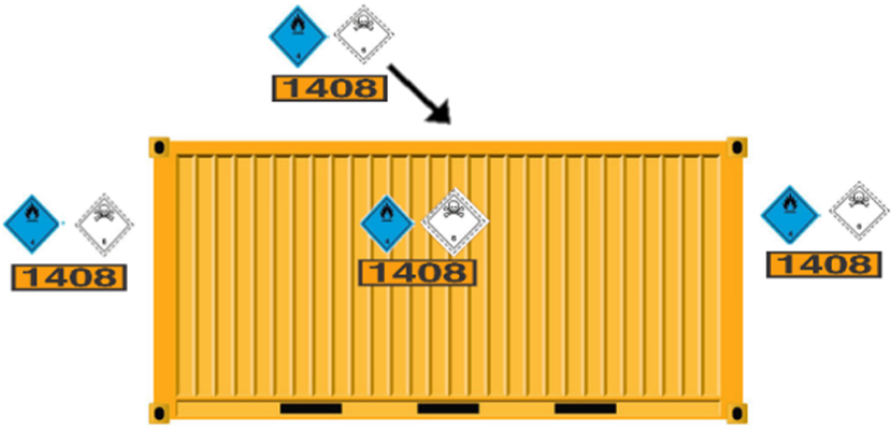
Hazard labels for ferrosilicon must meet the following provisions and comply with color, symbols and general format.

Labeling and marking of dangerous goods packages and IBCs are specified in IMDG Code section 5.2. The minimum size of the full shipping names and hazard labels of dangerous goods on the packaging is 10 cm x 10 cm. The quality of the labels must be such that they do not deteriorate and remain unchanged at sea for three months. If a hazardous substance poses more than one risk, the hazard label for its secondary hazard should also be marked on the packaging.

Label model No.	Symbol and Color	Ground	Figure in bottom corner	Example labels
4.3 (Substances that release flammable gases when in contact with water)	Flame: black or white	Blue	4 (Black or white)	
6.1 (Poisonous substances)	skull and cross bones: black	White	6 (Black)	

Table 5: UN 1408 Ferrosilicon hazard labels

Placarding of cargo transport units to be used in the transportation of dangerous loads is specified in IMDG Code section 5.3. Dangerous goods placards are in the same shape as hazard labels and their dimensions are 25 cm x 25 cm. Cargo transport units carrying more than 4000 kg of dangerous goods must be marked with a UN Number. Placards indicating the hazard class of the substance must be attached to all four sides of the cargo transport units carrying dangerous goods.



Picture 2: Example of container placarding

4.4 Signs and packaging groups of dangerous goods

UN Number: Four-digit identification number assigned to substances or objects by the United Nations.

Picture 3: UN number

Hazard Label: Danger warning sign defined for each hazardous substance in accordance with the IMDG Code

Picture 4: Danger warning signs

Ferrosilicon is subject to the IMDG Code when it has a silicon content of 30% or more but less than 90%. Ferrosilicon, which is handled in our facility and subject to the IMDG Code, is a hazardous material with packaging group III.

Packaging Group: These are the groups to which dangerous cargoes are assigned according to their degree of danger for packaging purposes.

Dangerous goods packages are defined in 3 groups in the IMDG Code. These;

PG I: High degree of risk

PG II: Moderate risk

PG III: It is a low risk.

4.5 Separation tables of dangerous cargoes on the ship and at the shore facility according to their classes

In our coastal facility, dangerous cargoes are handled as off-loaders, and segregation provisions are not applied within the coastal facility.

4.6 Separation distances and terms of dangerous goods in warehouses

In our coastal facility, scrap is temporarily stored in open storage areas, and there is no closed storage area within the coastal facility.

5.HANDBOOK ON DANGEROUS CARGO HANDLED IN SHORE FACILITY

The handbook has been prepared and presented in APPENDIX-10 of this guide.

6. OPERATIONAL ISSUES

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

Ships carrying Dangerous Cargo will be docked at the pier with Pilots and Tugboats in line with the permission given by the Port Authority.

The Pilot will be informed about the dangerous cargo on the ship before the maneuver.

In risky situations, docking will be planned following the removal of the ship, taking into account the position of the ship carrying dangerous cargo.

If the Ship Captain's practice regarding mooring the ships is not deemed safe for the port, the Ship Captain will be asked to tie the ship with additional ropes.

In cases where it is assessed that conditions such as unfavorable weather conditions, current and wind will make loading/unloading unsafe, measures such as stopping the activity or even lifting the ships and anchoring them will be taken.

The anchorage areas for ships carrying Dangerous Cargoes are different and the ships will wait in these anchorages allocated to them.

Ships docked at the pier are in uninterrupted communication with the coastal facility during their stay at the coastal facility. A ship's side ladder will be used for ship pier passage. Ship personnel are prohibited from walking in the port area. Entry and exit of ship personnel is provided by door-to-door service vehicles from the upper part of the port during shift hours. Additionally, a vehicle is arranged through the agency during intermediate hours.

6.2 Procedures regarding additional measures required to be taken according to seasonal conditions for the loading and unloading of dangerous cargoes

Very high and low temperatures are not observed in the region according to seasonal conditions. However, although wind and related sea and current changes do not occur much, ships are docked at the piers where the breakwater is most effective against the prevailing wind direction, North/Northeast winds. Since the West/Eastern winds that affect the port the most are short and very strong, continuous measurements are made at our company's meteorology station. The required operating limits for the facility are determined as shown below and actions are taken accordingly.

Meteorological or Operational Conditions	Operation	Action to be taken	Descriptions
Wind speed > 100 km/h (~54 knots)	Loading/Discharging	Loading/unloading is stopped, cargo handling equipment is secured	The port facility reserves the right not to continue loading/unloading until the wind speed drops below 100 km/h.
Heeling (heel) > 2º Fore-aft slope (trim) > 3 m.	Loading / Discharge	Loading/discharging is stopped	The ship is requested to take corrective measures.

Table 6: Operating limits table

The meteorology station located in our port can also be followed online on our WEB page.

6.3 Procedures for keeping flammable, flammable and explosive loads away from processes that create/may create sparks and not using tools, equipment or devices that can create/create sparks in hazardous cargo handling, stacking and storage areas.

It is prohibited to smoke, light a fire, or do sparking work such as welding on the cargo decks and points of berthed ships carrying dangerous cargo and in areas where dangerous cargo is handled. There are warning and warning signs in these areas.

Flammable materials are kept away from spark-generating processes, and spark-generating vehicles or tools are not operated in the hazardous cargo handling area.

In hazardous cargo areas, in the handling of dangerous cargoes, especially when working with flammable, combustible and explosive materials;

Within the scope of the quality management system, İÇDAŞ Çelik Enerji Tersane ve Ulaşım San. A.Ş. Hot Work Instruction with document number ISGIT-06 has been published by the Occupational Health and Safety Directorate for use in all businesses affiliated with Biga facilities.

According to this instruction, the OHS Unit and relevant departments are responsible and responsible for hot work.

Hot works are works that are subject to permission in accordance with this instruction. Permission forms attached to the instruction;

İÇDAŞ ÇELİK ENERJİ TERSANE VE ULAŞIM SANAYİ A.Ş

KAPALI ALANLARDA ÇALIŞMA İZİN FORMU

Rev. Tarihi/No:23.06.2014/0
Yayın Tarihi : 23.06.2014
Form No :İSGF-27
Sayfa : 1 / 1

İŞİ YAPACAK OLAN ☐ İÇDAŞ ☐ TAŞERON
İŞİ YAPACAK KİŞİ
İŞİN YAPILACAĞI YER
GEÇERLİ İZİN TARİHİ
GEÇERLİ İZİN SÜRESİ VE SAATİ
İSG AMİRİ VEYA PROJE SORM. ADI / SOYADI — TARİH-İMZA
SORUMLU TAŞERON ELEMANI - ADI / SOYADI — TARİH-İMZA
YAPILACAK İŞİN MAHİYETİ

İŞİN UZAMASI / DEVREDİLMESİ | İŞİN TAMAMLANMASI / İZNİN KAPATILMASI
GEÇERLİ TARİH/SÜRE | İSG AMİRİ VEYA PROJE SORUMLUSU ONAYI
DEVREDEN ADI/SOYADI-İMZA
DEVRALAN ADI/SOYADI-İMZA
İSG AMİRİ VEYA PROJE SORUMLUSU ONAYI

ÖNGÖRÜLEN RİSKLER

Oksijen eksikliği sonucu boğulma ☐	Su, buhar, gaz kaçağı sonucu boğulma/yanma/yaralanma ☐
Zehirli gaz bulunması sonucu zehirlenme / ölüm ☐	Kurtarma ekipmanı, gözlemci yokluğu sonucu yaralanma/ ölüm ☐
Patlayıcı gaz bulunması sonucu yangın/yaralanma/hasar ☐	Düşme, çarpma, kayma ve sıkışma sonucu yaralanma ☐
Elektrik çarpması ☐	Paslı malzeme kesmesi sonucu tetanoz hastalığı ☐

	ALINMASI GEREKEN ÖNLEMLER	EVET	HAYIR	AÇIKLAMA
1	Çalışma yapılacak kapalı alanın ön keşif ve kontrolu yapıldı mı?			
2	Kapalı alandaki malzeme/ekipman/sistem biliniyor mu?			
3	Oluşabilecek tehlikelere karşı gereken önlemler alındı mı?			
4	Kapalı alan çalışma bölgesinde girişlere uyarı levhaları asıldı mı ?			
5	Kapalı alan çalışmasında girişlerde en az 1 kişi bekliyor mu?			
6	Kapalı alanda çalışacak personel ve ekip amiri tecrübeli midir?			
7	Kapalı alanda ortam hava ölçümleri yapıldı mı?			
8	O_2 ölçümdeğeri nedir? Çalışmaya elverişli mi? (Min:%19,5 - Max:%23.5)			
9	CO ölçümdeğeri nedir? Çalışmaya elverişli mi? İzin verilen limit 35 ppm- 8 saat çalışma			
10	H_2S ölçümdeğeri nedir? Çalışmaya elverişli mi? İzin verilen limit 10 ppm- 8 saat çalışma			
11	Ekipmanların, üreticinin talimatlarına uygun olarak kalibrasyonu ve periyodik kontrolleri zamanında yapılıyor mu?			
12	Ölçümler sonucunda ortamda çalışmayı engelleyecek gaz var mı?			
13	Aydınlatma, havalandırma yeterlimidir, hava şartları uygun mudur?			
14	Yangın tehlikesine karşı YSC mevcut ve çalışır vaziyette mi?			
15	Kapalı alan çalışmasında Kişisel Koruyucu Donanımlar kullanılıyor mu?			
16	Yardımcı Güvenlik Ekipmanları temin edildi mi?			
17	Acil durumplanları personel tarafından biliniyor mu?			
18	Alınması gereken diğer izinler var mı?			
19	İş bitiminde gerekli güvenlik önlemleri alındı mı?			

DİĞER RİSKLER VE ÖNEMLİ NOTLAR

Table 7: İSGF-27 Work permit form in closed areas

İÇDAŞ ÇELİK ENERJİ TERSANE VE ULAŞIM SANAYİ A.Ş

SICAK İŞLERDE ÇALIŞMA İZİN FORMU

Rev. Tarihi/No:23.06.2014/0
Yayın Tarihi :23.06.2014
Form No :İSGF-29
Sayfa : 1/1

İŞİ YAPACAK OLAN ☐ İÇDAŞ ☐ TAŞERON
İŞİ YAPACAK KİŞİ
İŞİN YAPILACAĞI YER
GEÇERLİ İZİN TARİHİ
GEÇERLİ İZİN SÜRESİ VE SAATİ
İSG AMİRİ VEYA PROJE SORM. ADI / SOYADI — TARİH-İMZA
SORUMLU TAŞERON ELEMANI - ADI / SOYADI — TARİH-İMZA
YAPILACAK İŞİN MAHİYETİ

İŞİN UZAMASI / DEVREDİLMESİ | İŞİN TAMAMLANMASI / İZNİN KAPATILMASI
GEÇERLİ TARİH/SÜRE | İSG AMİRİ VEYA PROJE SORUMLUSU ONAYI
DEVREDEN ADI/SOYADI-İMZA
DEVRALAN ADI/SOYADI-İMZA
İSG AMİRİ VEYA PROJE SORUMLUSU ONAYI

ÖNGÖRÜLEN RİSKLER

Yangın sonucu yaralanma / maddi hasar ☐	Uçan parça / partiküller sonucu yüz ve göz yaralanması ☐
Gaz parlaması - patlama sonucu yaralnma / hasar ☐	Gaz tüpleri devrilemsi, yuvarlanması sonucu yaralnma / hasar ☐
Elektrik çarpması sonucu yaralanma / ölüm ☐	Taş patlaması sonucu yaralanma / maddi hasar ☐
Yüksek şiddetli ışın sonucu görme şoku / göz kaybı ☐	Metal buharı, duman, toz ve koku sonucu hastalık ☐

	ALINMASI GEREKEN ÖNLEMLER	EVET	HAYIR	AÇIKLAMA
1	Zemindeki yanıcı / parlayıcı malzeme toplandı, uzaklaştırıldı mı			
2	Üst yapıdaki yanıcı / parlayıcı malzeme alındı, uzaklaştırıldı mı			
3	Yanıcı / parlayıcı malzeme uzaklaştırma mesafesi en az 15 m			
4	Sabit yanıcı / parlayıcı malzeme yangına karşı izole edildi mi			
5	Yanıcı / parlayıcı sıvı ve gaz tank ve hatları boşaltıldı mı			
6	Yanıcı / parlayıcı sıvı / gaz tank ve hatları tamamen temizlendi mi			
7	Aydınlatma, havalandırma yeterli midir, hava şartları uygun mudur			
8	Sıcak iş makine / ekipmanı bakımlı standarda uygun sağlam çalışır durumda			
9	Elektrik besleme kabloları, fiş, priz, bağlantılar sağlam ve güvenli durumda			
10	Kaynak redresörü DC kabloları, pense, bağlantılar sağlam, güvenli durumda			
11	Gaz tüpleri hortum/manometre/regülatör/vanalar faal durumda mı			
12	Gaz tüplerinin devrilmesine karşı önleyici tedbirler alınmış mı			
13	İş sonunda çalışma alanı en az yarım saat olası yangına karşı gözlendi			
14	Sıcak iş sonunda alandan ayrılmadan önce güvenlik departmanına bilgi verildi			
15	Yangın söndürme sistemi faal durumda mı			
16	Yangın söndürme sistemlerinin periyodik kontrol ve bakımları yapıldı mı			
17	Yangın söndürme sistemleri alanda hazır durumda mı			
18	Alınması gereken diğer izinler var mı			
19	Yardımcı güvenlik ekipmanları temin edildi mi			
20	Kişisel koruyucu ekipmanlar kullanılıyor mu			
21	Acil Durum planı hazır ve herkes tarafından biliniyor mu			

DİĞER RİSKLER VE ÖNEMLİ NOTLAR

Table 8: İSGF-29 Hot works work permit form

7. DOCUMENTATION, CONTROL AND RECORDING

7.1 All mandatory documents, information and documents related to dangerous cargoes, and the procedures for their procurement and control by those concerned.

- SDS/GBF (Safety Data Sheet/Safety data sheet)
- Solid bulk loads load data sheet
- Ship /shore safety checklist
- Dangerous cargo manifest
- Hazardous cargo stacking plan

-Ship/Coast Safety Check List will be signed by mutual agreement when the ship arrives.

-Ship Dangerous Cargo List will be forwarded to the Coastal Facility Operations Directorate via e-mail before the ship arrives. At the same time, the list in the incoming e-mail will be compared with the list presented when the ship docks. Necessary notifications will be made in case of any non-compliance.

-The Ship Dangerous Cargo plan will be forwarded to the Coastal Facility Operations Directorate via e-mail before the ship arrives. At the same time, the list in the incoming e-mail will be compared with the list presented when the ship docks. In case of any non-compliance, necessary notifications will be made and the loading/unloading plan will be revised accordingly.

Control of Dangerous Cargo Shipment Documents and Documents

The relevant dangerous goods documents are checked by the Port Management Directorate in order to confirm whether the dangerous goods entering the facility are properly identified, classified, certified, packaged, labeled, declared correctly, and whether they are safely loaded into approved and compliant packaging, containers and cargo transport units.

Dangerous cargo operations are suspended until the non-conformities are eliminated.

Obligation to Preserve Information/Documents Regarding Dangerous Cargoes

The port facility, shipper and carriers where dangerous goods are handled are obliged to keep and keep a copy of the dangerous goods transport document and the additional information mentioned in the IMDG Code for at least 3 months.

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

Documents to be kept in the Port Facility for Dangerous Cargo Handling

Since the IMDG Code is updated every two years, the VOLUME-1, VOLUME-2 and SUPPLEMENT of the IMDG Code and the IMSBC Code, BLU Code, BLU Manual books published by the International Maritime Organization (IMO) are up to date in the port facility where dangerous cargo handling is carried out. will be kept.

The port operating organization will be responsible and responsible for keeping the above-mentioned documents, as well as other documents regarding dangerous cargoes, in written or electronic form at the port facility.

In dangerous cargo transactions, IMSBC Code, IMDG Code, BLU Code books and documents will be used effectively, and work and transactions will be carried out in accordance with the provisions of these documents.

7.2 Procedures for keeping the current list of all dangerous cargo in the coastal facility area and other relevant information regularly and completely

The current list of all dangerous cargoes in the coastal facility area will be kept up to date with continuous stock control. Usage, storage and storage will be reported to the port operations directorate by the relevant unit authorities and the list will be updated. The current list will be kept in the following units.

- In the field where the material is located
- In the warehouse section where the material is located
- At the port loading/unloading department office

The dangerous cargo inventory of ships being loaded/unloaded at the port will be kept up to date by the Port Operations Directorate. The daily tonnage on board and evacuated will be updated in morning and evening reports and sent to the Pilotage and Tugboat Organization and Port Management Directorate as ship status.

7.3 Procedures for checking those dangerous goods arriving at the facility are properly identified, that the correct shipping names of dangerous goods are used, that they are certified, packaged, labeled and declared, and that they are safely loaded and transported in appropriate packaging, containers or cargo transport units, and reporting the control results.

The shore facility acknowledges that the cargo has been correctly loaded, marked and labeled, that there is no damage or leakage, that it is suitably supported and secured for sea voyage, that all aspects of the IMDG Code have been complied with, and that the shipper's declaration accurately describes the substances in the container.

In case of detection of dangerous cargo that does not comply with IMDG Code standards in any container, the port operator reports the non-compliance to the Port Authority.

When loading, unloading or limboing dangerous cargo onto ships and marine vessels, ship officials and those who load, unload or limbo shall take the necessary safety precautions against heat and other hazards, especially in hot seasons. Flammable materials will be kept away from spark-generating processes and spark-generating vehicles or tools will not be operated in the hazardous cargo handling area.

Smoking and the use of fire are prohibited on the cargo decks and points of berthed ships carrying dangerous cargo and in coastal storage areas of dangerous cargo.

Before loading the cargo transport units onto the ship by the Port Management Directorate, the cargo transport units will be examined for signs of external damage, leakage or spillage of contents.

a) Must ensure that damaged packages, unit loads or cargo transport units are transported to the special area immediately and safely. It must ensure that damaged packages do not leave the private area without being repackaged and made safe and suitable for transportation and handling.

b) Any cargo transport unit that is found to be damaged or leaking will not be loaded onto the ship until the necessary repairs are made or the damaged packaging is removed.

c) The Port Operator must ensure that all damaged or leaking packages, unit loads or cargo transport units containing dangerous cargo are immediately reported to the Port Authority.

7.4 Procedures for obtaining and keeping a safety data sheet (SDS)

Always paying attention to the fact that loads that are not pre-notified or incorrectly pre-notified cause many problems and accidents;

At least twenty-four (24) hours before ships and marine vessels carrying dangerous cargo enter the Port Administration area of the Port Authority; Ships and marine vessels whose voyage time until entering the port area is less than twenty-four (24) hours, submit the notification document containing detailed information about their cargo to the Port Authority and Port Operating Organization in writing, through their relevant parties, immediately after departure from the coastal facility.

If the notification obligation is not complied with or if the notifications made do not contain correct information, administrative action will be taken by the Port Authority against the notification giver and the person who gives the notification will lose his docking, departure and passage order, if any. Preliminary notification also covers dangerous goods to be handled, transited or stored at the port. One of the documents that must be submitted in the preliminary notification is the SDS, that is, the safety data form. In this way, SDS is provided for the dangerous cargo that will enter the coastal facility.

7.5 Procedures for keeping records and statistics of dangerous cargoes

Although records and statistics of dangerous cargoes are kept, each cargo handled at the coastal facility is regularly entered into the relevant Ministry's System via the LYBS system.

In addition, details of incoming ships, which piers they dock at, loading/unloading quantities, loading/unloading times are kept. These data are recorded and stored electronically on a monthly and annual basis.

Records and statistics are kept on both main servers and two separate office computers. In addition, these data are also kept in the LYBS online system of the relevant Ministry.

7.6 Information about the Quality Management System

The Coastal Facility has a Quality Management system and this system is inspected and documented in accordance with the relevant legislation. The quality management system covers all steps related to coastal facility operation, such as handling procedures, occupational safety procedures, equipment regular control and maintenance procedures and records, consumable material control and supply procedures.

8. EMERGENCIES, EMERGENCY PREPAREDNESS AND INTERVENTION

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

Earthquake, fire, explosion, storm, lightning, flood, harmful substance incidents, accident, sabotage, terrorism, war, explosion, etc. In case of emergency, “İÇDAŞ-1 Port Dangerous Cargo Emergency Plan” is put into practice. The emergency alarm in the port is the siren sound. There is an emergency alarm button placed in certain places on each pier and dock. In case of emergency, the emergency alarm button will be pressed and

the port shift supervisor will be contacted immediately. In case of fire on the ship, the ship will give a warning with its own whistle, make the first response to the fire with its own personnel, and then request help from the shore. In case of fire on the shore or another ship, loading/unloading operations are stopped. Action is taken in accordance with the Port Authority. The ship prepares for emergency departure. Harbor tugs are kept ready.

In the IMDG Code Emergency Guide (EmS Guide) to prevent marine and environmental pollution in case of leakage/spillage resulting from hazardous cargo operations; Against LEAK that may be caused by Dangerous cargoes listed in the IMDG code, the Emergency Plan for Leakage (Ems For Spillage) is responded to according to the procedures specified. The incident is reported to the Port Authority.

In order to prevent fire pollution caused by hazardous cargo operations, IMDG Code Emergency Guide (EmS Guide); Action is taken against FIRE that may be caused by Hazardous loads listed in the IMDG code, according to the procedures specified in the Emergency Plan for Fire (Ems For Fire). The incident is reported to the Port Authority. If a leak or spill occurs due to a dangerous cargo and poses a serious threat to the sea and the environment, the issue is evaluated within the scope of a level 1 incident and the "Emergency Response Plan Against Marine Pollution" is put into practice and the necessary intervention is made.

8.2 Information regarding the coastal facility's ability, ability and capacity to respond to emergencies

8.2.1 Opportunity, ability and capacity to intervene in fire:

Fire first response vehicle	1 piece
Fire hose	27 pieces
fire valve	33 pieces
Emergency alarm button	29 pieces
Dry chemical powder fire extinguisher (6 kg)	33 pieces
Dry chemical powder fire extinguisher (25 kg)	2 pieces
Dry chemical powder fire extinguisher (50 kg)	6 pieces
Foam fire extinguisher 50 liters	1 piece
fire truck	1 piece
Water tank	3 pieces

Table 9: Possibility, capability and capacity table to intervene in fire

8.2.2 Opportunity, ability and capacity to intervene in marine pollution:

The list of emergency response equipment against marine pollution is included in APPENDIX-14.

8.2.3 Possibility, capability and capacity for removing ships and/or marine vessels from the coastal facility:

İÇDAŞ Pilotage and Tugboat Organization can intervene in an emergency within a maximum of 10 minutes by means of 4 tugboats with sufficient pulling power and extinguishing equipment located at İÇDAŞ-1 Port.

8.3 Regulations regarding the first response to accidents involving dangerous loads

In case of any accident related to dangerous cargo handled at İÇDAŞ-1 Port, İÇDAŞ-1 Port Dangerous Cargo Emergency Plan is implemented and the accident is intervened. İÇDAŞ-1 Port Dangerous Cargo Emergency Plan is included in APPENDIX-7 of this guide.

8.4 Notifications to be made inside and outside the facility in case of emergency

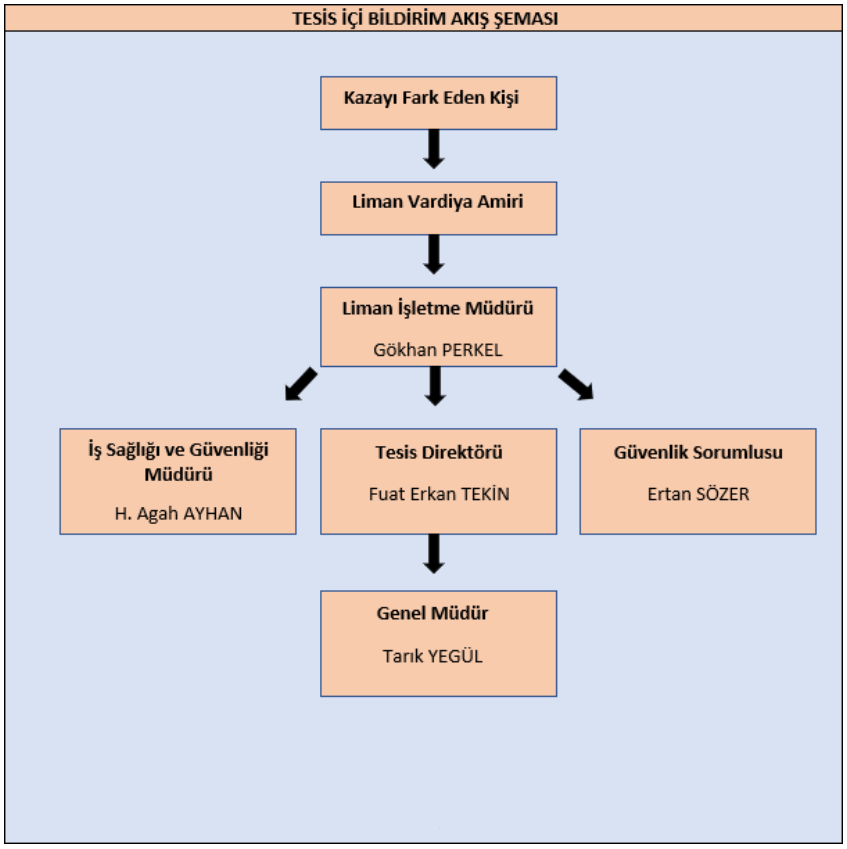


Table 10: On-site notification flow chart

Institutions to be notified externally in case of emergency:

Biga District Governorate : 0 (286) 3161001

Karabiga Port Authority : 0 (286) 3541017

Çanakkale Regional Port Authority : 0 (286) 212 98 78

Due to the extent of the emergency, AAKKM is informed and support is requested.

MAIN SEARCH, RESCUE AND COORDINATION CENTER 0 312 231 91 05 / 0 312 232 47 83

In case of an accident involving injuries, call 112 emergency service and, if necessary, Biga fire brigade 0286 3169522 for fire extinguishing support.

8.5 Accident reporting procedures

The coastal facility operator shall notify the Port Authority of any dangerous goods-related incident that is related to dangerous cargo in the port area and that may cause damage to persons, the ship or ships in the port, the port or any property or the environment, according to the "Dangerous Cargo" in APPENDIX-16. Incidents must be reported via the Reporting Form as soon as possible.

Accidents/incidents related to dangerous cargoes occurring in our facility will first be reported to the Port Authority within 3 hours after the incident, using the VHF radio system or other communication tools. Following this notification, a written report containing the opinions regarding the accident/incident will be sent to the port authority within 12 hours at the latest.

8.6 Method of coordination, support and cooperation with official authorities

İÇDAŞ Çelik Enerji Tersane ve Ulaşım San. A.Ş. Communication and reporting about the events that take place with the advantage of being physically close to the Sea Border Gate located within the İÇDAŞ-1 Port facility operating within the scope of the facility, Biga Customs Directorate located adjacent to the facility borders, Karabiga Port Authority 20 km away and Biga District Governorate 40 km away. The necessary investments are made and precautions are taken by our company to ensure that this communication is constantly maintained at a high level.

8.7 Emergency evacuation plan for removing ships and marine vehicles from the coastal facility in case of emergency

Removing ships and marine vehicles from the coastal facility in case of emergency is described in APPENDIX-7 Section-10.

8.8 Procedures for the handling and disposal of damaged dangerous cargoes and waste contaminated with hazardous cargoes

The port waste area is allocated as a special area where damaged dangerous cargo can be kept and repackaged or where contaminated waste can be separated and kept until disposal. The loads brought here are temporarily stored while waiting for future carriers to be disposed of appropriately.

8.9 Emergency drills and their recordings

Drills are held twice a year within the framework of Coastal Facility Risk Assessment and Emergency Response Plan against Marine Pollution. Exercise records are kept by the Environmental Directorate.

ISPS drills are held once a year within the framework of the Port Facility Security Plan and the records are kept within the Port Directorate.

Within the framework of the Occupational Health and Safety Law, drills are held once a year in various departments and records are kept by the Occupational Health and Safety Directorate.

8.10 Information on fire protection systems

Information about fixed fire extinguishing systems, portable fire extinguishing devices and mobile fire intervention vehicles in our coastal facility (see Title 8.2) is provided. In addition, when necessary, the service of extinguishing type tugboats with fifi notation will be requested from İÇDAŞ Pilotage and Tugboat Organization.

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

The fire equipment in our coastal facility is tested and certified every year in accordance with the standards by an organization accredited by TÜRKAK as an "Inspection Organization" for fire fighting, and the document is kept valid.

In addition, field controls of fire extinguishing devices and controls of fire cabinets are explained in Articles 4.2, 4.3 and 5 of the document titled "ISGP-02 CONTROL PROCEDURE OF OCCUPATIONAL HEALTH AND SAFETY PRACTICES IN FIELD WORKS" registered in the integrated management system. Field control records are processed monthly by checking the "İSGF-44 Fire Cabinet Control Form" and "İSGF-45 Fire Extinguisher Device Control Form" documents.

İÇDAŞ

YANGIN DOLABI KONTROL FORMU

Rev.Tarihi/No	23.06.2014/0
Yayın Tarihi	23.06.2014
Form No	İSGF-44
Sayfa No	1/1

Yangın Dolabı Kodu		Yangın Dolabı Yeri (Alanı)		YIL	

AY / SORULAR	OCAK	ŞUBAT	MART	NİSAN	MAYIS	HAZİRAN	TEMMUZ	AĞUSTOS	EYLÜL	EKİM	KASIM	ARALIK
1. YANGIN HATLARINDA SU VAR MI?												
2. LANS SAĞLAM VE ÇALIŞIR DURUMDA MI?												
3. HORTUM SAĞLAM VE KULLANILIR DURUMDA MI?												
4. MAKARA SAĞLAM VE ÇALIŞIR DURUMDA MI?												
5. KAPAK SAĞLAM VE KULLANILIR DURUMDA MI?												
6. DOLAP İÇİ VE DIŞI TEMİZ VE BAKIMLI DURUMDA MI?												
7.DOLAP ÖNÜNDE KULLANIMA ENGEL TEŞKİL EDECEK ŞEKİLDE MALZEME VAR MI?												
8. VARSA BEZ HORTUM DÜZGÜN VE KULLANILIR DURUMDA MI?												
KONTROL EDENİN ADI SOYADI												
AÇIKLAMA												
İMZA												

AÇIKLAMALAR:

1. Bu form; yangın dolabının bulunduğu bölümdeki belirlenen kişi tarafından ay başında gerekli bilgiler yazılarak doldurulacaktır.
2. Yangın dolabının uygunluğunun değerlendirilmesi için hazırlanan sorularda; problem yok ise " ✓ "; problem var ise " X " ile işaretleme yapılacaktır.
3. "X" İşareti olan durumla ilgili "AÇIKLAMA" bölümüne yapılanlar yazılacaktır.

Table 11: İSGF-44 Fire cabinet control form

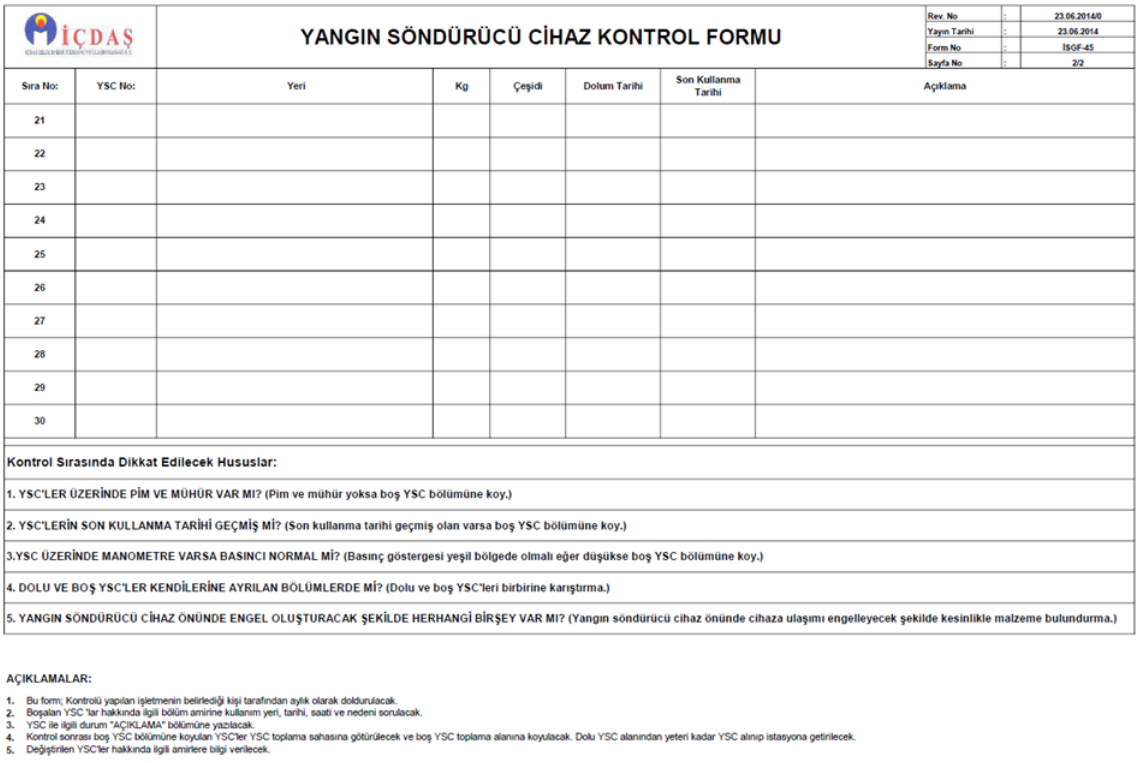
İÇDAŞ

YANGIN SÖNDÜRÜCÜ CİHAZ KONTROL FORMU

Rev.Tarihi/No	23.06.2014/0
Yayın Tarihi	23.06.2014
Form No	İSGF-45
Sayfa No	1/2

Kontrol Tarihi:			Kontrol Eden:				
Sıra No:	YSC No:	Yeri	Kg	Çeşidi	Dolum Tarihi	Son Kullanma Tarihi	Açıklama
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							
17							
18							
19							
20							

Table 12: İSGF-45 Fire extinguisher device control form front side



İÇDAŞ — YANGIN SÖNDÜRÜCÜ CİHAZ KONTROL FORMU

Rev. No	:	23.06.2014/0
Yayın Tarihi	:	23.06.2014
Form No	:	ISGF-45
Sayfa No	:	2/2

Sıra No:	YSC No:	Yeri	Kg	Çeşidi	Dolum Tarihi	Son Kullanma Tarihi	Açıklama
21							
22							
23							
24							
25							
26							
27							
28							
29							
30							

Kontrol Sırasında Dikkat Edilecek Hususlar:

1. YSC'LER ÜZERİNDE PİM VE MÜHÜR VAR MI? (Pim ve mühür yoksa boş YSC bölümüne koy.)
2. YSC'LERİN SON KULLANMA TARİHİ GEÇMİŞ Mİ? (Son kullanma tarihi geçmiş olan varsa boş YSC bölümüne koy.)
3. YSC ÜZERİNDE MANOMETRE VARSA BASINCI NORMAL Mİ? (Basınç göstergesi yeşil bölgede olmalı eğer düşükse boş YSC bölümüne koy.)
4. DOLU VE BOŞ YSC'LER KENDİLERİNE AYRILAN BÖLÜMLERDE Mİ? (Dolu ve boş YSC'leri birbirine karıştırma.)
5. YANGIN SÖNDÜRÜCÜ CİHAZ ÖNÜNDE ENGEL OLUŞTURACAK ŞEKİLDE HERHANGİ BİRŞEY VAR MI? (Yangın söndürücü cihaz önünde cihaza ulaşımı engelleyecek şekilde kesinlikle malzeme bulundurma.)

AÇIKLAMALAR:

1. Bu form; Kontrolü yapılan işletmenin belirlediği kişi tarafından aylık olarak doldurulacak.
2. Boşalan YSC 'lar hakkında ilgili bölüm amirine kullanım yeri, tarihi, saati ve nedeni sorulacak.
3. YSC ile ilgili durum "AÇIKLAMA" bölümüne yazılacak.
4. Kontrol sonrası boş YSC bölümüne koyulan YSC'ler YSC toplama sahasına götürülecek ve boş YSC toplama alanına koyulacak. Dolu YSC alanından yeteri kadar YSC alınıp istasyona getirilecek.
5. Değiştirilen YSC'ler hakkında ilgili amirlere bilgi verilecek.

Table 13: ISGF-45 Fire extinguisher control form back side

8.12 Precautions to be taken in cases where fire protection systems do not work

Mobile fire intervention vehicles and devices are kept ready for use in case fire protection systems do not work. Additionally, you can benefit from the facilities of our company's Bekirli facilities. The local fire department in our area is notified. The incident is intervened by using all the resources of the region.

8.13 Other risk and control equipment

Other risk control equipment is not available.

9. OCCUPATIONAL HEALTH AND SAFETY

İÇDAŞ has created processes in accordance with the requirements of the OHS Management System within the scope of the ISO 45001:2018 standard and has shown the interaction of the processes with each other in the "OHS Management System Interaction Diagram". The system is constantly improved by regularly monitoring OHS Management System applications.

The main objectives of the OHS management system are; To comply with OHS legislation, to protect the health of employees, to continuously improve OHS performance, to have the created system documented by an external organization and to demonstrate this to others.

İÇDAŞ determines risks and opportunities in order to achieve the intended results in the OHS management system, to prevent and reduce undesirable effects, and to ensure continuous improvement. While determining OHS risks and opportunities, legal conditions regarding the hazards are evaluated. Risks and opportunities are identified and evaluated before planned changes are implemented, regardless of whether they are permanent or temporary.

9.1 Occupational health and safety measures

9.1.1 General rules

1- Workers must comply with the procedures and conditions set by the employer to ensure the health and safety of workers in the workplace.

2- Subcontractors are obliged to comply with all the rules stated in this instruction and related to their field of work.

3- Personnel will not enter areas outside their duty or work route without permission.

4- If you have to work in a department other than your own, remember that you are responsible for learning and applying the characteristics of the job and safety principles in that department.

5- Workers receive the following information given to them by the employer; They are obliged to use personal protective equipment (PPE) such as hard hat, work shoes, work clothes, visor (face shield), work gloves, dust mask, welding mask, burr and dust goggles, ear plugs.

6- In workplace grinding, welding, oxygen cutting, dusty work, and in works where a sledgehammer or hammer is used; Depending on the nature of the work, eye protectors will be used to protect the eyes from rays or parts that may harm the eyes.

7- Workers are obliged to clean and maintain the personal protective equipment given to them. Protective equipment that becomes unusable will be reported to the supervisor and no work will be done with damaged or defective personal protective equipment.

8- İÇDAŞ's Personal Protective Equipment (shoes, helmets, gloves, clothes, etc.) will not be taken out of the factory without permission.

9- Do not keep spare parts, nuts and bolts, metal parts, or round pipes or similar parts that can easily slip and fall when stepped on, on the passageways. Do not leave machinery, facilities, raw and/or semi-processed materials on the floor surfaces of buildings used as workplaces that may be dangerous for the workers working there. If you see it, remove it or notify your immediate supervisor to have it removed.

10- Do not place materials that will prevent passage in areas designated as roads and passages, or at doorways. In order to respond immediately in case of a sudden situation such as an accident or fire, do not place any loads or materials around main electrical switches, control panels or similar devices.

11- Immediately clean up spilled or dripped liquids. Always keep the floor clean.

12- It is forbidden to spit on the ground, throw garbage and cigarette butts.

13- Do not use defective and accident-prone materials and equipment unless they are repaired. Inform your immediate superior of the situation.

14- Do not load transport vehicles and cranes beyond their capacity.

15- Do not use metal or dangling items such as rings, wrist and neck chains, neck ties while working. Do not wear long, wide, sagging, fringed, torn or dirty work clothes. These may get stuck on a moving machine or workbench and cause an accident.

16- When climbing a steep staircase, hold on to the railings with both hands. If there is a load that will go up, carry it with you in a cloth bag that can be worn on your shoulder. If you slip, the load in your hand will prevent you from holding on to the stair railings.

17- During maintenance, repair and inspection works, use portable hand ladders that are sturdy and of appropriate length for the job to be done. Do not extend the length of portable ladders by nailing wood to their sides or using similar means. Do not use stairs with missing, displaced or cracked or broken steps. Take necessary precautions such as placing caterpillars, rubber bands, guards and hooks on hand ladders to prevent slipping while using them.

18- On double-handed ladders, tie the feet on both sides with a hooked iron or chain so that they do not separate from each other.

19- Do not stand under or pass under loads lifted by cranes or hoists. Do not forget that loads may oscillate while being lifted or carried. Always stay at a distance that will ensure your safety from the lifted and lowered loads.

20- Never use gases such as compressed air, oxygen and LPG to clean yourself or to prank your friend.

21- Flammable gases such as LPG, Natural Gas, Oxygen; It is extremely dangerous and prohibited to use it to clean clothes, machines, tools or surfaces from dust. Remember that these gases may cause your clothing or the machine to catch fire or start a fire!

22- When you see gas, steam, air, water or fuel leaks, immediately notify your immediate supervisor or the maintenance department.

23- Never smoke while working or in places where you see a no-smoking sign.

24- Always pay attention to your work. Avoid unnecessary conversations or hand and mouth jokes.

25- Never attempt to remove a burr that has fallen into your or your friend's eyes. Notify the Workplace Health Unit immediately.

26- In case of an injury, do not go to the hospital on your own. Notify your supervisor and the Workplace Health Unit.

27- Learn the locations of fire extinguishers in the factory, as they may be required in case of any fire incident. When you use fire extinguishers, leave the empty device in the collection areas and inform the Occupational Safety Directorate that the device is being used.

28- Personnel who start a new job or change departments are obliged to learn the location of the fire extinguishers in the department they work in, and department heads are obliged to show them.

29- Dangerous gases, vapors or mists may occur; In maintenance and repair works to be carried out in closed tanks or other underground facilities; Necessary and sufficient safety precautions will be taken, taking into account that harmful, poisonous, suffocating or flammable gases and liquids will be collected in a dangerous way. In such places, experienced and skilled workers will be employed, they will be provided with appropriate personal protection equipment such as masks, respirators and seat belts, and an Occupational Safety Expert will be assigned.

30- Report all electrical malfunctions to the electrical maintenance unit. No one other than authorized electrical personnel should intervene in electrical malfunctions, electrical cables and panels.

31- Personnel will use seat belts and hard hats in all kinds of work at heights where working with platforms with guardrails is not possible and where there is a possibility of falling.

32- Always comply with the OHS instructions and signs in the work areas.

9.1.2 Rules to be followed in the port

1- Every place where port works are carried out will be adequately illuminated, and a reflective vest will be worn during night work.

2- Mooring movements will be made by experienced personnel during the ship's berthing and departure from the port.

3- While a ship is being loaded and unloaded at a pier, dock or alongside another ship, entry-exit routes established and attached to this ship will be used, otherwise the relevant supervisor will be warned. (Fixed ladder or, when this is not possible, with a durable and suitable structure of suitable dimensions, fixed hand ladder, step pole or carved step, with other tools accepted by the Competent Authority)

4- In the decks and warehouses where workers work, the gaps where workers and vehicles may fall will be adequately protected and these areas will not be used.

5- While the work machines in the warehouse are operating or while loading or unloading activities are carried out with the help of power-operated devices, the workers who will work in this warehouse or on the cargo deck will observe whether all safety precautions are taken, otherwise they will consult their immediate supervisor.

6- Workers; When they need to enter closed spaces where poisonous or harmful substances are expected to be present or where there may be oxygen deficiency, adequate precautions will be taken to prevent accidents or to prevent the emergence of a situation harmful to health, and personnel without a gas mask will not work there.

7- Liquids should not be kept in unidentified, unmarked and unlabeled containers that are likely to affect the health of employees in work areas. If found, it should not be contacted and should definitely not be consumed.

8- Staff will ensure that necessary safety precautions are taken in case of damage to the deck and hold during loading and unloading activities. If welding or oxygen equipment will be used in the construction of these damages, this person(s) must be selected from trained and experienced personnel. Additionally, necessary work permits must be obtained.

9- While loading into the ship's hold, there will be a signalman providing communication between the crane operator / loading and unloading personnel. This signalman and other personnel will use a specific signaling path or radio.

10- Work machine movements on the port will be provided by the supervisor. For the safety of personnel working in the port, the factory speed limit will in any case be applied in this region.

11- The entire lifting device, each part of the loose equipment and the lifting device or sling constituting the entire load;

a) Lifting equipment that is well designed and constructed for the purpose for which it is used, is of adequate durability, has been well repaired and maintained, and is, as is essential, correctly installed.

b) It shall be used safely and properly and shall not be loaded beyond its safe working capacity, except when used for testing purposes, especially under the supervision of a competent person.

12- If obstructions that are likely to pose a danger to the movement of lifting devices, vehicles and persons cannot be removed for practical reasons, they will be marked appropriately and visibly and, where necessary, adequately illuminated.

13- Opening and closing the ship's hatch covers and other movements on the ship will be done by the ship's crew. Loading / evacuation personnel will not intervene, and when necessary, adequate security measures will be taken in the presence of the relevant supervisor.

14- Civilian vehicles arriving at the port will never enter the handling area. They will park in the parking areas in the direction of escape.

15- In cases where it is necessary to carry out any repair, maintenance or cleaning work that will endanger anyone on the machines, the machine will be stopped before the start of the work and the machines will be restarted until the repair and maintenance work is completed, provided that a responsible person can operate the machine to test or make an adjustment that cannot be made while the machine is stopped. Adequate precautions will be taken to ensure that it is not operated.

16- If any safety equipment is removed or rendered inoperable, the equipment will be replaced or made operational as soon as possible and until this is done, precautions will be taken to ensure that the relevant equipment cannot be used or is not accidentally activated.

9.2 Information about personal protective clothing and procedures for using them

The personal protective equipment that employees receive according to their job descriptions is presented in the appendix of this guide, "APPENDIX-15 Personal protective equipment (PPE) use map".

9.3 Confined Space Entry Permit Measures and Procedures

Confined space entry permit measures and procedures are explained in the document titled "ISGIT-05 CONFINED SPACE WORKING INSTRUCTIONS" registered in the integrated management system. According to the document;

PURPOSE: To prevent any accidents for the personnel who will work in places where working is not normally allowed in our enterprises, in places with insufficient working areas and entrances and exits, in interior works (ship storage areas, warehouses, fuel tanks, bilge tanks, etc.) and in places with weak and insufficient ventilation. To ensure that he does his job safely.

SCOPE & APPLICATION AREA

This instruction is given by İÇDAŞ Çelik Enerji Tersane ve Ulaşım San. A.Ş. – It covers all businesses within Değirmencik Biga Facilities.

DUTIES AND RESPONSIBILITIES

The OHS Unit and the relevant department are responsible and in charge.

APPLICATION

All work to be done in closed areas is in the category of works subject to permit. "Closed Space Work Permit Form" is used for work carried out in closed areas.

Hot Working in Closed Space:

Those working in closed spaces must be monitored and controlled by field foremen.

The area where work will be carried out must be checked by an authorized engineer to determine whether there is a fire or explosion hazard.

The area where work will be done must be clean. All types of flammable materials should be removed from the environment.

The equipment in the area where the work will be carried out must be protected with fireproof materials under the supervision of authorized engineers and employees.

Adequate ventilation must be provided in the area where hot work will be performed and the "Hot Work Work Permit Form" must be filled out.

There should be a person ready to respond to a possible fire with fire extinguisher equipment in the area where hot work is carried out.

Normal Operation in Confined Space:

Personnel working in all types of closed spaces shall not work without the knowledge of the foreman/foreman and engineer to whom they are assigned as duties and responsibilities.

Personnel working in closed spaces must report themselves to their foreman/foreman and engineer after completing their work.

At the end of the daily work, the foreman/foreman must check the people working under them as they leave the workplace at the end of the daily work.

When closing the manholes and doors of tanks and closed spaces, it must be checked whether there is anyone inside.

Confined space entry permission is provided by the "ISGF-27 WORKING IN CONFINED AREAS PERMISSION FORM" registered in the integrated management system.

İÇDAŞ
İÇDAŞ ÇELİK ENERJİ TERSANE VE ULAŞIM SANAYİ A.Ş

KAPALI ALANLARDA ÇALIŞMA İZİN FORMU

Rev. Tarihi/No:23.06.2014/0
Yayın Tarihi : 23.06.2014
Form No :İSGF-27
Sayfa : 1 / 1

İŞİ YAPACAK OLAN	☐ İÇDAŞ	☐ TAŞERON
İŞİ YAPACAK KİŞİ		
İŞİN YAPILACAĞI YER		
GEÇERLİ İZİN TARİHİ		
GEÇERLİ İZİN SÜRESİ VE SAATİ		
İSG AMİRİ VEYA PROJE SORM. AD / SOYAD	TARİH-İMZA	
SORUMLU TAŞERON ELEMANI - AD / SOYAD	TARİH-İMZA	

YAPILACAK İŞİN MAHİYETİ

İŞİN UZAMASI / DEVREDİLMESİ	İŞİN TAMAMLANMASI / İZNİN KAPATILMASI
GEÇERLİ TARİH/SÜRE	İSG AMİRİ VEYA PROJE SORUMLUSU ONAYI
DEVREDEN AD/SOYAD-İMZA	
DEVRALAN AD/SOYAD-İMZA	
İSG AMİRİ VEYA PROJE SORUMLUSU ONAYI	

ÖNGÖRÜLEN RİSKLER

Oksijen eksikliği sonucu boğulma ☐	Su, buhar, gaz kaçağı sonucu boğulma/yanma/yaralanma ☐
Zehirli gaz bulunması sonucu zehirlenme / ölüm ☐	Kurtarma ekipmanı, gözlemci yokluğu sonucu yaralanma/ ölüm ☐
Patlayıcı gaz bulunması sonucu yangın/yaralanma/hasar ☐	Düşme, çarpma, kayma ve sıkışma sonucu yaralanma ☐
Elektrik çarpması ☐	Paslı malzeme kesmesi sonucu tetanoz hastalığı ☐

	ALINMASI GEREKEN ÖNLEMLER	EVET	HAYIR	AÇIKLAMA
1	Çalışma yapılacak kapalı alanın ön keşif ve kontrolu yapıldı mı?			
2	Kapalı alandaki malzeme/ekipman/sistem biliniyor mu?			
3	Oluşabilecek tehlikelere karşı gereken önlemler alındı mı?			
4	Kapalı alan çalışma bölgesinde girişlere uyarı levhaları asıldı mı ?			
5	Kapalı alan çalışmasında girişlerde en az 1 kişi bekliyor mu?			
6	Kapalı alanda çalışacak personel ve ekip amiri tecrübeli midir?			
7	Kapalı alanda ortam hava ölçümleri yapıldı mı?			
8	O_2 ölçümdeğeri nedir? Çalışmaya elverişli mi? (Min.%19,5 - Max.%23,5)			
9	CO ölçümdeğeri nedir? Çalışmaya elverişli mi? İzin verilen limit 35 ppm- 8 saat çalışma			
10	H_2S ölçümdeğeri nedir? Çalışmaya elverişli mi? İzin verilen limit 10 ppm- 8 saat çalışma			
11	Ekipmanların, üreticinin talimatlarına uygun olarak kalibrasyonu ve periyodik kontrolleri zamanında yapılıyor mu?			
12	Ölçümler sonucunda ortamda çalışmayı engelleyecek gaz var mı?			
13	Aydınlatma, havalandırma yeterlimidir, hava şartları uygun mudur?			
14	Yangın tehlikesine karşı YSC mevcut ve çalışır vaziyette mi?			
15	Kapalı alan çalışmasında Kişisel Koruyucu Donanımlar kullanılıyor mu?			
16	Yardımcı Güvenlik Ekipmanları temin edildi mi?			
17	Acil durumplanları personel tarafından biliniyor mu?			
18	Alınması gereken diğer izinler var mı?			
19	İş bitiminde gerekli güvenlik önlemleri alındı mı?			

DİĞER RİSKLER VE ÖNEMLİ NOTLAR

Table 7: İSGF-27 Work permit form in closed areas

10.OTHER ISSUES

10.1 Validity of Dangerous Cargo Conformity Certificate

Our coastal facility has a "Coastal Facility Dangerous Cargo Conformity Certificate" with document number DGM.19040.TYUB.539. TYUB is valid until 31.05.2028.

10.2 Defined duties for Hazardous Materials Safety Advisor

The duties of the dangerous goods safety consultant are explained in the job description document titled "ISGGT-20 Dangerous Goods Safety Consultant" registered in the integrated management system.

10.3 Issues regarding those carrying dangerous cargoes that will arrive at/leave the coastal facility by road

Dangerous loads are transported out of the coastal facility via transporters located at the coastal facility, and no dangerous cargo arrives at the coastal facility by road.

10.4 Issues regarding those carrying dangerous cargoes to/from the coastal facility by sea

10.4.1 Day/night signals to be displayed by ships and marine vessels carrying dangerous cargo at the port or coastal facility:

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

10.4.2 Cold and Hot Working Procedures in Ships Located in Coastal Facilities and Carrying Dangerous Cargo:

As stated in Article 22 of the Ports Regulation, "Ships and marine vessels located in port areas unless permission is obtained from the Port Authority; cannot perform repairs, scraping and painting, welding and other hot work, launching lifeboats and/or boats, or other maintenance work. In accordance with the provision of "If the ships and marine vessels that will carry out these works are at the coastal facility, they must coordinate with the coastal facility operation."

The above-mentioned works on ships in the port, including ships carrying dangerous cargo, are subject to the permission of the Port Authority. This type of work cannot be carried out on the ship unless the necessary coordination is made with the port operator.

Following the permission received from the Port Authority, work and operations are carried out by the relevant department managers by taking the precautions in the relevant forms and filling out the forms (ISGF-27 Work permit form in closed areas, ISGF-29 Work permit form in hot works, ISGF-87 Hot work permit form (Ship)).

İÇDAŞ®

SICAK ÇALIŞMA İZİN FORMU (GEMİ)
(HOT WORK PERMIT FORM)

Form No : İSGF-87
Yayın Tarihi : 15.10.2021
Rev. Tarih /No : 15.10.2021/0
Sayfa : 1/1

Gemi Adı / *Vessel Name*	Çalışma Bölgesi / *Work Location*	İzin Tarihi / *Issue Date*
İzinli Firma / *Authorized Subconstructor*	Çalışma Saat Aralığı / *Working Time Range*	Çalışan Sayısı / *Worker Quantity*
İşin Tanımı / *Work Description :*	**SICAK ÇALIŞMA İZNİ, İŞİ BAŞLATMADAN ÖNCE İÇDAŞ YETKİLİLERİ TARAFINDAN ONAYLANACAKTIR** *HOT WORK PERMIT WILL BE APPROVED BY İÇDAŞ OFFICIALS BEFORE COMMITTING WORK* **Kontrol listesinde belirtilen koşullardan herhangi birinin değişmesi durumunda bu izin geçersiz kılınmıştır.** *This permit is rendered invalid should any of the conditions noted in the checklist change.*	

İzinler/*Permits* : ☐ Yüksekte Çalışma İzni / Permit For Work At Height ☐ Kapalı Alan Çalışma İzni /Confined Space Permits ☐ Sıcak Çalışma İzni /Hot Work Permits

E : Evet / *Yes* H : Hayır/ *No* U/Y : Uygulama Yok / *No application*

NO	STANDART KONTROLLER / *SAFETY INSPECTIONS*	E	H	U/Y
1	Çalışma yapılacak yerde birbirini etkileyecek eş zamanlı başka çalışma var mı ? / *Is there more than one work at work site for work?*			
2	Çalışanların başında, yapılacak işi yürütecek ustabaşı / formen / ekip başı var mı? / *Do you have a foreman / formen / team head who will do the work at the head of the employees?*			
3	Sıcak çalışma yapılacak bölgelerin yerleri konusunda çalışanlar bilgilendirildi mi yada bu bölgeler markalandı mı? *Have the workers been informed about the hot work locations or have these loaations been marked?*			
4	Sıcak çalışma yapılacak komşu bölgelerde gaz ölçüm değerleri uygun mu? / *Has the surrounding of hot work areas confirmed gas-free?*			
5	Sıcak çalışma yapılacak (Açık ya da Kapalı) alan ve komşu mahaller yanıcı maddelerden arındırıldı mı? / *Is the hot work area and surrounding area free from flammable substances?*			
6	İçerisine girilmesi mümkün olmayan kapalı tüm boru, kapak ve kutu şeklindeki içi görünmeyen noktalardaki gaz ölçüm değerleri uygun mu? *Was gas measurement done in closed circuit? Was the gas evacuated?*			
7	Çalışma alanında düşmeye sebep olacak boşluklar var ise kapatıldı mı? / *Have the gaps been closed causing the fall?*			
8	Çalışanların, yapacakları işin niteliğine uygun kişisel koruyucu donanımları var mı? / *Do employees use personal protective equipment necesaary for the job?*			
9	Bozma, montaj, kaynak işleri yapan çalışan / çalışanların ABE1 tipi filtreli maskesi var mı? / *Do employees who will do splintering, assembly, welding work use filter mask type ABE1?*			
10	Yapılacak çalışmaya göre gerekli uyarı, yasak, zorunluluk levhaları yerleştirildi mi? / *Are the required warning, prohibted, obligation signs installed according to the work to be done?*			
11	Kullanılacak elektrik kablolarn izolasyonunda gözle görünür bir deformasyon var mı? / *Is there avisible deformation in the insulation of the electrkal cables to be use?*			
12	Şase bağlantısı ve kaynak kablosu uygun mu ? / *Are the earthing clamp connection and welding cable suitable?*			
13	Kullanılacak elektrik kablolan ve şaloma hortumları ayaklar ile askıya alındı mı ? / *Are the electrical cables and blower hoses going high?*			
14	Şaloma girişi ile kollektör veya tüp çıkışlarında ve arada ek var ise ek yerinde alev geri tepme ventili var mı? / *If there is an additional torch hoses, is there a return valve?*			
15	Şalomada, tüplerde, hortumlar ve bağlantı noktalarında kaçak kontrolü yapıldı mı? / *Was the gas leak check on the blower and the tubes?*			
16	Şaloma hortumları (Oksijen/Lpg) TS EN 3821 standardında mı? / *Does the hoses conform to the standards?*			
17	Bozma, montaj, taşlama yada kaynakta ortaya çıkan sıcak çapaklar çevredekileri etkiliyor mu ? / *Do the resulting hot burrs affect the surrounding workers?*			
18	Kaldırma epimanı kullanıma uygun mu? / *Lifting equipment to be suitable?*			
19	Kaldırma ekipmanını kullanacak personelin, operatörlük belgesi var mı? /Do the personnal who will use the lifting equipment have an operatör's certificate?			
20	Basınçlı ekipman üzerinde çalışılacaksa iç basınç tahliye edildi mi?/ *Was the internal pressure relieved?*			
21	Elektrikli, pnomatik yada hidrolik bir sistemle çalışan makine üzerinde veya çevresinde çalışılacak ise makinanın beklenmedik enerjilenme, hareketlenme ve enerji boşalmasını engellemek için çalıştırma butonuna etiketleme, kilitleme yapıldı mı ? / *Is the operating button labeling, locking done to prevent unexpected energization, movement and energy drain on your machine when working on a machine operating with an electric, automatic or hydraulic system?*			
22	Sıcak çalışma yapılacak alandaki alıcı devreler uygun şekilde körlendi mi? / *Have the receiver circuits blinded ?*			
23	Sıcak çalışma alanına yangın devresi ve/veya oluşabilecek yangın cinsine uygun yangın söndürme tüpleri konuldu mu? / *Was the fire water circuit and fire tube put in the working area?*			
	ÇALIŞMA KAPALI ALANDA İSE İLAVE OLARAK / *IF CLOSED AREA*	**E**	**H**	**U/Y**
24	Gaz ölçüm sonucu çalışmaya uygun mu? *Are the gas measurement result suitable for operation?*			
25	Sürekli gaz ölçümü gerekiyor mu ? / *Is it needed to measure gas permanently?*			
26	Kapalı alana yeterli havalandırma sağlandı mı ? / *Have adequate ventilation been provided to the enclosed area?*			
28	Kapalı alana iniş-çıkış güzergahı dahil yeterli aydınlatma yapıldı mı? / *Have sufficient lighting been built in the enclosed area, including the landing-exit route?*			
27	Aydınlatma voltajı 24 volt mu? / *Is the lighting voltage 24 volts?*			
29	Yağ, yakıt, sludge vs. tankında çalışılacak ise kullanılacak aydınlatmalar ile havalandırmalar exproof özellikte mi ? *If the oil, fuel, sludge etc. are to be operated in the tank, are the exproofs to be used?*			
30	Kapalı alana giren şaloma hortumları tek parça mı? / *Is the blower hoses in one piece?*			
31	Kapalı alanda çalışacak kişi/kişiler için kapalı alan girişinde gözlemci görevlendirildi mi? / *Is there a separate entrance and exit path for indoor space?*			
32	Kapalı alana bir giriş bir çıkış yolu var mı? / *Can it be used entrance and exit stairs?*			
33	Kapalı alan iniş-çıkış merdivenleri sağlam mı? / *Can it be used entrance and exit stairs?*			
34	Acil durumda kapalı alandaki çalışanların kurtarılması için gerekli ekipman ve imkanlar mevcut mu? *In case of emergency,are there required equipments and other all resources to rescue workers in confined space?*			
35	Personele "KAPALI ALANDA ÇALIŞMA TALİMATI" tebliğ edilmiş mi? / *Has the personnel been notified of the "INSTRUCTIONS TO WORK IN CLOSED AREA"?*			
	ÇALIŞMA YÜKSEKTE YAPILACAK İSE İLAVE OLARAK / IF AT HIGH LEVEL	**E**	**H**	**U/Y**
36	Çalışılacak iskelenin kontrolü yapılmış mı? İskele üzerinde "YEŞİL" "UYGUNDUR" levhası asılı mı? Levha üzerindeki kontrol tarihi güncel mi? *Is the scaffolding to be worked under control? Are there signs of 'GREEN' ''SUITABLE' 'on the berth? Is the check date on the plate up to date?*			
37	İskelesiz yüksekte çalışma (Pruva direği,crane,baca...vs) yapılacak ise düşmeyi önleyici tedbirler alındı mı? *Did you take measures against the risk of falling from high?*			
38	İskele, yapılacak çalışmaya ve çalışma lokasyonuna uygun mu ? / *Is the staging suitable for the work to be done and for the work location?*			
39	Personele "YÜKSEKTE ÇALIŞMA TALİMATI" tebliğ edilmiş mi? / *Has the personnel been notified of the "INSTRUCTIONS TO WORK AT HIGH LEVEL"?*			
40	İskele üzerinde çalışacak kişi / kişiler tam vücut tipi emniyet kemeri kullanıyor mu? / *Does the person / persons working on the scaffold use a parachute type safety belt?*			

AÇIKLAMALAR / *INSTRUCTIONS*

İÇDAŞ İSG UZMANI (*İÇDAŞ HSE SPECIALIST*)	İTFAİYE AMİRİ/TEKNİKERİ (*FIREFIGHTER CHIEF/TECHNICIAN*)	EKİP SORUMLUSU (*TEAM LEADER*)	TAŞERON İSG GÖREVLİSİ (*SUBCONTRACTOR HSE OFFICER*)	İŞLETME MÜHENDİSİ / FORMENİ (*OPERATION DEPT. ENGINEER/FOREMAN*)

Acil durumda, aranacak / *In an Emergency, contact* + 90 286 395 11 77 or + 90 286 395 13 33

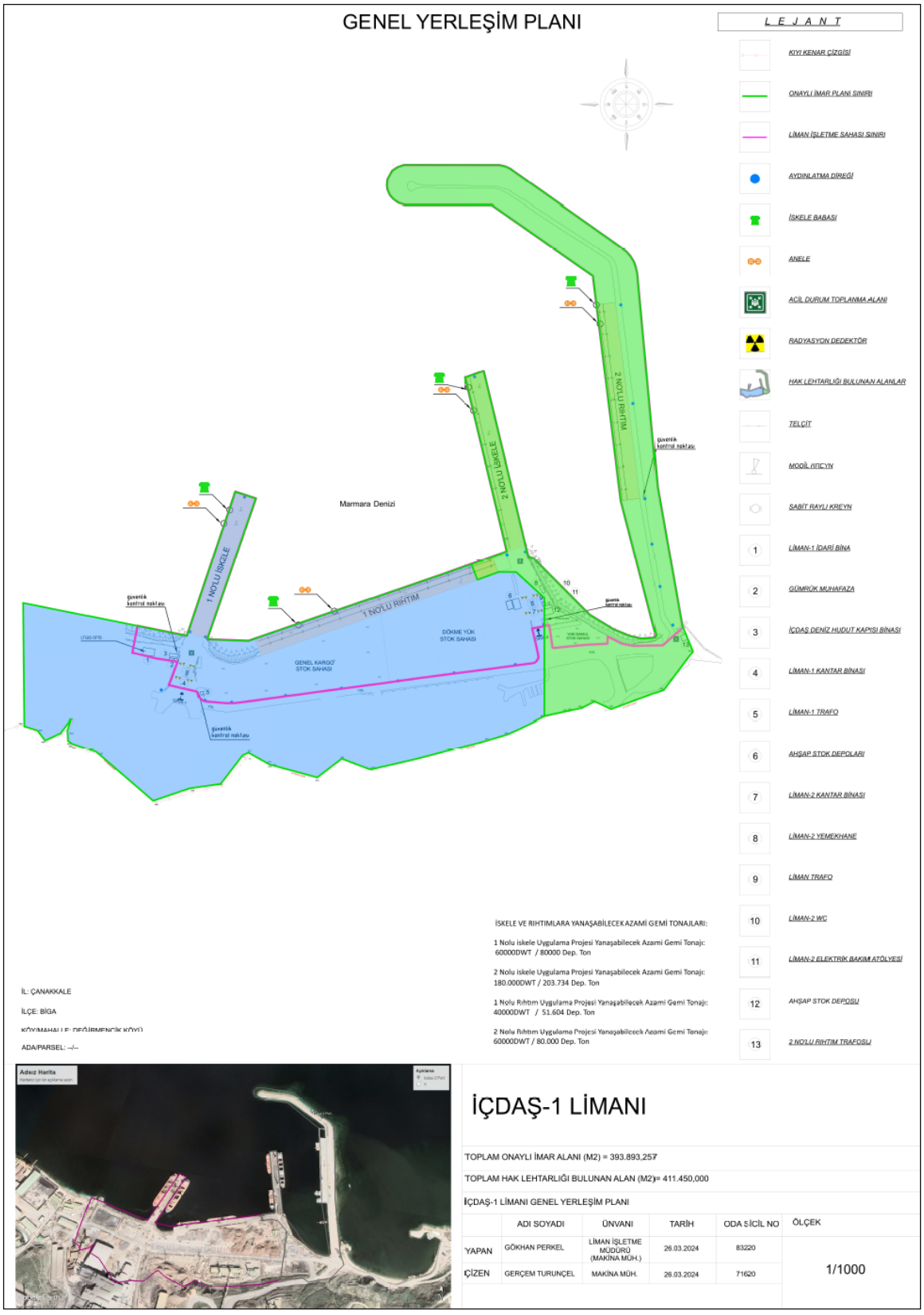
Table 14: İSGF-87 Hot work permit form (Ship)

10.5 Additional matters to be added by the coastal facility

There are no additional points to add.

APPENDICES

APPENDIX-1 Coastal facility general layout plan

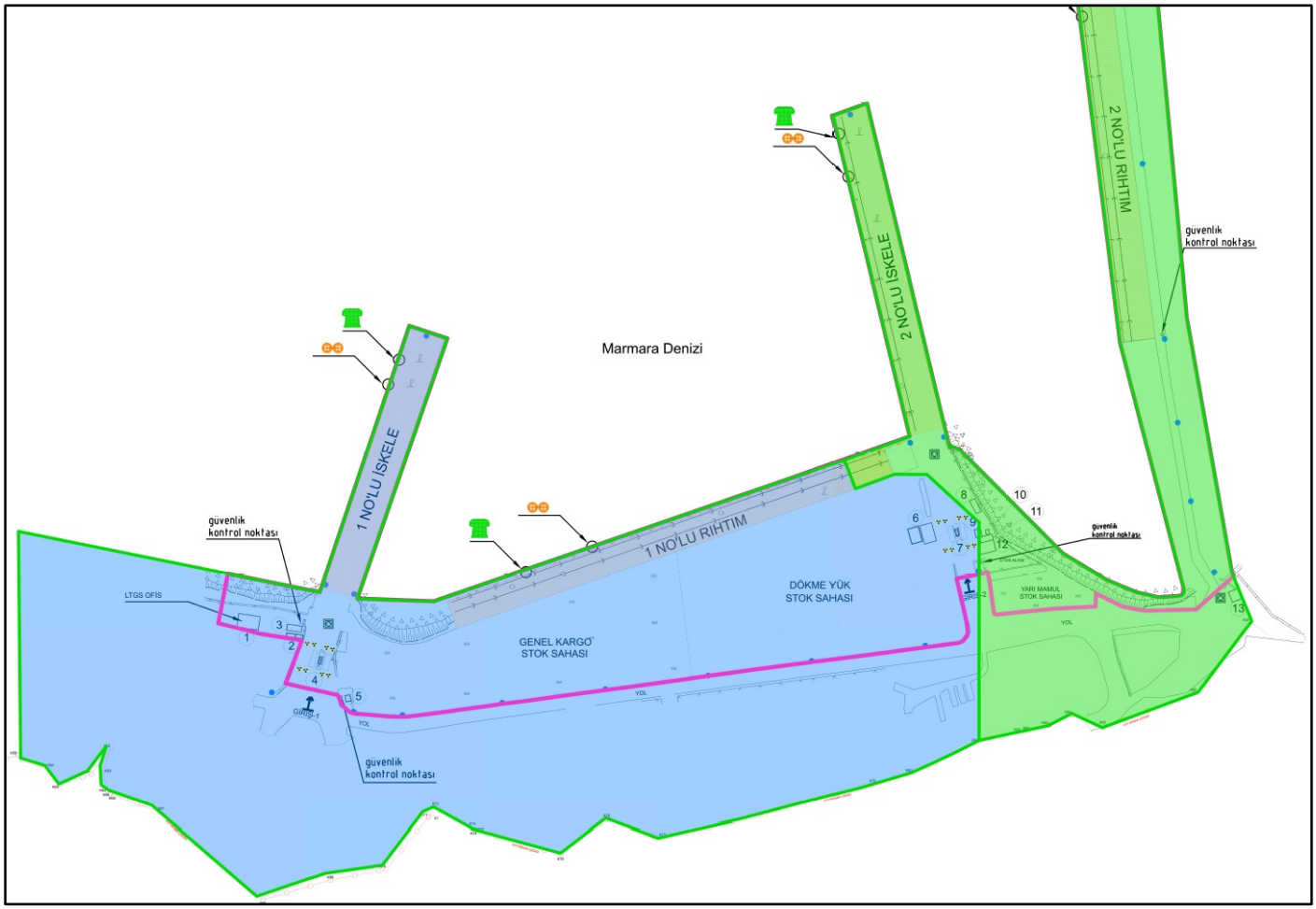


APPENDIX-2 General appearance photographs of the coastal facility

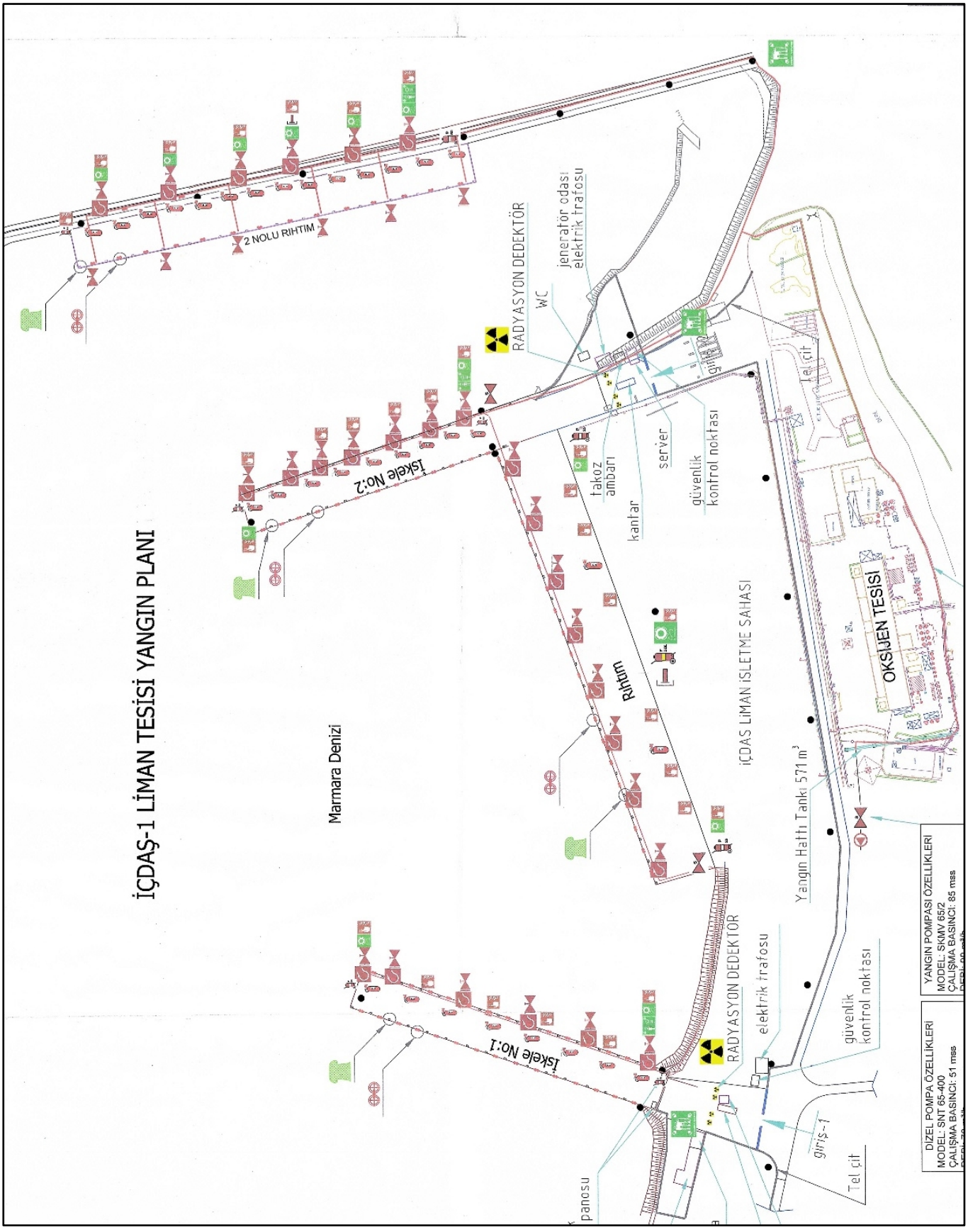
APPENDIX -3 Emergency contact points and contact information

ORGANISATION	TELEPHONE
ÇANAKKALE GOVERNORSHIP	0 286 217 17 99
ÇANAKKALE MUNICIPALITY	0 286 217 10 79
KARABİGA MUNICIPALITY	0 286 354 18 00
PROVINCIAL DIRECTORATE OF ENVIRONMENT, URBANIZATION AND CLIMATE CHANGE	0 286 217 11 97
ÇANAKKALE REGIONAL PORT AUTHORITY	0 286 212 98 78
KARABİGA PORT AUTHORITY	0 286 354 10 17
MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE 4TH REGIONAL DIRECTORATE BURSA	0 224 317 00 00
ÇANAKKALE POLICE DIRECTORATE	0 286 217 52 60
ÇANAKKALE HEALTH DIRECTORATE	0 286 217 11 58
COAST GUARD ÇANAKKALE GROUP COMMAND	0 286 212 75 00
UEDAŞ ÇANAKKALE OPERATIONS DIRECTORATE	0 286 295 17 00
UEDAŞ BİGA BUSINESS	0 286 295 17 60
STATE HOSPITAL BIGA	0 286 316 10 06
FIRE DEPARTMENT BİGA	0 286 316 95 22
MINISTRY OF TRANSPORT AND INFRASTRUCTURE MAIN SEARCH AND RESCUE COORDINATION CENTER	0 312 231 91 05
MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE GENERAL DIRECTORATE OF MARITIME	0 312 203 10 00
COASTAL SAFETY ÇANAKKALE DIRECTORATE	0 286 213 48 00
ÇANAKKALE PROVINCIAL DISASTER AND EMERGENCY DIRECTORATE	0 286 217 17 64
FOREST MANAGEMENT DIRECTORATE BIGA	0 286 316 10 15
ÇANAKKALE PROVINCIAL DIRECTORATE OF AGRICULTURE AND FORESTRY	0 286 217 30 19
ÇÖMÜ FACULTY OF AGRICULTURE	0 286 218 00 18
BİGAVET VETERINARY POLICY BİGA	0 541 227 07 96
COAST GUARD COMMANDER MARMARA AND STRAITS REGIONAL COMMANDER	0212 242 97 10
MINISTRY OF ENVIRONMENT, URBANIZATION AND CLIMATE CHANGE, GENERAL DIRECTORATE OF ENVIRONMENTAL MANAGEMENT	0 312 586 30 00
MINISTRY OF ENVIRONMENT, URBANIZATION AND CLIMATE CHANGE, GENERAL DIRECTORATE OF ENVIRONMENTAL MANAGEMENT, MARINE AND COASTAL MANAGEMENT DEPARTMENT, RISK MANAGEMENT AND EMERGENCY RESPONSE BRANCH DIRECTORATE	0 312 586 31 16
COAST GUARD COMMAND	0 312 417 50 50
COASTAL SAFETY GENERAL DIRECTORATE	0 216 531 40 00

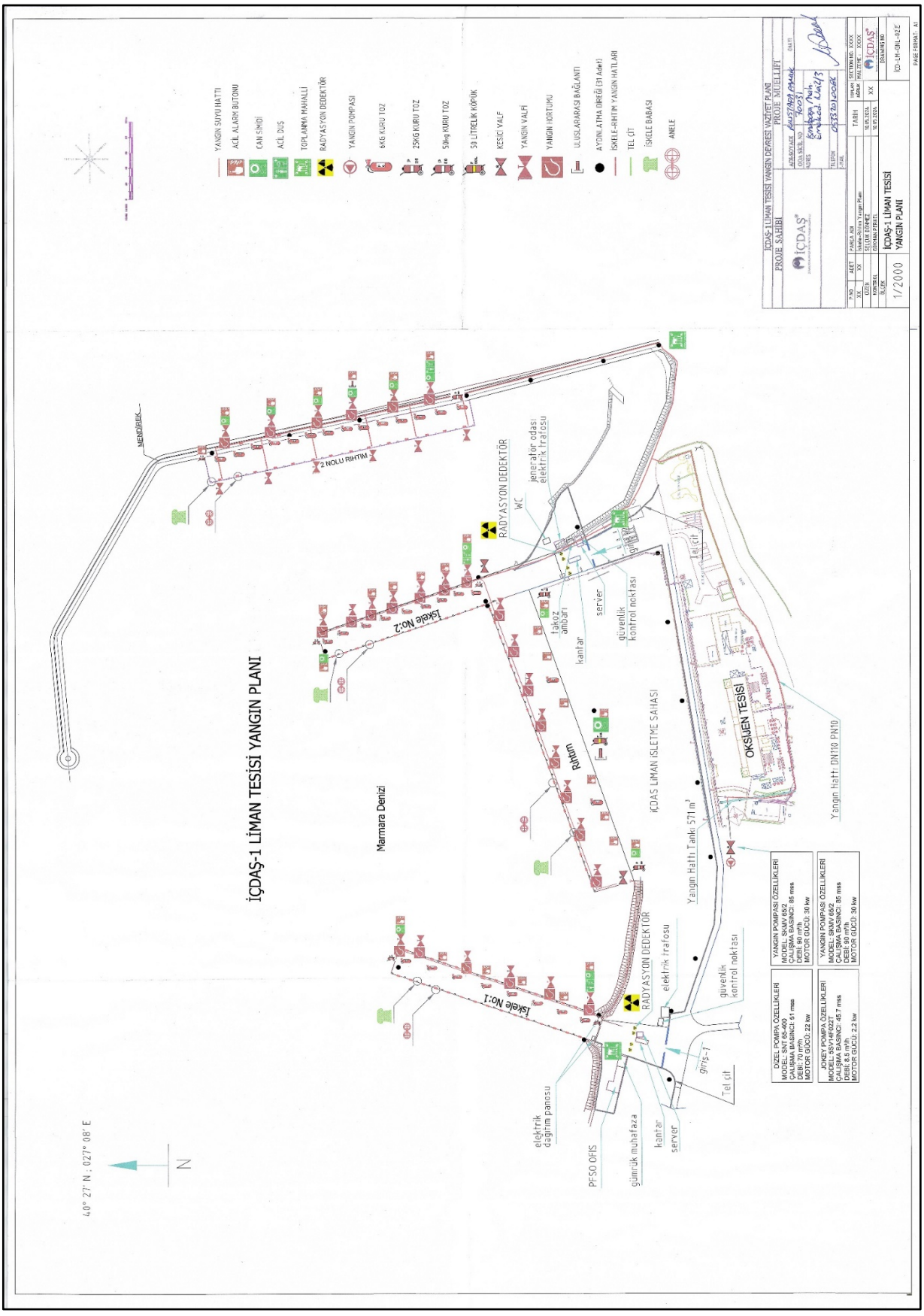
APPENDIX-4 General layout plan of areas where dangerous cargo is handled



APPENDIX-5 Fire plan of areas where dangerous goods are handled



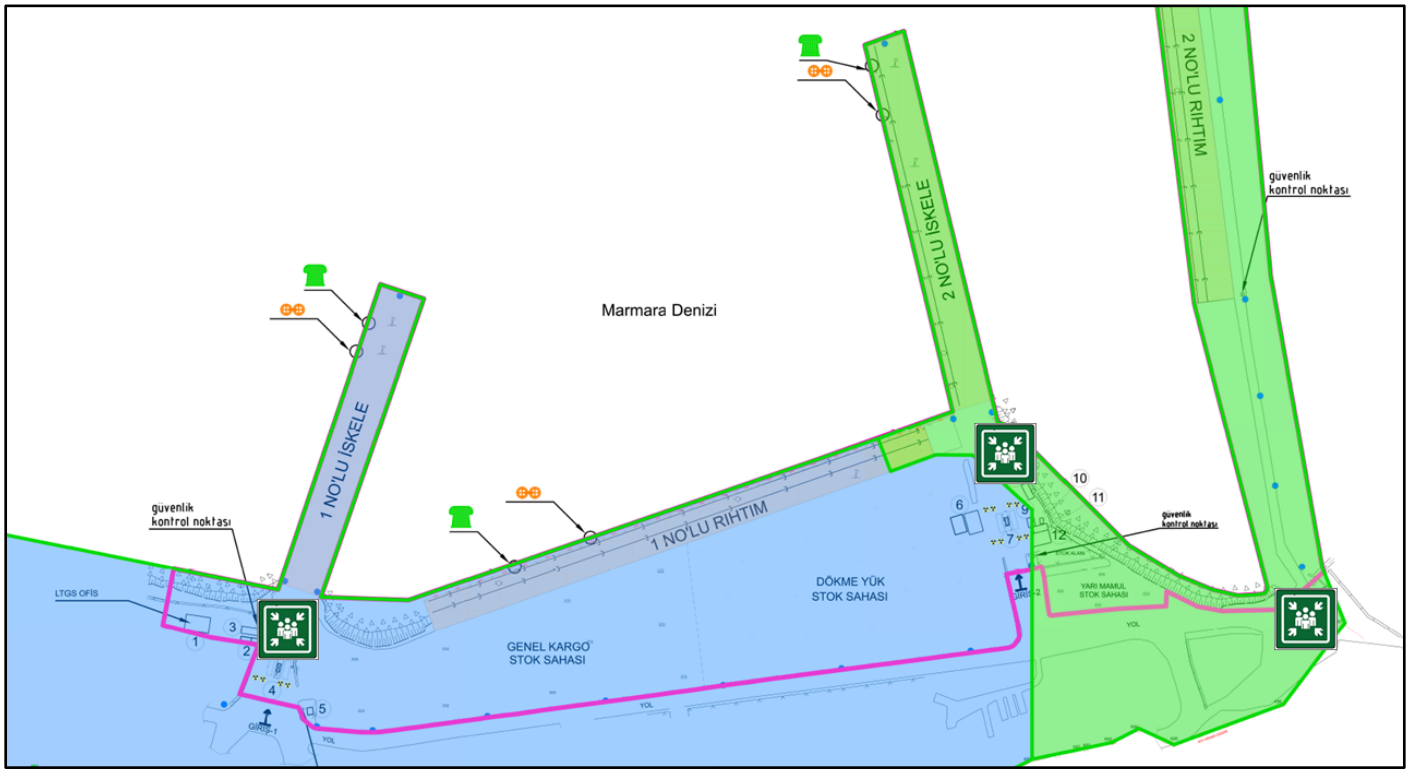
APPENDIX-6 General Fire Plan of the Facility



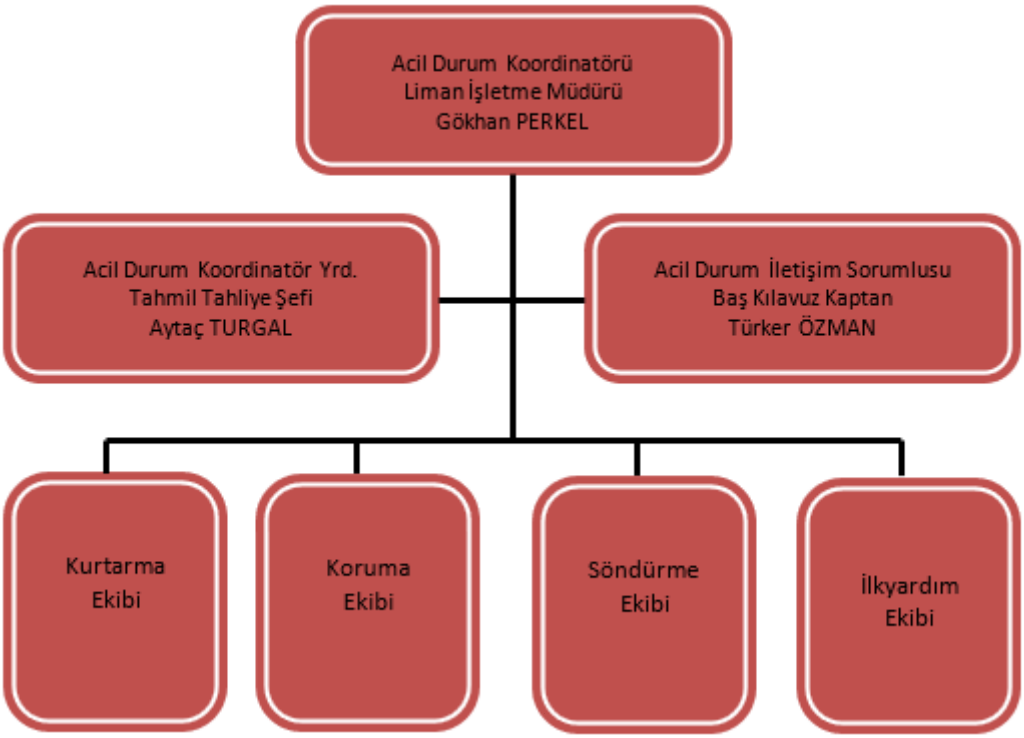
APPENDIX-7 Emergency Plan

The emergency plan is included in the document titled "LPL-01 İÇDAŞ-1 Port Dangerous Cargo Emergency Plan" registered in the integrated management system.

APPENDIX-8 Emergency assembly place plan



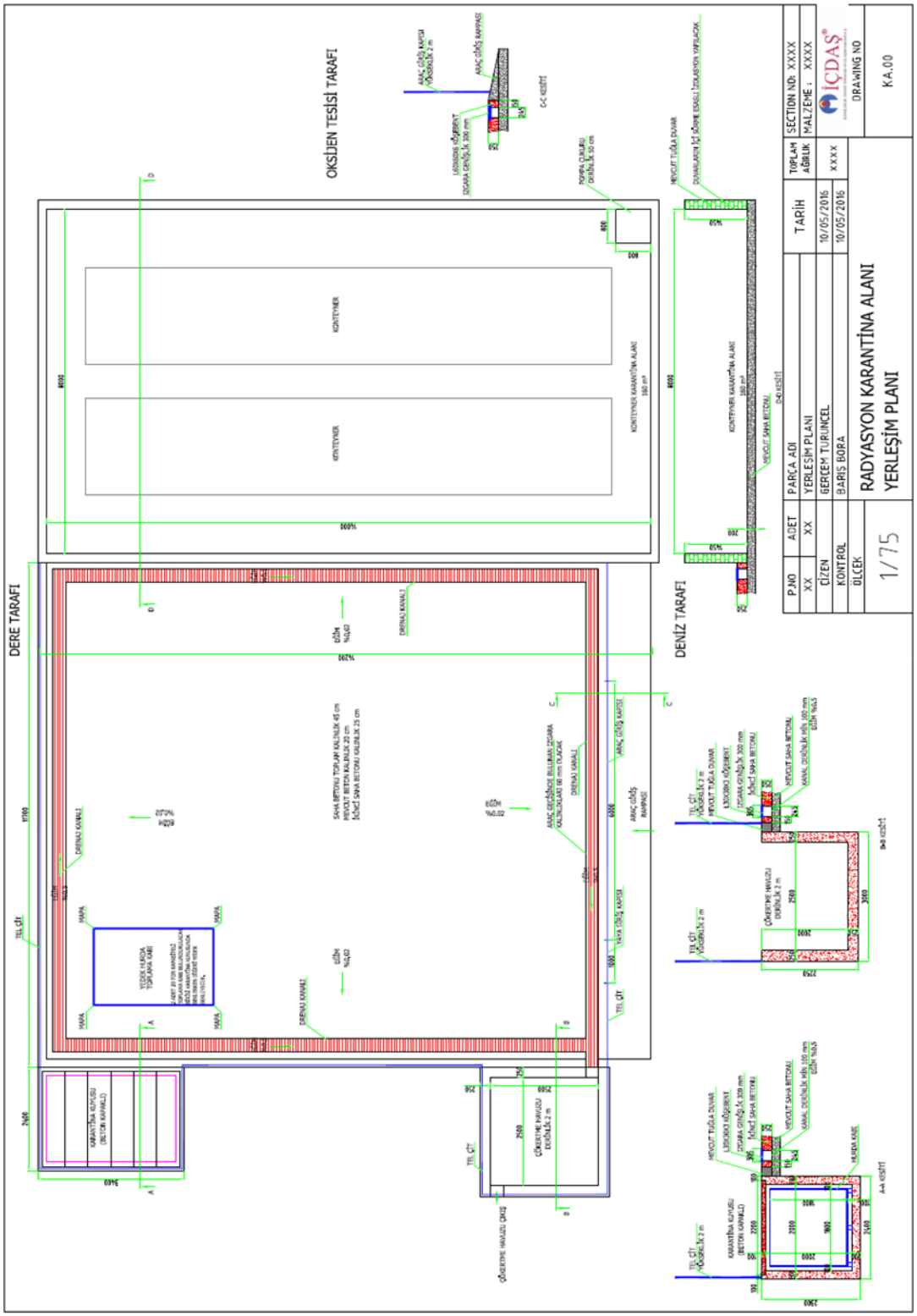
APPENDIX-9 Emergency management scheme



APPENDIX-10 Dangerous loads handbook

In order to contribute to the safe performance of coastal facility, hazardous cargo handling activities; It has prepared a "Dangerous Cargo Handbook" within the scope of the IMSBC Code and made it available to the relevant personnel.

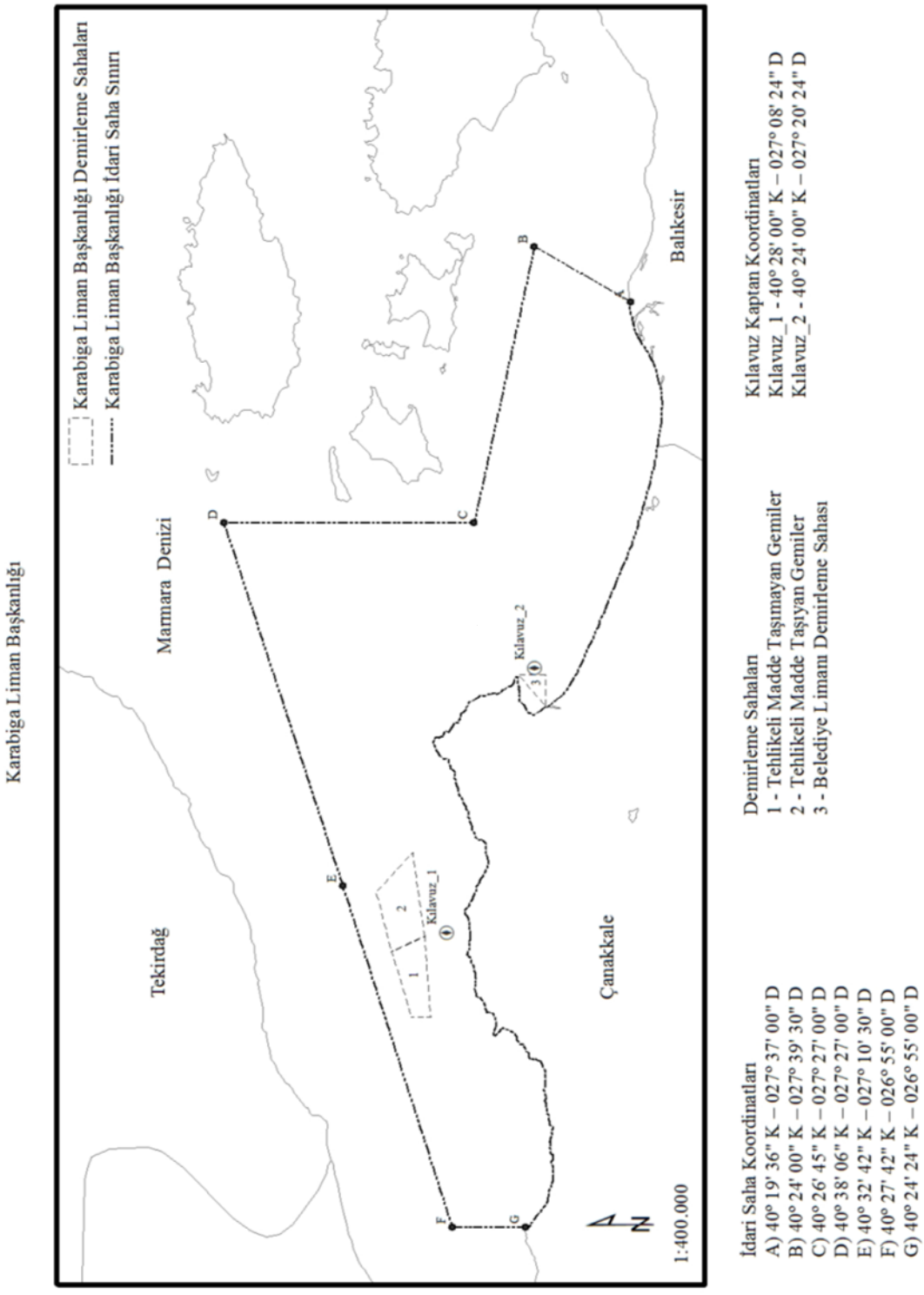
APPENDIX-11 Leakage areas and equipment, entry/exit drawings for CTU and packages



APPENDIX-12 Inventory of port service vessels

Port Service Vessels		
Tug	3840 kW	1 pieces
Tug	5120 kW	1 piece
Tug	2162 kW	1 piece
Tug	1302 kW	1 piece
Guide Boat	1300BHP	1 piece
Mooring Boat	510BHP	1 piece
Mooring Boat	440BHP	1 piece

APPENDIX-13 Sea coordinates of Port Authority administrative borders, anchorage areas and pilot disembarkation/embarkation points



APPENDIX -14 Emergency response equipment against marine pollution in the coastal facility

BARİYER	
Tipi	Kendiğinden şisen veya içi köpüklü şamandralı ve **200 m kıyı bariyeri** ve 975 m müdahalede kullanılmak üzere bariyer. Kendiliğinden şişen..
Toplam uzunluğu (m)	975 m+ 200 m= 1175 m
Su çekimi	En az 60 cm
Fribord uzunluğu	En az 60 cm
Ağırlık	-
Zorunlu ek destek ekipmanları	Pompa
Dizayn tipi yâda amaçlanan kullanım alanı (açık deniz yâda kıyı alanı operasyonları)	Deniz ve kıyı operasyonları
Serilme süresi	20 dakika
Taşıma şekli	Tekne ile – yüzdürülerek
Serilmesi için gereken personel sayısı	5 kişi
Tedarik yâda kira bedeli	700 m ellerine bullanmakta olup, 475 m tedarik edilecektir.

YAĞ SIYIRICILAR VE DİĞER TOPLAMA EKİPMANLARI			
Miktarı	2 adet	2 kutu (200 ped/kutu)	300 m (12 m/balya)
Tipi	Skimmer 20-30 m^3/s	Yağ Emici (Petrol için)	Sosis Bariyer (Petrol için)
Ağırlığı	-		
Boyutu	-	20cm x 3m	20cm x 3m
Zorunlu ek destek ekipmanları	Pompa	-	-
Dizayn tipi yâda amaçlanan kullanım alanı (açık deniz yâda kıyı alanı operasyonları)	Deniz ve kıyı operasyonları		
Taşınması için gereken ekipman	Tekne		
Taşıma şekli	Tekne ile		
Kullanım için gereken personel sayısı	3 kişi	1	1
Tedarik yâda kira bedeli	Mevcut	Mevcut	Mevcut
Ekipmanın çalışması için gerek diğer ekipman (örn: pompalar)	Pompa, tekne vb.		

PETROLÜ TOPLAMA VE GEÇİCİ DEPOLAMAK İÇİN SEYYAR EKİPMANLAR	
Miktarı	300 m^3 gecici depolama tankı
Tipi	Plastik varil ve veya seyyar tank 5 m3 – 6 adet; 20 m^3 – 11 adet; 50 m^3- 1 adet
Kapasitesi	300 m^3 gecici depolama tankı

Ağırlık ve boyut (metrik cinsten)	-
Zorunlu ek destek ekipmanları	Pompa
Dizayn tipi yâda amaçlanan kullanım alanı (açık deniz yâda kıyı alanı operasyonları)	Deniz ve kıyı operasyonları
Kullanıma başlamak için gereken süre	½ saat
Taşınması için gereken donanım	Tekne
Taşıma şekli	Tekne ile
Kullanımı için gereken personel sayısı	-
Tedarik yâda kira bedeli	Tedarik

SAHİL TEMİZLİK EKİPMANLARI	
Tipi ve fonksiyonu	Basınçlı yıkama makinesi
Ağırlık ve boyut	-
Dizayn tipi yâda amaçlanan kullanım alanı (açık deniz yâda kıyı alanı operasyonları)	Kıyı alanı operasyonları
Kullanıma başlamak için gereken süre	-
Taşınması için gereken donanım	-
Taşıma şekli	-
Kullanılması için gereken personel sayısı	3
Tedarik yada kira bedeli	Mevcut

TEKNE	
Tipi	4 Romörkör
Boyu m	19.5 (2 adetinin uzunluğu) 25.2 (2 adetinin uzunluğu)
Genişliği	-
Hızı	-
Yakıt türü/bağlama yeri	Dizel
Güvertedeki gemi adamı sayısı	2
Teknedeki depolama kapasitesi (m^3)	-
Kullanım alanı (açık deniz yâda korunaklı alan)	Korunaklı alan
Geminin talimat alması ile sevke başlaması arasında geçen süre	5 dk.
Müdahale ekipmanlarını ve müdahale için gereken personel sayısı	-
Yaklaşık günlük kira bedeli	Mevcut

DİĞER EKİPMANLAR	
Pompalar (sayısı, tipi ve ağırlığı)	Skimmer ve geçiçi depolama tanklarının özelliklerine göre değişiklişk tipte pompa gerekebilir.
Hortumlar (çap, boyut ve ağırlık)	
Kullanım için gerekli personel sayısı	**3-4**
Tedarik veya kira bedel	Tedarik

İLAVE EKİPMANLAR

Ekipman Adı	Özelliği	Miktarı
Römorkör	2 adt 2720 HP /2 adt 5364 HP	4 adet
Klavuz motoru	14,6 Mtr / 16,4 Mtr	2 adet
Palamar botu		2 adet
Mobil vinç	Paletli 25ton	1 adet
Liman vinci	Raylı 55 ton / 45 ton	4 adet
Mobil vinç	Lastik tekerlekli 100ton	5 adet
Loader	-	12 adet
Forklift	-	35 adet
Transporter **Pompalı boru / hortum sistemi**	 Minimum 1 m3/dakika	101 adet 1 adet
Basınçlı su püskürtme cihazı	200 atm	2 adet
Basınçlı su püskürtme cihazı	20 atm	2 adet
Basınçlı yıkama cihazı	200 bar	1 adet
Kova	-	60 adet
Kürek	-	30 adet
Tırmık	-	30 adet
Kazma	-	10 adet
Varil	1 m^3	10 adet
Tulum	Tek kullanımlık	100 adet
Kask	-	40 adet
Gözlük	-	60 adet
Eldiven	-	200 çift
Maske	Tek kullanımlık	1000 adet

APPENDIX -15 Personal protective equipment (PPE) usage map

Sequence No.	Position	PPE Code	PPE Order Number
one	Port	325	1-11-25-39-53-59-74-75-88-96-97-99-129-131
2	Agency Officer	326	1-11-25-39-53-59-74-75-88-96-97-99-129-131
3	Agency Chief	327	1-11-25-39-53-59-74-75-88-96-97-99-129-131
4	Biga - Excavator Operator	328	3-12-25-33-47-48-59-74-75-85-88-96-97-99-101-129-131-157
5	Biga - Forklift Operator	329	3-12-25-33-47-48-59-74-75-85-88-96-97-99-101-129-131-157
6	Biga - Forklift Shift Manager	330	3-12-25-33-47-48-59-74-75-85-88-96-97-99-101-129-131
7	Biga - Port Crane Manager	331	3-12-25-33-47-48-59-74-75-76-84-96-97-99-101-129-131-157
8	Biga - Material Tracking Staff	332	3-12-25-33-47-48-57-59-63-67-68-71-74-75-77-78-85-88-96-97-99-101-111-112-118- 122-129-131
9	Biga - Mini Loader Operator	333	3-12-25-33-47-48-59-74-75-85-88-96-97-99-101-129-131
10	Biga - Shipping Personnel	334	3-12-25-33-47-48-57-59-74-75-85-88-96-97-99-101-129-131-157
11th	Biga - Sweeper Operator	335	3-12-25-33-47-48-59-74-75-84-96-97-99-101-128-131-157
12	Biga - Collection and Evacuation Engineer	336	1-12-25-33-47-53-59-74-75-76-84-88-96-97-99-101-128-131
13	Biga - Tahmil Evacuation Chief	337	1-12-25-33-47-53-59-74-75-84-88-96-97-99-101-128-131
14	Biga - Intake and Evacuation Shift Supervisor	338	1-12-25-33-47-48-59-74-75-85-88-96-97-99-101-129-131-157
15	Biga - Tahmil Evacuation Printer	339	1-12-25-33-47-48-59-74-75-85-88-96-97-99-101-129-131
16	Biga - Transporter Operator	340	3-12-25-33-47-48-56-59-74-75-84-96-97-99-101-128-131
17	Biga - Transporter Vard. Responsible	341	1-12-25-33-47-48-56-59-74-75-76-84-96-97-99-101-129-131
18	Biga - Crane Foreman	342	3-12-25-33-47-48-59-74-75-76-84-96-97-99-101-129-131
19	Biga - Crane Operator Assistant	343	3-12-25-33-47-48-59-74-75-76-84-96-97-99-101-129-131
20	Biga - Crane Operator	344	3-12-25-33-47-48-59-74-75-76-84-96-97-99-101-128-131-157
21	Engineer	345	1-11-27-33-39-53-59-74-75-76-84-88-96-97-99-129-131-157
22	Sailor	346	4-12-25-39-48-53-59-74-75-84-88-96-97-99-129-131-157
23	Tugboat Captain	346	4-12-25-39-48-53-59-74-75-84-88-96-97-99-129-131-157
24	Lookout and Communications Officer	347	1-11-25-39-53-59-74-75-88-96-97-99-129-131
25	Senior Chief Pilot	348	1-11-25-39-53-59-74-75-84-88-96-97-99-129-131
26	Senior Pilot	349	1-11-25-39-53-59-74-75-84-88-96-97-99-129-131-157
27	Pilot	350	1-11-25-39-53-59-74-75-84-88-96-97-99-129-131
28	Port Operations Manager - İçdaş 1/2	351	1-12-25-33-47-53-59-74-75-85-88-96-97-99-101-129-31
29	mooring man	352	4-12-25-39-48-53-57-59-74-75-84-88-96-97-99-129-131-157
30	Tugboat Chief Mate	353	1-12-25-39-48-53-59-74-75-84-88-96-97-99-129-131
31	Tugboat Captain	354	1-12-25-39-48-53-59-74-75-84-88-96-97-99-129-131-157
32	Master Sailor	355	4-12-25-39-48-53-59-74-75-84-88-96-97-99-129-131-157
33	Tugboat Captain	355	4-12-25-39-48-53-59-74-75-84-88-96-97-99-129-131-157
34	Greaser	356	4-12-25-27-33-35-39-53-59-74-75-84-88-96-97-99-128-131-157
35	Engineer	356	4-12-25-27-33-35-39-53-59-74-75-84-88-96-97-99-128-131-157

KKD TAKİP ÇİZELGESİ

SIRA NO	MALZEME KODU	ÜRÜN GÖRSEL	MALZEME TANIMI	MALZEME DETAY	EN-CE	Özellik	KKD GRUBU
1	500000064		Beyaz Baret	Essafe GE 1538	TS EN 397:2013+A1	Darbelere, + 50 C Isıya, -30 C Soğuğa, 440 V Elektriğe, Neme Karşı Dayanıklı Olarak Üretilmiştir.	KAFA KORUYUCULAR
3	500000066		Mavi Baret	Essafe GE 1538	TS EN 397:2013+A1	Darbelere, + 50 C Isıya, -30 C Soğuğa, 440 V Elektriğe, Neme Karşı Dayanıklı Olarak Üretilmiştir..	KAFA KORUYUCULAR
4	500000068		Turuncu Baret	Essafe GE 1538	TS EN 397:2013+A1	Darbelere, + 50 C Isıya, -30 C Soğuğa, 440 V Elektriğe, Neme Karşı Dayanıklı Olarak Üretilmiştir..	KAFA KORUYUCULAR
11	500000603		Genel Koruyucu Gözlük	Medop, 3M 2820	TS EN 166 1F	Genel koruyucu gözlük	GÖZ KORUYUCULAR
12	500001558		Toz Gözlüğü	3M Solus 1000	TS EN 166 FT (45 m/sn'lik bir hızla gelebilecek olan bir parçacığa karşı korumalı)	Gözlüklerin çapak, talaş, v.s darbelerine karşı mukavim, tozlu ortamda maske ve baretle kullanımında buğulanmaz camlar olmalıdır.	GÖZ KORUYUCULAR
25	500001078		Kulak Tıkacı (İpli)	Honeywell Safety Equipment	EN 352-2:2005	Silikon Kordonlu Poliüretan meslek hastalığı veya reaksiyona sebep olmayacak nitelikte, Yıkanabilir olması tercihimizdir.	KULAK KORUYUCU
27	500001080		Kulaklık (Kafaya takılan)	3M Peltor	EN 352-1:2005	Kulak yolunu koruyucu kulaklık	KULAK KORUYUCU
33	500000462		Nitril Eldiven	NEOPRELL Nitril Eldiven	EN 388:2016	Tek kullanımlık genel amaçlı eldiven	EL KORUYUCULAR
35	500000440		Hidrolikçi Eldiveni	Showa 377, Honeywell 2232236 (muadil)	EN 388:2016	Yağlı ortamlarda , yağ nüfuziyetine dayanımlı eldiven	EL KORUYUCULAR
39	500000441		Nitril Kaplamalı Eldiven	Erash Kot 700 3295	EN 388:2016	Islak ve kuru ortamlarda kavrama yeteneğine sahip eldiven	EL KORUYUCULAR
47	500000735		İşçi Ayakkabısı	YDS ELSP 1090	EN ISO 20345:2004 + (A1:2007))	S2, Aşınmaya dayanıklı,Çift yoğunluk poliüretan taban,Anti-statik,Şok emici topuk bölgesi,Yağa dayanıklı taban,Suya Dirençli,Çelik burun (200 j'e kadar	AYAK KORUYUCULAR
48	500000760		İşçi Botu Özel sıcak Bağcıklı	YDS EL 170	EN ISO 20345:2004 + (A1:2007))	S2,Maksimum 160 °c'ye kadar ısıya maruz kalan endüstrilerde genel kullanılır,Aşınmaya dayanıklı,Çift yoğunluk poliüretan taban,Anti-statik,Şok emici topuk	AYAK KORUYUCULAR
53	500000094		Nefes alabilir kısa konçlu ayakkabı **YDS - GPP 05 GH NV	YDS , Mekap, Demir Kundura	EN ISO 20345:2004 + (A1:2007))	S1, A, E, Çift yoğunluk poliüretan taban,Anti-statik,Şok emici topuk bölgesi,Yağa dayanıklı taban,Çelik burun (200 j'e kadar korumalı)	AYAK KORUYUCULAR
56	500000365		San Çizme		ISO EN 20345:2012	Besi çiftliğinde bahçe işlerinde sudan korunmak amacıyla kullanılan çizme	AYAK KORUYUCULAR
57	500000496		Emniyet Çizmesi (Çelik Burunlu)	Gezer	CE EN 20345 S4	Çelik burunlu ve bilek destekli, fiziksel etkenlere karşı dayanıklı,%100 PVC malzemesinden yapılmış çizme	AYAK KORUYUCULAR
59	500001564		Toz Maskesi Ventilli	Drager	TS EN 149:2010+A1	FFP2 ventilli toz maskesi	SOLUNUM SİSTEMİ KORUYUCULAR

63	500000592		Yarım Yüz Maskesi	3M 7500	EN 140:2003	Solunum koruma, yarım yüz maskesi	SOLUNUM SİSTEMİ KORUYUCULAR
67	500000588		3M ABEK 2 6099 Gaz Filtresi	3M 6099	TS EN 14387+A1:2010	A Tipi, Organik Gazlar, Boya, Solvent vb. B Tipi, Inorganik Asit Gazlari, Klor Gazlari vb. E Tipi, Sülfürdioksit, Sülfirikasit vb. K Tipi, Amonyak Gazi için. A.B.E.K. P3 Tipi Kombine Gaz Filtresi Aerosol (Partikül Fitresi).	SOLUNUM SİSTEMİ KORUYUCULAR
68	500001562		3M ABEK 1 ve ABEK 2 6059 Gaz Filtresi adapte partikül tutucu (5925)	3M 5925	EN 143:2003	Partikül Filtresi 5925, katı ve sıvı parçacıklara karşı karşı koruma sağlar.	SOLUNUM SİSTEMİ KORUYUCULAR
71	500001561		Toz Maskesi Filtre Tutucu Kapak 3M 501	3M 501	EN 143:2003 CE 0086	Toz filtre tutucu kapak	SOLUNUM SİSTEMİ KORUYUCULAR
74	500000790		İşçi Elbisesi Alt	Ekotekstil	TS EN ISO 13688	Koruyucu iş elbisesi	VÜCUT KORUYUCULAR
75	500000791		İşçi Elbisesi Üst	Ekotekstil	TS EN ISO 13688	Koruyucu iş elbisesi	VÜCUT KORUYUCULAR
76	500000829		İşçi Parkası	Ekotekstil	TS EN ISO 13688	Koruyucu iş elbisesi	VÜCUT KORUYUCULAR
77	500000774		İşçi Elbisesi Yanmaz Nomex Üst	Prokom, Kıvanç	TS EN ISO 11612:2015, ISO 11611:2007	Koruyucu iş elbisesi	VÜCUT KORUYUCULAR

78	500000773		İşçi Elbisesi Yanmaz Nomex Alt	Prokom, Kıvanç	TS EN ISO 11612:2015, ISO 11611:2007	Koruyucu iş elbisesi	VÜCUT KORUYUCULAR
84	500001416		Soğuk Hava Tulumu	ALFA BETA TEKSTİL	TS EN ISO 13688	Sürtünme mukavemeti yüksek, su iticiliği bulunan tulum	VÜCUT KORUYUCULAR
85	KODU YOK		Tulum Gab		TS EN ISO 13688	Yüksek görünürlüklü işçi tulumu	VÜCUT KORUYUCULAR
88	500001176		Mont Römorkor	İştex, Ekotekstil	TS EN ISO 13688	Yüksek görünürlüklü su itici kumaş yapılı işçi kabanı	VÜCUT KORUYUCULAR
96	500001469		Sweatshırt	Ekotekstil	TS EN ISO 13688	Genel iş elbisesi	VÜCUT KORUYUCULAR
97	#BAŞV!		T-shirt	Ekotekstil	TS EN ISO 13688	Genel iş elbisesi	VÜCUT KORUYUCULAR
99	500001508		Takım Yeleği	Fosforların ön ve arka 4 cm olması, üst tarafta tek cep, iç cep olmaya bilir	TS EN ISO 13688	Genel iş elbisesi	VÜCUT KORUYUCULAR

101	500001634		Fosforlu Yelek	ELİS	TS EN ISO 20471:2013	Yüksek görünürlüklü ikaz yeleği	VÜCUT KORUYUCULAR
111	500000512		Vücut Tipi Emniyet kemeri	ROCK (KAYA SAFETY, PROFALL MODELLER)	TS EN 361:2004, EN 358, EN 813, EN 12277, EN 362	Göğüsten ankrajlı, lanyard ile kullanılabilen, tam vücut emniyet kemeri	VÜCUT KORUYUCULAR
112	500001093		Lanyard	Kaya safety, 3M	TS EN 354-355, 362	Genelde çift kollu, şok emicili (çalışma alanlarına göre istekler değişebilir), kanca ağız genişliği 7cmden fazla olmamalı	VÜCUT KORUYUCULAR
118	500000985		Kaynakçı Maskesi (Elde Tutulan)		TS EN 175:1999 (TS 6860)	Kaynak ışınlarına karşı (kızılötesi, ultraviyole) koruma sağlayan filtreye sahip, göz ve yüz koruyucu, elde tutularak kullanılmaktadır.	GÖZ KORUYUCULAR
122	500000987		Kaynak Maske Camı (Siyah) (TH11 777)	DIN 777 std.	EN 166, EN 167, EN 168, EN 169, EN 171	Kaynak ışınlarına karşı (kızılötesi, ultraviyole) koruma sağlayan filtre camıdır. Elektrik ve hafif kaynaklarda kullanılmaktadır.	GÖZ KORUYUCULAR
128	500001608		Yağmurluk Balıkçı	Koyu renkli	EN 340	Yağışlı havalarda dış saha personeli için yağmurluk	VÜCUT KORUYUCULAR
129	500001610		Reflektif Yağmurluk	Alt ve üst ayrı, yağmurluk	TS EN ISO 20471:2013	Dış saha personeli için yüksek görünürlüklü, yağmurluk	VÜCUT KORUYUCULAR
131	500000953		Kar Maskesi	Tüm yüzü kaplayan, önü dikişsiz, ,içdaş logolu(ön)	EN 340	Soğuğa karşı koruma	KAFA KORUYUCULAR
157	500000845		İşçi Tulumu (Genel)		EN 340	Vücut kıyafetleri döner ekipmanlı alanlara takılmaması için genel işçi tulumu	VÜCUT KORUYUCULAR

APPENDIX -16 Dangerous cargo incidents notification form

İÇDAŞ® İÇDAŞ ÇELİK ENERJİ TERSANE VE ULAŞIM SANAYİ A.Ş	INTEGRATED MANAGEMENT SYSTEM	Form Number	TYIT-02
	PORT MANAGEMENT DIRECTORATE	Release date	9.02.2024
	DANGEROUS CARGO INCIDENT NOTIFICATION FORM	Rev. Date/No	9.02.2024/0
		Page	1/1

Coastal Facility Name	
Facility Official	
1. Nature of the Event and Time of Occurrence	
2. Location/Exact Location of the Incident	
3. Information about the Type, Quantity and Status of Cargoes Affected by the Incident	
4. Specific Present Hazards/Marine Pollutants	
5. Details of Dangerous Cargo Signs and Labels	
6. If it is a cargo classified with IMDG Code, Proper Shipping Name, Class (section of products and compatibility group for Class-1 when allocated), UN number and Packaging Group	
7. Name of Dangerous Cargo Manufacturer	
8. Rate of Damage/Pollution	
9. Sequence of Events Leading to the Incident	
10. Number and Types of Injuries/Deaths	
11. Emergency Response	
12. Other Situations to be Specified	
13. Wants and Needs	
14. Information Provider (contact person) Position/Name and Surname/Signature Contact Numbers	

Note: In order to respond quickly and effectively, to treat the injured personnel and to reduce the damage, it is extremely important to provide a brief and accurate description of the incident to the emergency response units and the Port Authority as soon as possible. If available, this description should include the above details.

APPENDIX -17 Control results notification form for hazardous cargo transport units (CTUs)

TEHLİKELİ YÜK TAŞIMA ÜNİTELERİ (CTUs) İÇİN KONTROL SONUÇLARI BİLDİRİM FORMU

INSPECTION RESULTS FOR CARGO TRANSPORT UNITS (CTUs) CARRYING DANGEROUS GOODS

Yıl/Dönem	...../.....
İlgili Liman Başkanlığı	
Kıyı Tesisinin Adı	

KONTROL MADDELERİ	Kontrol Edilen (Adet)	Hatalı (Adet)	Kontrol Edilen (%)	Hatalı (%)
CTU Levha ve Markaları Uygunluğu				
Uygun Olmayan veya Hasarlı Ambalajlar				
Ambalajların Etiketleri ve Markaları				
Dokumantasyon (Tehlikeli Yük Deklarasyonu)				
Uygunsuz veya Hasarlı Taşınabilir Tank veya Kara Tankerleri				
CTU/Araç/Konteyner İçi İstif veBağlama				
Yükün Segregasyonu (yük ayrım kurallarına uyum)				
Emniyetli Konteynerler Sözleşmesi (CSC) Onay Levhası				
Kara Tankeri Bağlama Aparatı ve Eklentileri				

..../.../.....

Formu Hazırlayan

Liman İşletmesi veya Liman Başkanlığı

APPENDIX -18 Fixed and Portable Radiation Measurement Devices Used in the Coastal Facility

BRAND	MODEL	SERIAL NUMBER	WHERE IT IS USED
LUDLUM	4525-14000	GM6540	Pier No. 1
LUDLUM	4525-14000	GM6541	Pier No. 1
LUDLUM	3500-6000	201641	Pier No. 2
LUDLUM	3500-6000	201639	Pier No. 2
LUDLUM	375P-2000	349554	Pier No. 1
LUDLUM	375P-2000	350140	Pier No. 1
LUDLUM	375P-2000	349570	Pier No. 2
LUDLUM	375P-2000	350653	Pier No. 2
LUDLUM	14 C (Lv)	213045	PORTABLE
LUDLUM	3 (Lv)	204043	PORTABLE
NEB	211	279	PORTABLE

APPENDIX-19 Dangerous Cargo Handling Guide Additional Cargo Notification (When Necessary)

İÇDAŞ	ENTEGRE YÖNETİM SİSTEMİ	Form No	TYIT-01
	LİMAN İŞLETME MÜDÜRLÜĞÜ	Yayın Tarihi	9.02.2024
	TEHLİKELİ YÜK ELLEÇLEME REHBERİ İLAVE YÜK BİLDİRİM FORMU	Rev. Tarih/No	9.02.2024/0
		Sayfa	1/1

Uygun Sevkiyat Adı	
Varsa UN Numarası ve Class ID/Karakteristik tablosundaki gruplar	

Yükün türü ve tabii olduğu kod	Tehlikeli Sıvı Dökme Yükler (Petrol ve Petrol Türevleri – MARPOL Ek-1)	
	Tehlikeli Sıvı Dökme Yükler (Kimyasal ve Benzeri – IBC Kod)	
	Tehlikeli Sıvı Dökme Yükler (Sıvılaştırılmış Gaz – IGC Kod)	
	Paketli Tehlikeli Yükler (IMDG Kod)	
	Tehlikeli Katı Dökme Yükler (IMSBC Kod)	

Not: Tesisin yürürlükte olan Tehlikeli Yük Elleçleme Rehberinde belirtilmeyen ve tesiste elleçlenmesi planlanan yük bildirimi, bu formun ilgili alanları doldurularak Karabiga Liman Başkanlığına yapılır. Kıyı tesisi, söz konusu yükün tabi olduğu koda ve ekli güvenlik bilgi formuna göre tesiste bulunması gereken ekipmanların bulunduğunu, alınması gereken ilk yardım, yangın, emniyet, vb. tüm gerekli tedbirlerin uygulamaya alındığını, gerekli güncellemelerin Tehlikeli Yük Elleçleme Rehberinde ve diğer prosedürlerde yapıldığını göstermek zorundadır.

Ek-1 Güvenlik Bilgi Formu (SDS):

Tehlikeli Madde Güvenlik Danışmanı Ad/Soyad/İmza	Kıyı Tesisi Yetkilisi Ad/Soyad/İmza