

PREPARATION DATE: 01/05/2022

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

**GÖKHAN PIRNAL**

**DANGEROUS GOODS SAFETY ADVISOR**

**SIGNATURE**

**GÖKHAN PERKEL**

**PORT OPERATIONS MANAGER**

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<b>CONTENTS</b>	<b>PAGE NO.</b>
<b>1. INTRODUCTION</b>	7
1.1 General information about the facility	7
1.2 Loading/unloading, handling and storage procedures for dangerous cargoes handled and/or temporarily stored at the coastal facility	9
<b>2. RESPONSIBILITIES</b>	10
2.1 General responsibilities	10
2.2 Responsibilities of the cargo person	10
2.3 Carrier responsibilities	11
2.4 Responsibilities of the coastal facility operator	11
2.5 Responsibilities of the ship owner	12
2.6 Training responsibilities	13
<b>3. RULES AND MEASURES TO BE APPLIED BY THE SHORE FACILITY</b>	14
<b>4. CLASSES, TRANSPORTATION, LOADING/DISCHARGING, HANDLING, SEPARATION, STACKING AND STORAGE OF DANGEROUS CARGO</b>	15
4.1 Classes of dangerous cargo	15
4.2 Packages and packaging of dangerous goods	16
4.3 Placards, plates, brands and labels for dangerous goods	16
4.4 Signs and packaging groups of dangerous goods	16
4.5 Separation tables of dangerous cargoes on the ship and at the shore facility according to their classes	16
4.6 Separation distances and terms of dangerous goods in warehouses	16
<b>5. HANDBOOK ON DANGEROUS CARGO HANDLED IN SHORE FACILITY</b>	16
<b>6. OPERATIONAL ISSUES</b>	16
6.1 Procedures for safe berthing, mooring, loading/unloading, sheltering or anchoring of ships carrying dangerous cargo day and night	16
6.2 Procedures regarding additional measures required to be taken according to seasonal conditions for the loading and unloading of dangerous cargoes	17
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.	17
<b>7. DOCUMENTATION, CONTROL AND RECORDING</b>	18
7.1 All mandatory documents, information and documents related to dangerous cargoes, and the procedures for their procurement and control by those concerned.	18
7.2 Procedures for keeping the current list of all dangerous cargo in the coastal facility area and other relevant information regularly and completely	19
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.	20
7.4 Procedures for obtaining and keeping a safety data sheet (SDS)	20
7.5 Procedures for keeping records and statistics of dangerous cargoes	20
7.6 Information about the Quality Management System	21
<b>8. EMERGENCIES, EMERGENCY PREPAREDNESS AND INTERVENTION</b>	21
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	21
8.2 Information regarding the coastal facility's ability, ability and capacity to respond to emergencies	21
8.2.1 Opportunity, ability and capacity to intervene in fire	21
8.2.2 Opportunity, ability and capacity to intervene in marine pollution	21

8.2.3 Possibility, capability and capacity for removing ships and/or marine vessels from the coastal facility	21
8.3 Regulations regarding the first response to accidents involving dangerous loads	21
8.4 Notifications to be made inside and outside the facility in case of emergency	21
8.5 Accident reporting procedures	22
8.6 Method of coordination, support and cooperation with official authorities	22
8.7 Emergency evacuation plan for removing ships and marine vehicles from the coastal facility in case of emergency	23
8.8 Procedures for the handling and disposal of damaged dangerous cargoes and waste contaminated with hazardous cargoes	23
8.9 Emergency drills and their recordings	23
8.10 Information on fire protection systems	23
8.11 Procedures for approval, inspection, testing, maintenance and keeping fire protection systems ready for use	23
8.12 Precautions to be taken in cases where fire protection systems do not work	25
8.13 Other risk and control equipment	25
<b>9. OCCUPATIONAL HEALTH AND SAFETY</b>	25
9.1 Occupational health and safety measures	26
9.1.1 General rules	26
9.1.2 Rules to be followed in the port	28
9.2 Information about personal protective clothing and procedures for using them	29
9.3 Confined space entry permit measures and procedures	29
<b>10. OTHER ISSUES</b>	31
10.1 Validity of Dangerous Cargo Conformity Certificate	31
10.2 Defined duties for Hazardous Materials Safety Advisor	31
10.3 Issues regarding those carrying dangerous cargoes that will arrive at/leave the coastal facility by road	31
10.4 Issues regarding those carrying dangerous cargoes to/from the coastal facility by sea	31
10.4.1 Day/night signals to be displayed by ships and marine vessels carrying dangerous cargo at the port or coastal facility	31
10.4.2 Cold and hot working procedures on ships carrying dangerous cargo in coastal facilities	32
10.5 Additional matters to be added by the coastal facility	33
<b>INDEX OF FIGURES AND TABLES</b>	
Table 1: Dangerous cargo handling guide revision chart	5
Table 2: Facility information form	7
Table 3: Dangerous loads handled at the facility	15
Table 4: Operating limits table	17
Table 5: İSGF-27 Work permit form in closed areas	18 and 30
Table 6: İSGF-29 Hot works work permit form	18
Table 7: Possibility, capability and capacity table to intervene in fire	21
Table 8: On-site notification flow chart	22
Table 9: İSGF-44 Fire cabinet control form	24
Table 10: İSGF-45 Fire extinguisher device control form front side	24
Table 11: İSGF-45 Fire extinguisher control form back side	25
Table 12: İSGF-87 Hot work permit form (Ship)	33
<b>APPENDICES</b>	
APPENDIX-1 General layout plan of the coastal facility	34
APPENDIX-2 General view photographs of the coastal facility	35

APPENDIX-3 Emergency contact points and contact information	36
APPENDIX-4 General layout plan of areas where dangerous cargo is handled	37
APPENDIX-5 Fire plan of areas where dangerous goods are handled	38
APPENDIX-6 General fire plan of the facility	39
APPENDIX-7 Emergency plan	40
APPENDIX-8 Emergency meeting place plan	41
APPENDIX-9 Emergency management scheme	42
APPENDIX-10 Dangerous loads handbook	43
APPENDIX-11 Leakage areas and equipment, entry/exit drawings for CTU and packages	44
APPENDIX-12 Inventory of port service vessels	45
APPENDIX-13 Sea coordinates of Port Authority administrative borders, anchorage areas and pilot disembarkation/embarkation points	46
APPENDIX-14 Emergency response equipment against marine pollution in the coastal facility	47
APPENDIX-15 Personal protective equipment (PPE) usage map	50
APPENDIX-16 Dangerous cargo incidents notification form	54
APPENDIX-17 Control results notification form for hazardous cargo transport units (CTUs)	55
APPENDIX-18 Other required annexes	56
APPENDIX-19 Dangerous cargo handling guide additional load notification	57

**DANGEROUS CARGO HANDLING GUIDE REVISION CHART**

Order No.	Revision No.	Revision Content	Revision Date	Who Performed the Revision?	
				Name and surname	signature
1	1	Regulation within the scope of the "Directive on the Issuance of Coastal Facility Dangerous Cargo Conformity Certificate" dated 31/05/2022 (page 72: Appendix-5 Fire plan of the areas where Dangerous Cargoes are handled, page 73: Appendix-6 General Fire Plan of the Facility, 74-119. pages: Dangerous Cargo Emergency Plan, page 121: Appindeix-9 Emergency Management Scheme has been updated.)	27.03.2023	GÖKHAN PIRNAL	
2	2	The guide has been revised in general.	13/02/2024	GÖKHAN PIRNAL	
3	3	1-The "Validity date of Coastal Facility Operating Permit/Temporary Operating Permit Certificate" in the facility information form has been revised. 2-APPENDIX-5 The fire plan of areas where dangerous cargo is handled has been revised. 3-APPENDIX-6 General Fire Plan of the Facility has been revised.	27/05/2024	GÖKHAN PIRNAL	
4	4	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	GÖKHAN PIRNAL	
5	5	1- APPENDIX-12 The inventory of port service vessels has been revised.	18/03/2025	GÖKHAN PIRNAL	
6	6	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.	26/05/2025	GÖKHAN PIRNAL	

7	7	1- Section 8.2.1 Information on fire response capabilities and capacities has been revised. 2- Table 8, located under Section 8.4 Emergency notifications (both on-site and off-site), has been revised. 3- Appendix 12: The inventory of port service vessels has been revised.	02/01/2026	GÖKHAN PIRNAL	
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Table 1: Dangerous cargo handling guide revision chart

## 1. INTRODUCTION

### 1.1 General information about the facility

#### FACILITY INFORMATION FORM

one	Facility operator name/title	İÇDAŞ Çelik Enerji Tersane ve 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: <a href="mailto:icdas@icdas.com.tr">icdas@icdas.com.tr</a> Web: <a href="http://www.icdas.com.tr">www.icdas.com.tr</a>		
3	Facility name	İÇDAŞ 2 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: <a href="mailto:icdas@icdas.com.tr">icdas@icdas.com.tr</a> Web: <a href="http://www.icdas.com.tr">www.icdas.com.tr</a>		
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: <a href="mailto:karabiga.liman@uab.gov.tr">karabiga.liman@uab.gov.tr</a>		
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		
11th	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: <a href="mailto:gokhan.perkel@icdas.com.tr">gokhan.perkel@icdas.com.tr</a>		
13	Name and surname of the facility's dangerous cargo operations officer, contact details (phone, fax, e-mail)	MUSA ÇELEN Phone: 0 (286) 395 11 78 Fax: 0(286) 364 58 77 E-mail: <a href="mailto:liman.operasyon@icdas.com.tr">liman.operasyon@icdas.com.tr</a>		
14	Name and surname of the facility's Hazardous Materials Safety	GÖKHAN PIRNAL Phone: 0 (286) 395 10 10		

	Advisor, contact details (phone, fax, e-mail)	Email: gokhan.pirnal@icdas.com.tr	
15	Sea coordinates of the facility	40 24.5' N / 027 02' E	
16	Types of dangerous cargo handled in the facility	IMSBC Code	
17	Dangerous loads handled at the facility	Coal	
18	Classes for cargo handled subject to IMDG code	None	
19	Groups in the characteristic table for cargoes handled subject to IMSBC code	Group B (and A): Coal Group C: Fly Ash (Fly Ash, Dry)	
20	Types of ships that can dock at the facility	Bulk cargo and general cargo ships	
21	Distance of the facility to the main road (kilometers)	10	
22	Distance of the facility to the railway (kilometers) or railway connection (Yes / No)	109 NO	
23	Name of the nearest airport and its distance from the facility (kilometers)	Canakkale Airport 91	
24	Load handling capacity of the facility (Ton/Year; TEU/Year; Vehicle/Year)	15,000,000 TONS/YEAR	
25	Whether scrap handling is carried out at the facility	NO	
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 100 tons 2 conveyor belt systems	
29	Storage tank capacity (m <sup>3</sup> )	NO	
30	Open storage area (m <sup>2</sup> )	NO	
31	Semi-closed storage area (m <sup>2</sup> )	NO	
32	Closed storage area (m <sup>2</sup> )	NO	
33	Determined fumigation and/or degassing area (m <sup>2</sup> )	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: <a href="mailto:icdas@icdas.com.tr">icdas@icdas.com.tr</a> Web: <a href="http://www.icdas.com.tr">www.icdas.com.tr</a>	
35	Has a Security Plan been created? (Yes No)	YES	
36	Waste Reception Facility capacity	Waste Type	Capacity (m <sup>3</sup> )

	(This section will be arranged separately according to the waste accepted by the facility.)	(Slack) (Bilge Water) (Dewatered Bilge Tank) (Ship Waste Oil) (Rubbish)	50 50 7+7 28 16		
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)
one	344	20	37	27	---
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 the "TTİT-01 Bulk Cargo Loading-Unloading Instruction to/from the 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. Loading-Discharging unit works of coastal facility enterprises 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 (Coal):

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

1. In bulk cargo loading-unloading operations;

- Loading and unloading is done with mechanical grabbers. The selection should be made according to the capacity of the shore crane, the type and density of the material to be unloaded and loaded.

- In cases where the shore crane cannot take the load from the hold, that is, when the crane cannot reach under the bottom of the ship (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.

2. 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.

3. Meanwhile, preparations are made for ship unloading and loading.

4. 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.

5. 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.

6. 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.

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

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

Coal Loads Discharge Procedure;

Coal loads are discharged from the water tank at our coastal facility and transferred to the thermal power plant coal stock area via a direct conveyor/belt system. There are no special requirements for evacuation as stated in the IMSBC code. 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.

## **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 applies to the Administration to obtain permission in cases where it is necessary to keep them.
- 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 2 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 documents, information and documentation cannot be provided by the cargo person, 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 authorities and/or cargo personnel for the loads falling within the scope of Dangerous Cargo. Before the ship docks at the facility, the "İÇDAŞ 2 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 2 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 article 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) Our coastal facility does not handle packaged dangerous cargo within the scope of the IMDG Code, and according to the TYUB document issued on this subject, it is not authorized to handle dangerous cargo within the scope of the IMDG Code. In our coastal facility, Fly Ash (FLY ASH, DRY) is loaded and only coal cargo is discharged as hazardous solid bulk cargo within the scope of IMSBC code.

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. Loads are not stored in open areas in our facility, but are transferred directly to thermal power plant warehouses. This information is provided to the relevant parties upon request.

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) In our coastal facility, dangerous goods are not handled by transport units, no separation or stacking is done, and therefore no temporary storage takes place. 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 cargo handled at our coastal facility is provided below.

UN/IMSBC	NAME AND DESCRIPTION	CLASS/GROUP
MHB	COAL	B (and A)
---	FLY ASH, DRY	C.

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

Table 3: Dangerous loads handled at the facility

## 4.2 Packages and packaging of dangerous goods

In our coastal facility, no hazardous cargo is handled within the scope of the IMDG Code.

## 4.3 Placards, plates, brands and labels for dangerous goods

In our coastal facility, no hazardous cargo is handled within the scope of the IMDG Code.

## 4.4 Signs and packaging groups of dangerous goods

In our coastal facility, no hazardous cargo is handled within the scope of the IMDG Code.

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

In our coastal facility, no hazardous cargo is handled within the scope of the IMDG Code.

## 4.6 Separation distances and terms of dangerous goods in warehouses

In our coastal facility, no hazardous cargo is handled within the scope of the IMDG Code.

## 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 with Pilots and Tugboats when permitted by the Port Authority, as determined by the Port Law and Port Regulations.

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

Since the West/Eastern winds that affect the port the most are short and very strong, continuous measurements are made at our company's meteorological station. The required operating limits for the facility have been determined as shown in Table 4 and actions are taken accordingly.

Meteorological or Operational Conditions	Operation	Action to be taken	Descriptions
Wind speed > 75 km/h (~40 knots)	Loading/Discharging	The loading/discharging is stopped and the flexible hose connections are disconnected.	The port facility reserves the right not to continue loading/unloading until the wind speed drops below 75 km/h.
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) > 2° Fore-and-aft slope (trim) > 3 m.	Loading/Discharging	Loading/discharging is stopped	The ship is requested to take corrective measures.

Table 4: 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 forbidden 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.

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 TERSENE VE ULUŞİM SANAYİ A.Ş.

INTEGRATED MANAGEMENT SYSTEM

Form No

TYER.02

PORT MANAGEMENT DIRECTORATE

First release date

5/1/2022

İÇDAŞ-2 PORT DANGEROUS CARGO  
HANDLING GUIDE

Rev. Date/No

1/2/2026/7

Page

18 / 57

İÇDAŞ KAPALI ALANLARDA ÇALIŞMA İZİN FORMU		Rev. Tarihi/No:23.06.2014/0	ALINMASI GEREKEN ÖNLEMLER			EVET	HAYIR	AÇIKLAMA
		Yayın Tarihi : 23.06.2014	1	Çalışma yapılacak kapalı alanın ön keşif ve kontrolü yapıldı mı?				
		Form No : İSGF-27	2	Kapalı alandaki malzeme/ekipman/sistem biliniyor mu?				
		Sayfa : 1 / 1	3	Olusabilecek tehlikelere karşı gereken önlemler alındı mı?				
			4	Kapalı alan çalışma bölgesinde girişlere uyan levhalar asıldı mı?				
İŞİ YAPACA KOLAN	<input type="checkbox"/> İÇDAŞ	<input type="checkbox"/> TAŞERON	5	Kapalı alan çalışmasında girişlerde en az 1 kişi bekliyor mu?				
İŞİ YAPACA KİŞİ			6	Kapalı alanda çalışacak personel ve ekip amiri tecrübeli midir?				
İŞİN YAPILACAĞI YER			7	Kapalı alanda ortam hava ölçümleri yapıldı mı?				
GEÇERLİ İZİN TARİHİ			8	O ölçümdeğeri nedir? Çalışmaya elverişli mi? (Min: %19,5 - Max: %23,5)				
GEÇERLİ İZİN SÜRESİ VE SAATI			9	CO ölçümdeğeri nedir? Çalışmaya elverişli mi? izin verilen limit 35 ppm- 8 saat çalışma				
İSG AMİRİ VEYA PROJE SORM. ADI / SOYADI		TARİH-İMZA	10	H <sub>2</sub> S ölçümdeğeri nedir? Çalışmaya elverişli mi? izin verilen limit 10 ppm- 8 saat çalışma				
SORUMLU TAŞERON ELEMANI - ADI / SOYADI		TARİH-İMZA	11	Ekipmanların, üreticinin talimatlarına uygun olarak kalibrasyonu ve periyodik kontrolleri zamanında yapılıyor mu?				
YAPILACAK İŞİN MAHİYETİ			12	Ölçümler sonucunda ortamda çalışmayı engelleyecek gaz var mı?				
			13	Aydınlatma, havalandırma yeterli midir, hava şartları uygun mudur?				
			14	Yangın tehlikesine karşı YSC mevcuttur ve çağır vaziyetinde mi?				
			15	Kapalı alan çalışmasında Kişisel Koruyucu Donanımlar kullanılıyor mu?				
İŞİN UZAMA Sİ / DEVREDİLMESİ		İŞİN TAMAMLANMASI / İZİNİN KAPATILMASI	16	Yardımcı Güvenlik Ekipmanları temin edildi mi?				
GEÇERLİ TARİH/SÜRE		İSG AMİRİ VEYA PROJE SORUMLUSU ONAYI	17	Acil durumlardan personel tarafından biliniyor mu?				
DEVREDEN ADI/SOYADI-İMZA			18	Alınması gereken diğer izinler var mı?				
DEVRALAN ADI/SOYADI-İMZA			19	İş bitiminde gerekli güvenlik önlemleri alındı mı?				
İSG AMİRİ VEYA PROJE SORUMLUSU ONAYI			DİĞER RİSKLER VE ÖNEMLİ NOTLAR					
ÖNGÖRÜLEN RİSKLER								
Okuyucu eleme sonucu bozulma	<input type="checkbox"/>	Su, buhar, gaz, kısıtlı sonucunu bozulma/yaralanma	<input type="checkbox"/>					
Zehirli gaz bulunması sonucu zehirlenme / ölüm	<input type="checkbox"/>	Kurtarma ekipmanı, gözetimi yokluğu sonucu yaralanma / ölüm	<input type="checkbox"/>					
Parlayıcı gaz bulunması sonucu yangın/yaralanma/hasar	<input type="checkbox"/>	Dişleme, çarpma, kayma ve sıkışma sonucu yaralanma	<input type="checkbox"/>					
Elektrik çarpması	<input type="checkbox"/>	Paslı malzeme kesilmesi sonucu tetanoz hastalığı	<input type="checkbox"/>					

Table 5: İSGF-27 Work permit form in closed areas

İÇDAŞ SICAK İŞLERDE ÇALIŞMA İZİN FORMU		Rev. Tarihi/No:23.06.2014/0	ALINMASI GEREKEN ÖNLEMLER			EVET	HAYIR	AÇIKLAMA
		Yayın Tarihi : 23.06.2014	1	Zemindeki yabancı / parlayıcı malzeme toplandı, uzaklaştırıldı mı?				
		Form No : İSGF-29	2	Üst yapıdaki yabancı / parlayıcı malzeme alındı, uzaklaştırıldı mı?				
		Sayfa : 1 / 1	3	Yabancı / parlayıcı malzeme uzaklaştırma mesafesi en az 15 m				
			4	Sabit yabancı / parlayıcı malzeme yangına karşı izole edildi mi?				
İŞİ YAPACA KOLAN	<input type="checkbox"/> İÇDAŞ	<input type="checkbox"/> TAŞERON	5	Yabancı / parlayıcı sıvı ve gaz tank ve hatları boşaltıldı mı?				
İŞİ YAPACA KİŞİ			6	Yabancı / parlayıcı sıvı / gaz tank ve hatları tamamen temizlendi mi?				
İŞİN YAPILACAĞI YER			7	Aydınlatma, havalandırma yeterli midir, hava şartları uygun mudur?				
GEÇERLİ İZİN TARİHİ			8	Sıcak iş makine / ekipman bakım standartlarında uygun sağlanıyor çağır durumda				
GEÇERLİ İZİN SÜRESİ VE SAATI			9	Elektrik besleme kabloları, fiş, priz, bağlantılar sağlam ve güvenli durumda				
İSG AMİRİ VEYA PROJE SORM. ADI / SOYADI		TARİH-İMZA	10	Kaynak redresörü DC kabloları, pense, bağlantılar sağlam, güvenli durumda				
SORUMLU TAŞERON ELEMANI - ADI / SOYADI		TARİH-İMZA	11	Gas tüpleri hortumlarının emniyetli/egülatör/valfoları faaliyet durumda mı?				
YAPILACAK İŞİN MAHİYETİ			12	Gas tüplerinin devrilmesine karşı önleyici tedbirler alınmış mı?				
			13	İş sonunda çalışma alanı en az yarım saat boşaltılarak yangına karşı gözlemlendi				
			14	Sıcak iş sonunda alandan ayrılmadan önce güvenlik departmanına bilgi verildi				
			15	Yangın söndürme ve sistemi faaliyet durumunda mı?				
İŞİN UZAMA Sİ / DEVREDİLMESİ		İŞİN TAMAMLANMASI / İZİNİN KAPATILMASI	16	Yangın söndürme ve sistemlerinin periyodik kontrol ve bakımları yapıldı mı?				
GEÇERLİ TARİH/SÜRE		İSG AMİRİ VEYA PROJE SORUMLUSU ONAYI	17	Yangın söndürme ve sistemleri alanda hazır durumda mı?				
DEVREDEN ADI/SOYADI-İMZA			18	Alınması gereken diğer izinler var mı?				
DEVRALAN ADI/SOYADI-İMZA			19	Yardımcı güvenlik ekipmanları temin edildi mi?				
İSG AMİRİ VEYA PROJE SORUMLUSU ONAYI			20	Kişisel koruyucu ekipmanları kullanılıyor mu?				
ÖNGÖRÜLEN RİSKLER			21	Acil Durum planı hazır ve herkes tarafından biliniyor mu?				
Yangın sonucu yaralanma / maddi hasar		<input type="checkbox"/>	Diğer riskler ve önemli notlar					
Gaz parçalanması - patlama sonucu yaralanma / hasar		<input type="checkbox"/>						
Gaz tüpleri devrilmesi, yarılanması sonucu yaralanma / hasar		<input type="checkbox"/>						
Elektrik çarpması sonucu yaralanma / ölüm		<input type="checkbox"/>						
Yüksek gördeli işin sonucu görme gözü / göz kaybı		<input type="checkbox"/>						

Table 6: 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)



İÇDAŞ ÇELİK ENERJİ TERSANE VE ULAŞIM SANAYİ A.Ş.

INTEGRATED MANAGEMENT SYSTEM

Form No

TYER.02

PORT MANAGEMENT DIRECTORATE

First release date

5/1/2022

İÇDAŞ-2 PORT DANGEROUS CARGO  
HANDLING GUIDE

Rev. Date/No

1/2/2026/7

Page

19 / 57

- Solid bulk loads load data sheet
- Ship/shore safety checklist
- Dangerous cargo manifest

-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 Port Management Directorate checks the relevant dangerous cargo documents in order to confirm whether the dangerous goods entering the facility are properly identified, certified and declared correctly.

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 must keep a copy of the dangerous goods transport document 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

IMSBC Code, BLU Code, BLU Manual books will be kept up to date.

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, BLU Code and BLU Manual 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. Daily tonnages on board and discharged will be updated as morning and evening reports and sent to the Loading/Discharge department, Pilotage and Tugboat Organization, Port Management Directorate as ship status.

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

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 substances from spark-producing processes and vehicles or tools that create sparks 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.

### **7.4 Procedures for supplying and keeping the 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-2 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 the pier. In case of emergency, the emergency fire alarm button will be pressed and the port shift supervisor will be contacted immediately. In case of fire on the ship, the ship will give a warning with its own whistle, 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 instructions of the Port Directorate. The ship prepares for emergency departure.

### 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 hydrant	10 units
Emergency alarm button	7 pieces
Dry chemical powder fire extinguisher (6 kg)	23 pieces
Fire truck (7 tons)	1 piece

Table 7: 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 45 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-2 Port, İÇDAŞ-2 Port Dangerous Cargo Emergency Plan is implemented and the accident is intervened. İÇDAŞ-2 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

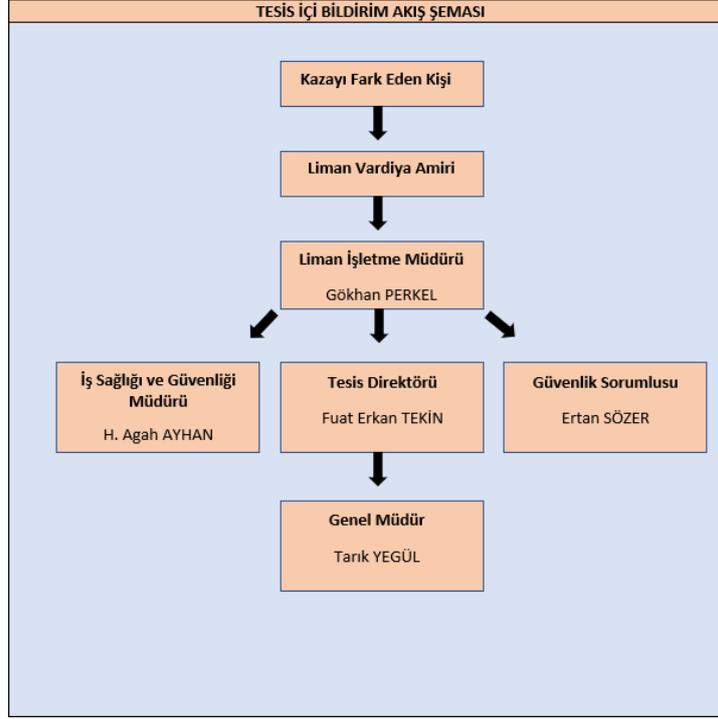


Table 8: On-site notification flow chart

Institutions to be notified externally in case of emergency:

Biga District Governorate : 0 (286) 316 10 01

Karabiga Port Authority : 0 (286) 354 10 17

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 with injuries, call 112 emergency service and, if necessary, Biga fire brigade 0 (286) 316 95 22 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 as soon as possible via the Reporting Form.

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 ÇELİK ENERJİ TERSANE VE ULAŞIM SANAYİ A.Ş.

INTEGRATED MANAGEMENT SYSTEM

Form No

TYER.02

PORT MANAGEMENT DIRECTORATE

First release date

5/1/2022

İÇDAŞ-2 PORT DANGEROUS CARGO  
HANDLING GUIDE

Rev. Date/No

1/2/2026/7

Page

23 / 57

İÇDAŞ Çelik Enerji Tersane ve Ulaşım San. A.Ş. Communication and reporting about the events taking place with the advantage of being physically close to the Sea Border Gate located within the İÇDAŞ-2 Port facility operating within 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 firefighting, 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 documents 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.

YANGIN DOLABI		YANGIN DOLABI KONTROL FORMU												Rev. Tarihi/No	23.06.2014/0
Kodu		Yeri (Alanı)												Yayın Tarihi	23.06.2014
		YIL												Form No	İSGF-44
														Sayfa No	1/1
SORULAR															
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 ÖNİNDE 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" işareti olan durumlarda ilgili "AÇIKLAMA" bölümüne yazılacaktır.															

Table 9: İSGF-44 Fire cabinet control form

Kontrol Tarihi:		Kontrol Eden:					Rev. Tarihi/No	23.06.2014/0
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 10: İSGF-45 Fire extinguisher device control form front side

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

**Rev. No** : 23.06.2014/0  
**Yayın Tarihi** : 23.06.2014  
**Form No** : ISGF-45  
**Sayfa No** : 22

**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 düşüğe boş YSC bölümüne koy.)
4. DOLU VE BOŞ YSC'LER KENDİLERİNE AYRILAN BÖLÜMLERDE Mİ? (Dolu ve boş YSC'leri birbirine karıştıрма.)
5. YANGIN SÖNDÜRÜCÜ CİHAZ ÖNÜNDE ENGEL OLUŞTURACAK ŞEKİLDE HERHANGİ BİRŞEY VAR MI? (Yangın söndürücü cihaz önünde cihaza ulaşımı engelleyecek şekilde kesinlikle matzeme bulundurma.)

**AÇIKLAMALAR:**

1. Bu form; Kontrolü yapılan işletmenin belirlediği kişi tarafından aylık olarak doldurulacaktır.
2. Boş olan YSC'ler hakkında ilgili bölüm amirine kullanım yeri, tarihi, saati ve nedeni sorulacaktır.
3. YSC ile ilgili durum "AÇIKLAMA" bölümüne yazılacaktır.
4. Kontrol sonrası boş YSC bölümüne koyulan YSC'ler YSC toplama sahasına götürülecek ve boş YSC toplama alanına koyulacaktır. Dolu YSC alanından yeterli kadar YSC alınıp istasyona getirilecektir.
5. Değiştirilen YSC'ler hakkında ilgili amirlere bilgi verilecektir.

Table 11: 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 Değirmencik 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 (OHS)

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 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. Inc. – covers all businesses within it.

### 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.



İÇDAŞ ÇELİK ENERJİ TERSANE VE ULAŞIM SANAYİ A.Ş.

INTEGRATED MANAGEMENT SYSTEM

PORT MANAGEMENT DIRECTORATE

İÇDAŞ-2 PORT DANGEROUS CARGO  
HANDLING GUIDE

Form No

TYER.02

First release date

5/1/2022

Rev. Date/No

1/2/2026/7

Page

30 / 57

#### 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 with the "ISGF-27 WORKING PERMISSION FORM IN CONFINED AREAS" registered in the integrated management system.

İÇDAŞ® KAPALI ALANLARDA ÇALIŞMA İZİN FORMU		Rev. Tarihi/No:23.06.2014/0	ALINMASI GEREKEN ÖNLEMLER			EVET	HAYIR	AÇIKLAMA
Yayın Tarihi : 23.06.2014		Form No : İSGF-27	1	Çalışma yapılacak kapalı alanın ön keşif ve kontrolü yapıldı mı?				
Sayfa : 1 / 1			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 ?				
İŞİ YAPACAK OLAN	<input type="checkbox"/> İÇDAŞ <input type="checkbox"/> TAŞERON		5	Kapalı alan çalışmasında girişlerde en az 1 kişi bekliyor mu?				
İŞİ YAPACAK KİŞİ			6	Kapalı alanda çalışacak personel ve ekip amiri tecrübeli midir?				
İŞİN YAPILACAK YER			7	Kapalı alanda ortam hava ölçümleri yapıldı mı?				
GEÇERLİ İZİN TARİHİ			8	O <sub>2</sub> ölçüm değeri nedir? Çalışmaya elverişli mi? (Min:%19.5 - Max:%23.5)				
GEÇERLİ İZİN SÜRESİ VE SAATI			9	CO ölçüm değeri nedir? Çalışmaya elverişli mi? İzin verilen limit 35 ppm - 8 saat çalışma				
İSG AMİRİ VEYA PROJE SORM. ADI / SOYADI	TARİH-İMZA		10	H <sub>2</sub> S ölçüm değeri nedir? Çalışmaya elverişli mi? İzin verilen limit 10 ppm - 8 saat çalışma				
SORUMLU TAŞERON ELEMANI - ADI / SOYADI	TARİH-İMZA		11	Ekipmanların, üreticinin talimatlarına uygun olarak kalibrasyonu ve periyodik kontrolleri zamanında yapılıyor mu?				
YAPILACAK İŞİN MAHİYETİ			12	Ölçümler sonucunda ortamda çalışmayı engelleyecek gaz var mı?				
			13	Aydınlatma, havalandırma yeterlidir, hava şartları uygun mudur?				
			14	Yangın tehlikesine karşı YSC mevcut ve çalışır vaziyette mi?				
			15	Kapalı alan çalışmasında Kişisel Koruyucu Donanımlar kullanılıyor mu?				
İŞİN UZAMASI / DEVREDİLMESİ	İŞİN TAMAMLANMASI / İZİNİN KAPATILMASI		16	Yardımcı Güvenlik Ekipmanları temin edildi mi?				
GEÇERLİ TARİH/SÜRE	İSG AMİRİ VEYA PROJE SORUMLUSU ONAYI		17	Acil durum planları personel tarafından biliniyor mu?				
DEVREDEDEN ADI/SOYADI-İMZA			18	Alınması gereken diğer izinler var mı?				
DEVRALAN ADI/SOYADI-İMZA			19	İş bitiminde gerekli güvenlik önlemleri alındı mı?				
İSG AMİRİ VEYA PROJE SORUMLUSU ONAYI			DİĞER RİSKLER VE ÖNEMLİ NOTLAR					
ÖNGÖRÜLEN RİSKLER								
Oksijen eksikliği sonucu boğulma <input type="checkbox"/>	Su, buhar, gaz kaçağı sonucu boğulma/yanma/yaralanma <input type="checkbox"/>							
Zehirli gaz bulunması sonucu zehirlenme / ölüm <input type="checkbox"/>	Kurtarma ekipmanı, gözlemleri yokluğu sonucu yaralanma/ ölüm <input type="checkbox"/>							
Parlayıcı gaz bulunması sonucu yangın/yaralanma/hasar <input type="checkbox"/>	Düşme, çarpma, kayma ve sıkışma sonucu yaralanma <input type="checkbox"/>							
Elektrik çarpması <input type="checkbox"/>	Paslı malzeme kesmesi sonucu tetanoz hastalığı <input type="checkbox"/>							

Table 5: 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 BKN.TMUB.86. TYUB is valid until 30.05.2026.

### 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 the conveyor belt system in the coastal facility, and no dangerous cargo comes to 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 goods, 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 : ISGF-87		
Gemi Adı / Vessel Name		Çalışma Bölgesi / Work Location		Yayın Tarihi : 15.10.2021		
İznilen Firma / Authorized Subcontractor		Çalışma Saat Aralığı / Working Time Range		Rev. Tarih / No : 15.10.2021/0		
İşin Tanımı / Work Description :		SICAK ÇALIŞMA İZİNİ 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.		Sayfa : 1/1		
İzinler/Permits :		<input type="checkbox"/> Yüksekte Çalışma İznini / Permit For Work At Height <input type="checkbox"/> Kapalı Alan Çalışma İznini / Confined Space Permits <input type="checkbox"/> Sıcak Çalışma İznini / 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 ustabağ / foreman / ekip başı var mı? / Do you have a foreman / foreman / team head who will do the work at the head of the employees?					
3	Sıcak çalışma yapılacak bölgelerin yerleri konusunda çalışanlar bilgilendirildi mi veya bu bölgeler markalandı mı? / Have the workers been informed about the hot work locations or have these locations 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 noktalar dahi 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, yapılacak işin niteliğine uygun kişisel koruyucu donanımları var mı? / Do employees use personal protective equipment necessary for the job?					
9	Basma, 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, prohibited, obligation signs installed according to the work to be done?					
11	Kullanılacak elektrik kabloları izolasyonunda gösle görünür bir deformasyon var mı? / Is there any/bite deformation in the insulation of the electrical cables to be used?					
12	Sare bağlantis ve kaynak kablosu uygun mu? / Are the earthing clamp connection and welding cable suitable?					
13	Kullanılacak elektrik kabloları ve saloma hortumları ayaklar ile asıya alındı mı? / Are the electrical cables and blower hoses going high?					
14	Saloma 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	Saloma, tüplerde, hortumlar ve bağlantı noktalarında kapak kontrolü yapıldı mı? / Was the gas leak check on the blower and the tubes?					
16	Saloma hortumları (Oksijen/Lpg) TS EN 3821 standardında mı? / Does the hoses conform to the standards?					
17	Basma, montaj, tavlama ya da kaynakta ortaya çıkan sıcak çapaklar çevredekileri etkiliyor mu? / Do the resulting hot burrs affect the surrounding workers?					
18	Kaldırma ekipmanı kullanıma uygun mu? / Lifting equipment to be suitable?					
19	Kaldırma ekipmanını kullanacak personelin, operatör belgesi var mı? / Do the personnel who will use the lifting equipment have an operator's certificate?					
20	Basınçlı ekipman üzerinde çalışılacaksa iç basınç tahliye edildi mi? / Was the internal pressure relieved?					
21	Elektrikli, pnomatik ya da hidrolik bir sistemle çalışan makine üzerinde veya çevresinde çalışılacak ise makinenin beklenmedik enerjilenme, hareketlenme ve enerji boşalmasını engellemek için çalışma 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 kirlendi 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?					
27	Kapalı alana giriş-çıkış güzergahı dahil yeterli aydınlatma yapıldı mı? / Have sufficient lighting been built in the enclosed area, including the landing-exit route?					
28	Aydınlatma voltajı 24 volt mu? / Is the lighting voltage 24 volts?					
29	Yağ, yakıt, sludge vs. tankında çalışılacak ise kullanılacak aydınlatmalar ile havalandırma lar exp proof özellikte mi? / If the oil, fuel, sludge etc. are to be operated in the tank, are the exproofs to be used?					
30	Kapalı alana girer saloma hortumları tek parça mı? / Is the blower hoses in one piece?					
31	Kapalı alanda çıkacak 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 giriş-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" tabiiğ 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 iskeletin 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	İskele üstü yüksekte çalışmaya (Pruva direği, crane, baca...vs.) yapılacak iş düşmeyi önleyici tedbirler alındı mı? Did you take measures against the risk of falling from high?					
38	İskele, yapılacak çalışmaya ve çalışma okayonuna uygun mu? / Is the staging suitable for the work to be done and for the work location?					
39	Personele "YÜKSEKTE ÇALIŞMA TALİMATI" tabiiğ 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/TEKNİKLERİ (FIRE FIGHTER CHIEF / TECHNICIAN)						
EKİP SORUMLUSU (TEAM LEADER)						
TAŞİRON 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						

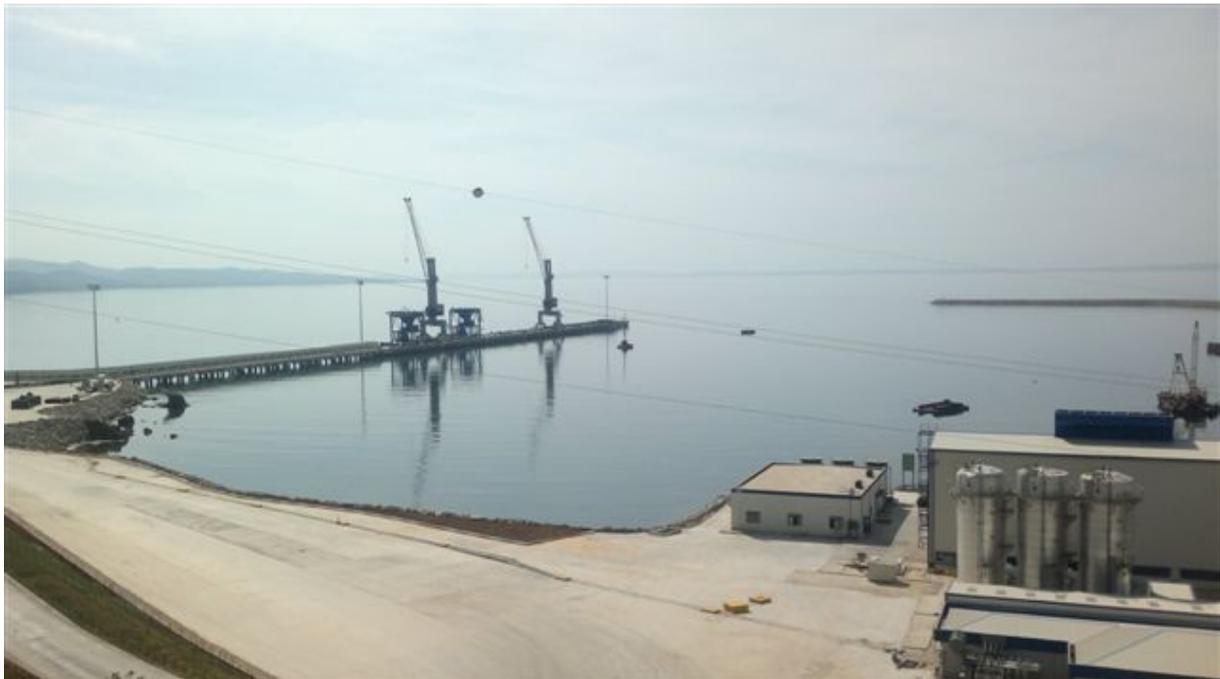
Table 12: ISGF-87 Hot work permit form (Ship)

## 10.5 Additional matters to be added by the coastal facility

There are no additional points to add.



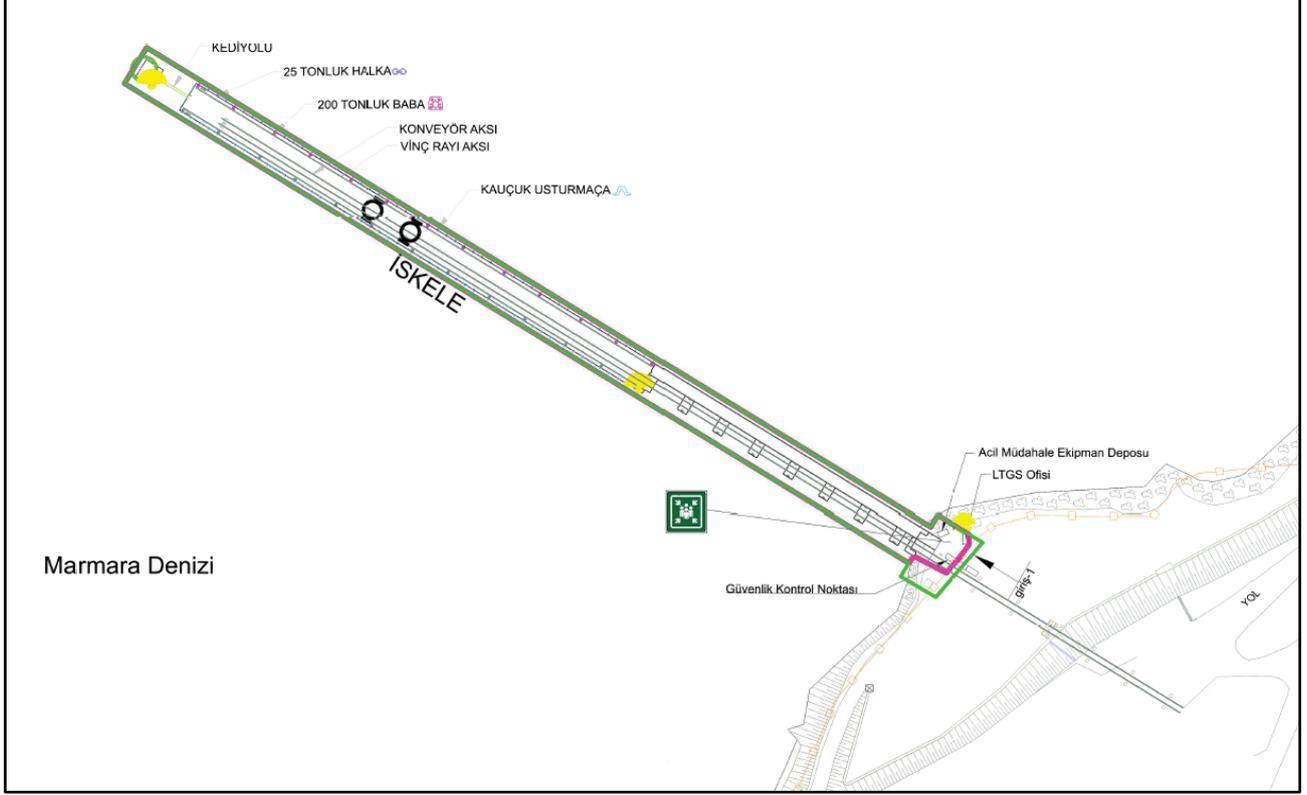
**APPENDIX-2 General view photographs of the coastal facility**



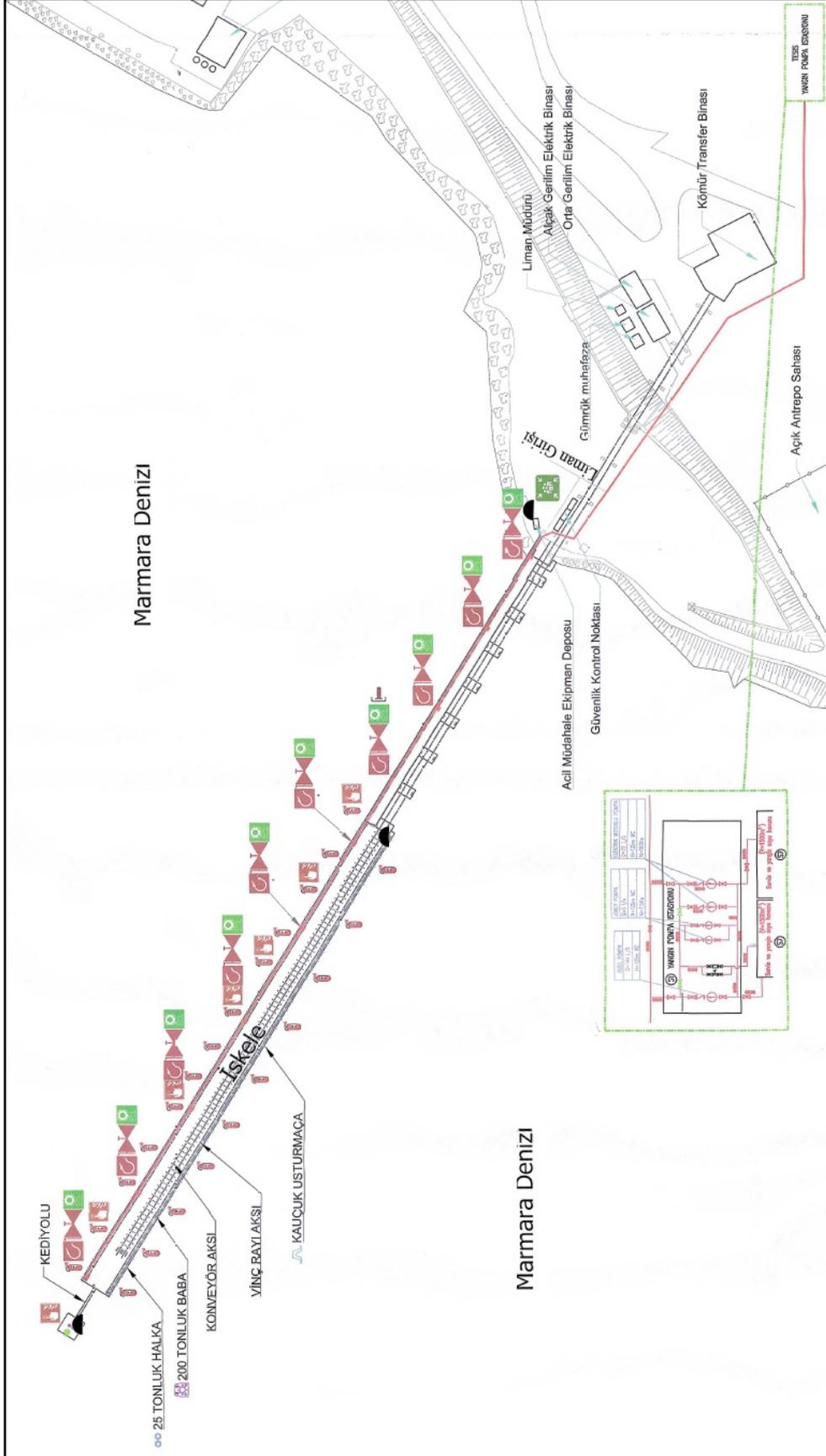
### APPENDIX -3 Emergency contact points and contact information

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 BİGA	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 BİGA	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

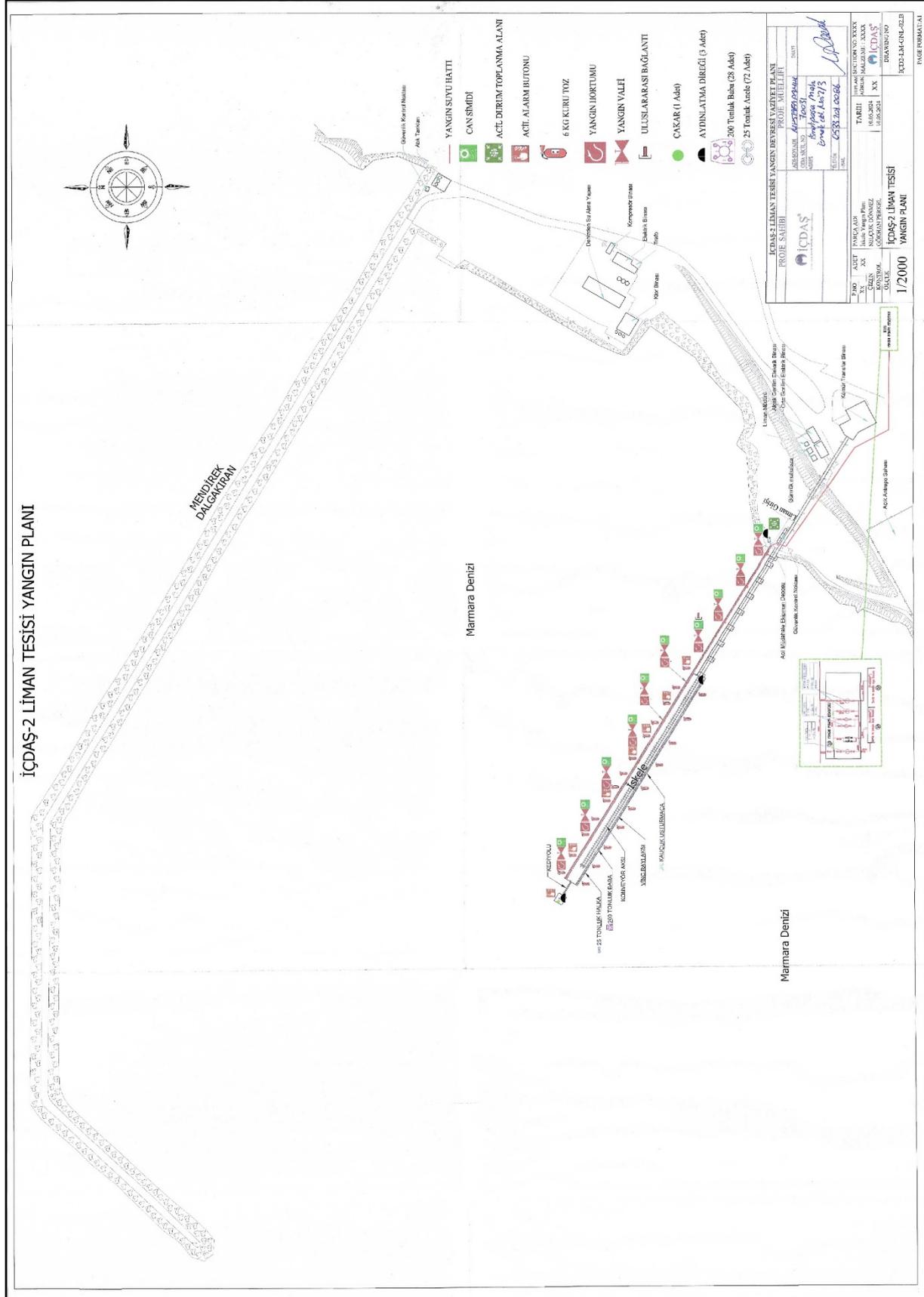
#### APPENDIX -4 General layout plan of areas where dangerous cargo is handled



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



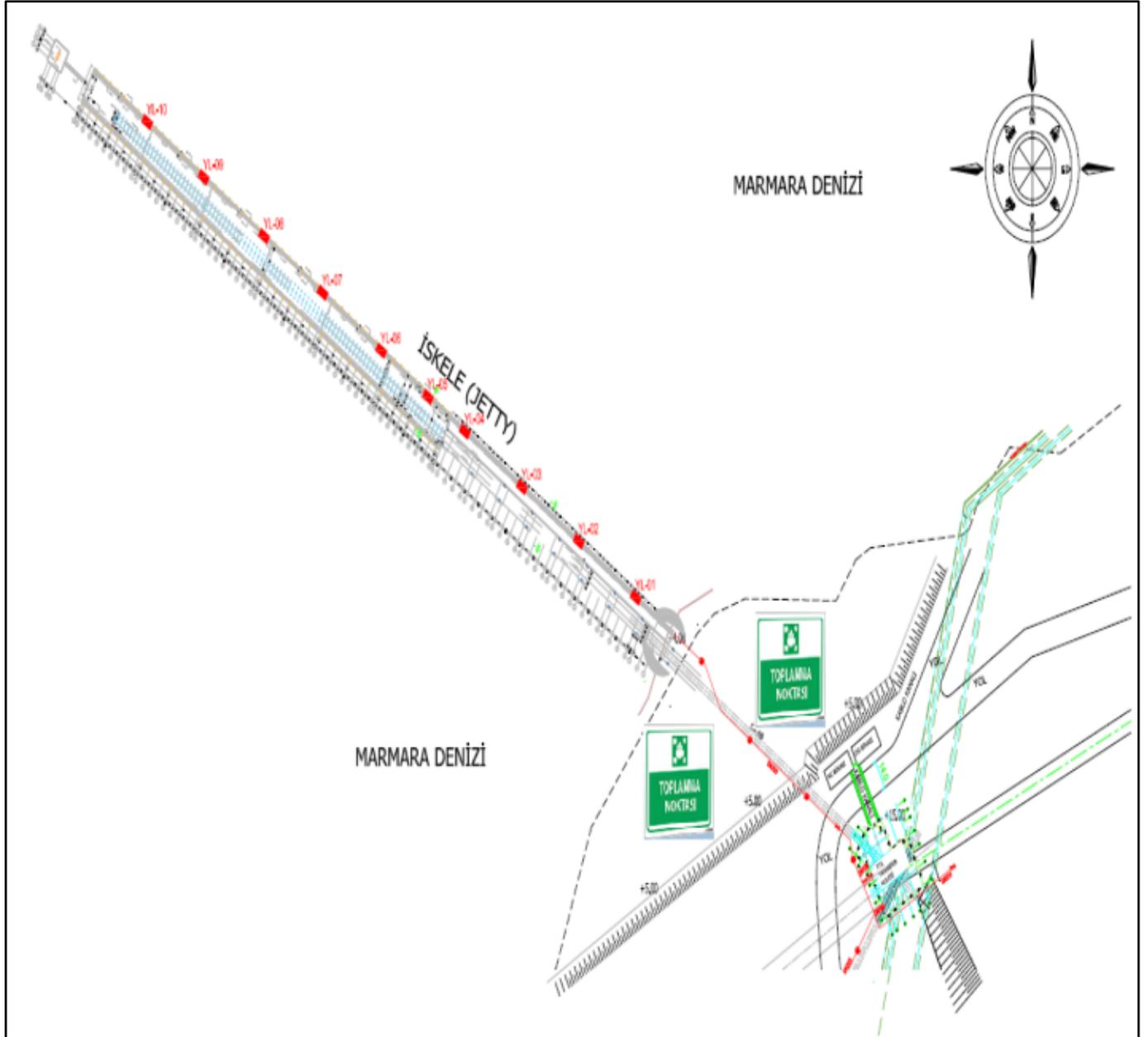
APPENDIX -6 General fire plan of the facility



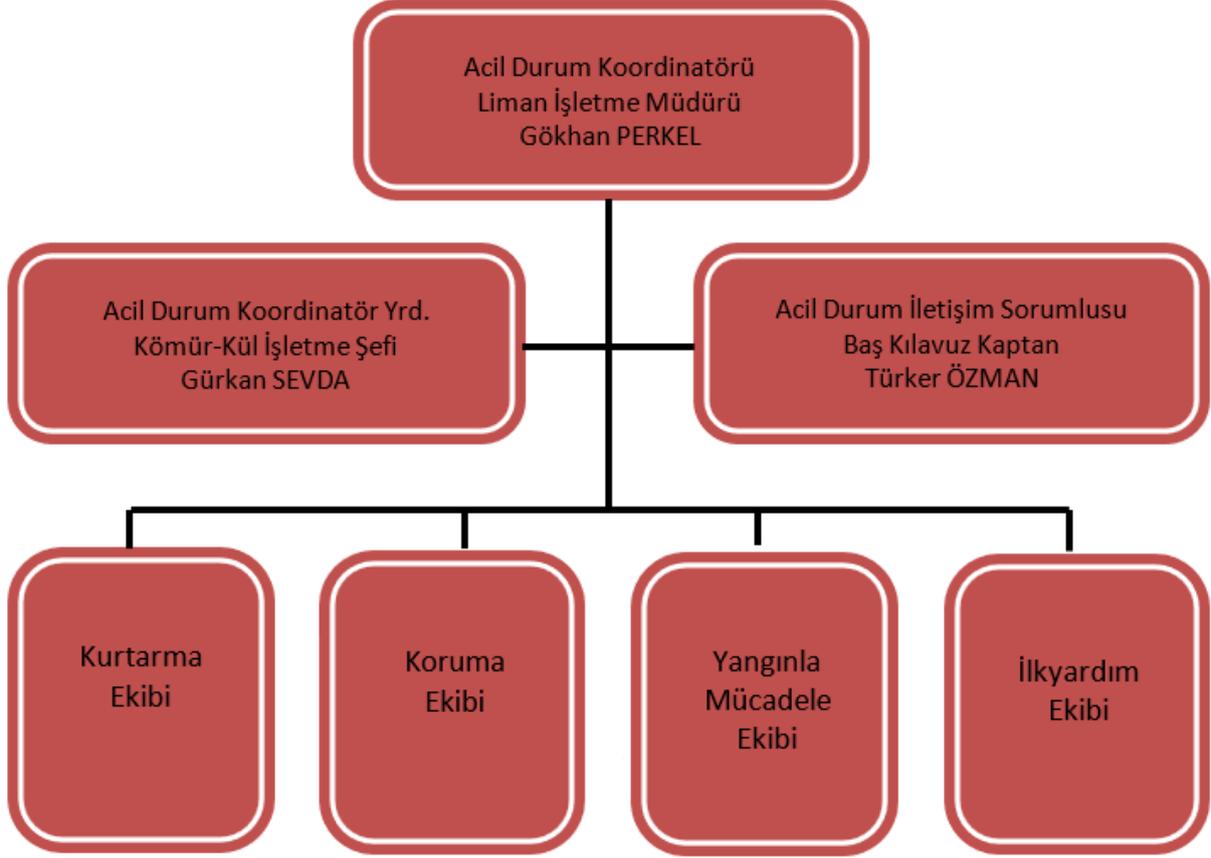
## **APPENDIX -7 Emergency plan**

The emergency plan has been prepared to include the issues specified in APPENDIX-9 "Directive on the issuance of coastal facility dangerous cargo conformity certificate". The prepared emergency plan was published in the QDMS system with the document number "LPL-02" and the name "İÇDAŞ-2 Port Dangerous Cargo Emergency Plan" within the scope of the quality management system. The document is updated maximum every two years.

**APPENDIX -8 Emergency meeting 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 the "Dangerous Cargo Handbook" and made it available to relevant personnel.

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

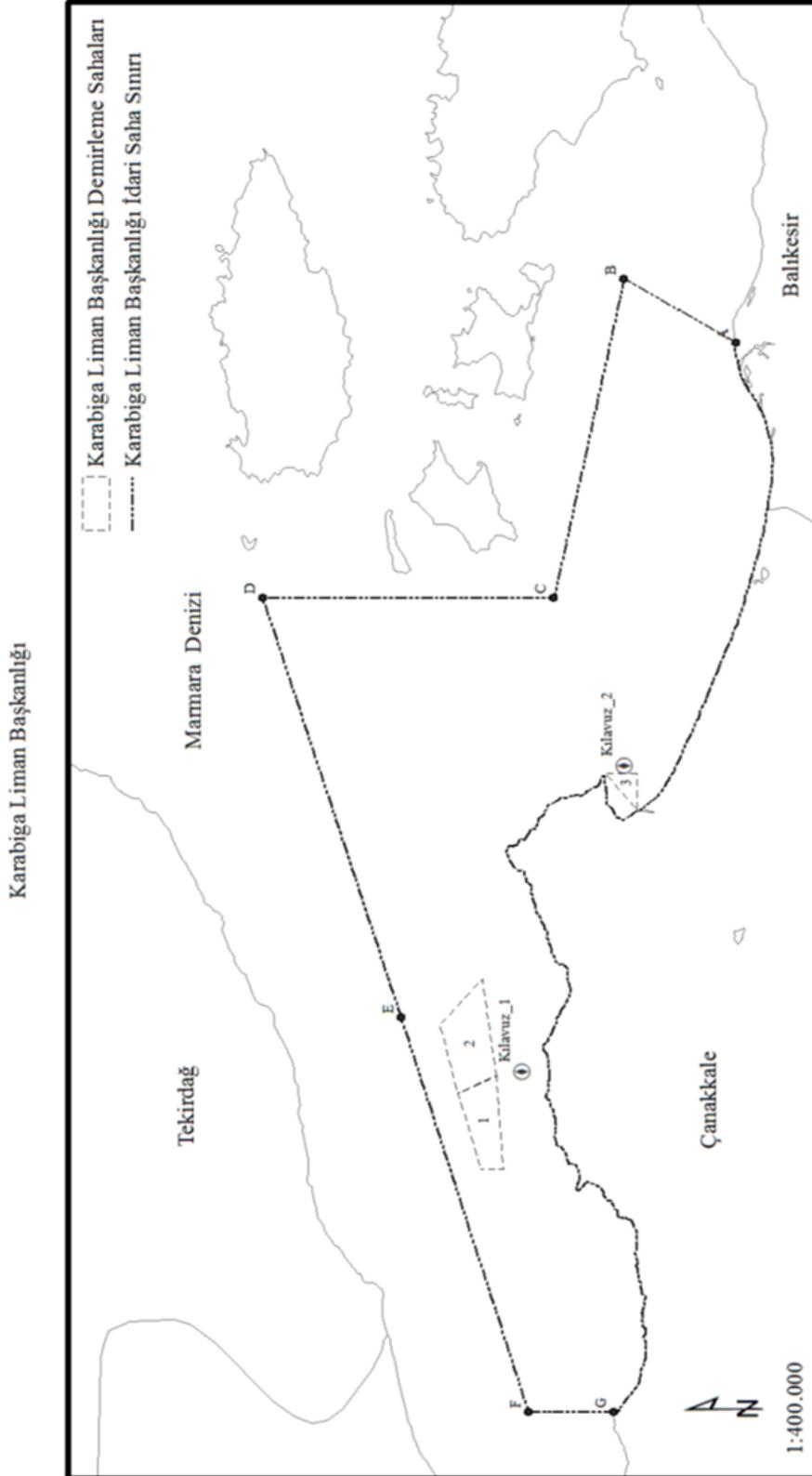
There are no leakage areas within the scope of the cargo handled at the coastal facility.

## APPENDIX -12 Inventory of port service vessels

This service is provided by İÇDAŞ Pilotage and Tugboat Organization. The organization has 4 tugboats, 2 mooring boats and 1 pilot boat.

Port Service Vessels		
Tug	3840 kW	1 piece
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**



**Kılavuz Kaptan Koordinatları**  
Kılavuz\_1 - 40° 28' 00" K - 027° 08' 24" D  
Kılavuz\_2 - 40° 24' 00" K - 027° 20' 24" D

**Demirleme Sahaları**  
1 - Tehlikeli Madde Taşımayan Gemiler  
2 - Tehlikeli Madde Taşıyan Gemiler  
3 - Belediye Limanı Demirleme Sahası

**İdari Saha Koordinatları**  
A) 40° 19' 36" K - 027° 37' 00" D  
B) 40° 24' 00" K - 027° 39' 30" D  
C) 40° 26' 45" K - 027° 27' 00" D  
D) 40° 38' 06" K - 027° 27' 00" D  
E) 40° 32' 42" K - 027° 10' 30" D  
F) 40° 27' 42" K - 026° 55' 00" D  
G) 40° 24' 24" K - 026° 55' 00" D

**APPENDIX -14 Emergency response equipment against marine pollution in the coastal facility****KİRLİLİĞE MÜDAHALE EKİPMANLARI – SEVİYE I**

<b>BARIYERİ</b>	
Tipi	Çit tipi
Toplam uzunluğu (m)	1000 m
Su çekimi	En az 50 cm
Fribord uzunluğu	En az 50 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	Yarım saat
Taşıma şekli	Tekne ile – yüzdürülerek
Serilmesi için gereken personel sayısı	3 kişi
Tedarik yâda kira bedeli	Tedarik

<b>YAĞ SIYIRICILAR VE DİĞER TOPLAMA EKİPMANLARI</b>			
Miktarı	1 adet	2 kutu (200 ped/kutu)	300 m (12 m/balya)
Tipi	Skimmer 30 m <sup>3</sup> /s Disc Tipi/ Tambur Tipi	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		
Taşıması için gereken ekipman	Tekne	-	-
Taşıma şekli	Tekne ile	-	-
Kullanım için gereken personel sayısı	3 kişi	1	1
Tedarik yâda kira bedeli	Tedarik	Tedarik	Tedarik
Ekipmanın çalışması için gerek diğer ekipman (örn: pompalar)	Pompa, tekne vb. gerekirse satın alınacak		

<b>PETROLÜ TOPLAMA VE GEÇİCİ DEPOLAMAK İÇİN SEYYAR EKİPMANLAR</b>	
Miktarı	20 m3 gecici depolama tankı
Tipi	Plastik varil ( 15 adet ve 20 m3 seyyar gecici depolama tankı)
Kapasitesi	1 ton (toplam 15 ton)- 20 m3 gecici depolama
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
Taşıması 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	-
Taşıması için gereken donanım	-
Taşıma şekli	-
Kullanılması için gereken personel sayısı	1
Tedarik yada kira bedeli	Mevcut

**TEKNE**

Tipi	Palamar botu	Römorkör	Römorkör
Boyu	1	1	1
Genişliği			
Hızı			
Yakıt türü/bağlama yeri			
Güvertedeki gemi adamı sayısı	2	3	3
Teknedeki depolama kapasitesi (metre küp cinsinden)	-		
Kullanım alanı (açık deniz yâda korunaklı alan)	Korunaklı alan		
Geminin talimat alması ile sevke başlaması arasında geçen süre	5 dk.		
Müdahale ekipmanlarını ve müdahale yapılması için gereken personel sayısı	-		
Yaklaşık günlük kira bedeli	Mevcut		

**DİĞER EKİPMANLAR**

Pompalar (sayısı, tipi ve ağırlığı)	Skimmer ve geçici depolama tanklarının özelliklerine göre değişiklişk tipte pompa gerekebilir.
Basınçlı Yıkama Cihazı	200 Bar
Hortumlar (çap, boyut ve ağırlık)	-
Kullanım için gerekli personel sayısı	-
Tedarik veya kira bedel	Tedarik

### İLAVE EKİPMANLAR

Ekipman	Miktar
<b>İletişim</b>	
Megafon	1
<b>Yangın</b>	
Yangın Söndürme Tüpleri	
Yangın Battaniyesi	
<b>Depolama</b>	
El arabası	3
Kuvvetlendirilmiş Plastik Örtü	10
Kuvvetlendirilmiş Çöp Torbası	100
Plastik Torba	100
<b>Kişisel Koruyucular</b>	
İlk Yardım Kiti	10
Koruma Gözlükleri	50
Pamuk Eldiven	50
Kauçuk Eldiven	50
Yağmurluk	30
Tyvek Giysi	50
Baret	50
Toz/Kimyasal Maskesi	50
Can Yeleği	30
Çelik Burunlu Ayakkabı	30
Kulak Tıkacı	50
<b>İş Makineleri</b>	
Traktör	1
Greyder	1
Kepece	1
<b>Diğer</b>	
Jeneratör	1
El projektörü	1
Seyyar aydınlatma takımı	1
Hidrolik krika	1
Kürek	10
El feneri	10
Emniyet şeridi	100 m

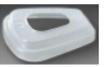
## APPENDIX -15 Personal protective equipment (PPE) usage map

Sequence Number	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
11	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	50000064		Beyaz Baret	Essafe GE 1538	TS EN 397:2013+A1	Darbelerle, + 50 C Isıya, -30 C Soğuğa, 440 V Elektrikçe, Neme Karşı Dayanıklı Olarak Üretilmiştir.	KAFA KORUYUCULAR
3	50000066		Mavi Baret	Essafe GE 1538	TS EN 397:2013+A1	Darbelerle, + 50 C Isıya, -30 C Soğuğa, 440 V Elektrikçe, Neme Karşı Dayanıklı Olarak Üretilmiştir..	KAFA KORUYUCULAR
4	50000068		Turuncu Baret	Essafe GE 1538	TS EN 397:2013+A1	Darbelerle, + 50 C Isıya, -30 C Soğuğa, 440 V Elektrikçe, Neme Karşı Dayanıklı Olarak Üretilmiştir..	KAFA KORUYUCULAR
11	50000063		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/s'nlik bir hızla gelebilecek olan bir parçaya karşı korumalı)	Gözlüklerin çapak, talaş, v.s darbelerine karşı mukavim, tozlu ortamda maske ve baretle kullanımında buğulanmaz camlar olmalıdır.	GÖZ KORUYUCULAR
25	500001078		Kulak Tıkaçı (İpli)	Honeywell Safety Equipment	EN 352-2:2005	Silikon Kordonlu Poliüretan meslek hastalığı veya reaksiyona sebep olmayacak nitelikte, Yıkabilir olması tercihimizdir.	KULAK KORUYUCU
27	500001080		Kulaklık ( Kafaya takılan )	3M Peltor	EN 352-1:2005	Kulak yolunu koruyucu kulaklık	KULAK KORUYUCU
33	50000462		Nitril Eldiven	NEOPRELL Nitril Eldiven	EN 388:2016	Tek kullanımlık genel amaçlı eldiven	EL KORUYUCULAR

35	50000440		Hidrolikli Eldiveni	Showa 377, Honeywell 2232236 (muadil)	EN 388:2016	Yağlı ortamlarda , yağ nüfuziyetine dayanımlı eldiven	EL KORUYUCULAR
39	50000441		Nitril Kaplamalı Eldiven	Erash Kot 700 3295	EN 388:2016	Islak ve kuru ortamlarda kavrama yeteneğine sahip eldiven	EL KORUYUCULAR
47	50000735		İşçi Ayakkabısı	YDS ELS P 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	50000760		İşçi Botu Özel sıcak Bağcıkl	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	50000094		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	50000365		San Çizme		ISO EN 20345:2012	Besi çiftliğinde bahçe işlerinde sudan korunmak amacıyla kullanılan çizme	AYAK KORUYUCULAR
57	50000496		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 Ventilili	Drager	TS EN 149:2010+A1	FFP2 ventilili toz maskesi	SOLUNUM SİSTEMİ KORUYUCULAR

63	50000592		Yarım Yüz Maskesi	3M 7500	EN 140:2003	Solumun koruma, yarım yüz maskesi	SOLUNUM SİSTEMİ KORUYUCULAR
67	50000588		3M ABEK 2 6099 Gaz Filtresi	3M 6099	TS EN 14387+A1:2010	A Tipi, Organik Gazlar, Boya, Solvent vb. B Tipi, İnorganik Asit Gazları, Klor Gazları vb. E Tipi, Sülfürdioksit, Sülfirikasit vb. K Tipi, Amonyak Gazı için. A.B.E.K. P3 Tipi Kombine Gaz Filtresi Aerosol (Partikül Filtresi).	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		Sweatshirt	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	ELIS	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 7cm'den 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



İÇDAŞ ÇELİK ENERJİ TERSANE VE ULUŞIM SANAYİ A.Ş.

INTEGRATED MANAGEMENT SYSTEM

PORT MANAGEMENT DIRECTORATE

İÇDAŞ-2 PORT DANGEROUS CARGO  
HANDLING GUIDE

Form No

TYER.02

First release date

5/1/2022

Rev. Date/No

1/2/2026/7

Page

54 / 57

**APPENDIX -16 Dangerous cargo incidents notification form**

 İÇDAŞ ÇELİK ENERJİ TERSANE VE ULUŞIM SANAYİ A.Ş.	<b>INTEGRATED MANAGEMENT SYSTEM</b>	<b>Form Number</b>	TYIT-02
	<b>PORT MANAGEMENT DIRECTORATE</b>	<b>Release date</b>	9.02.2024
	<b>DANGEROUS CARGO INCIDENT NOTIFICATION FORM</b>	<b>Rev. Date/No</b>	9.02.2024/0
		<b>Page</b>	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			
<b>Note:</b> 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)**

(None)

**APPENDIX-18 Other required annexes**

(None)



İÇDAŞ ÇELİK ENERJİ TERSANE VE ULAŞIM SANAYİ A.Ş.

INTEGRATED MANAGEMENT SYSTEM

Form No

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İÇDAŞ-2 PORT DANGEROUS CARGO  
HANDLING GUIDE

Rev. Date/No

1/2/2026/7

Page

57 / 57

**EK-19 Dangerous cargo handling guide additional load notification**

 İÇDAŞ ÇELİK ENERJİ TERSANE VE ULAŞIM SANAYİ A.Ş.	<b>INTEGRATED MANAGEMENT SYSTEM</b>	Form Number	TYIT-01
	<b>PORT MANAGEMENT DIRECTORATE</b>	Release date	9.02.2024
	<b>DANGEROUS CARGO HANDLING GUIDE ADDITIONAL CARGO NOTIFICATION FORM</b>	Rev. Date/No	9.02.2024/0
		Page	1/1

Proper Shipping Name	
Groups in the UN Number and Class ID/Characteristic table, if any	

Type of load and its code	Hazardous Liquid Bulk Cargoes (Oil and Petroleum Derivatives – MARPOL Annex-1)	
	Hazardous Liquid Bulk Cargoes (Chemical and Similar – IBC Code)	
	Hazardous Liquid Bulk Cargoes (Liquefied Gas – IGC Code)	
	Packaged Dangerous Cargoes (IMDG Code)	
	Dangerous Solid Bulk Cargoes (IMSBC Code)	

**Note:** Notification of cargo that is not specified in the current Dangerous Cargo Handling Guide of the facility and is planned to be handled at the facility is made to Karabiga Port Authority by filling in the relevant fields of this form. The coastal facility indicates that there is equipment that must be present in the facility according to the code that the cargo in question is subject to and the attached safety data sheet, and that the first aid, fire, safety, etc. that must be received are available. It must show that all necessary measures have been implemented and the necessary updates have been made in the Hazardous Cargo Handling Guide and other procedures.

Annex-1 Safety Data Sheet (SDS):

Hazardous Materials Safety Consultant Name/Surname/Signature	Coastal Facility Official Name/Surname/Signature