



Güllük Mandalya Tourism and Port Management Inc.

DANGEROUS GOODS GUIDE



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DEVLETHAN DEPO

(General Manager of Güllük Mandalya Tourism and Port Management Inc.)

SIGNATURE

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REVISION PAGE

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DEFINITIONS AND ABBREVIATIONS

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

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

BLU Kod: Code of Practice for the Safe Loading and Unloading of Bulk Carriers

Bulk Cargo : Any material, other than liquid or gas, consisting of a combination of particles, granules or any larger pieces of material, generally uniform in composition, which is loaded directly into the cargo spaces of a ship without any intermediate form of containment (this includes a material loaded in a barge on a barge-carrying ship).

Fumigation: The process of delivering a certain amount of a fumigant acting as a gas to a closed environment at a certain temperature and keeping it in the environment for a certain period in order to destroy harmful organisms.

Ship: Any boat that can navigate in the sea with a device other than oars, regardless of its name, tonnage and purpose of use

Ship contact: Owner, operator, tenant, captain or agents and real or legal persons authorized to represent the ship

Handling: Loading the cargo on ships without changing its original characteristics, evacuation from ships, relocation, stowage, separation and degassing and / or cleaning in the cargo transport unit and similar operations for transportation

IBC Code: International Code on Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk

IGC Code: International Code on the Construction and Equipment of Ships Carrying Bulk Liquefied Gases

IMDG Code: It is an international guide accepted for the safe delivery and shipment of dangerous goods by seaway

IMO: International Maritime Organization

IMSBC Code: International Maritime Solid Bulk Cargoes Code

Administration: Directorate General of Transport Services Regulatory

Coastal facility: The boundaries of which are determined by the Administration, where the ships can safely take or transport cargo or passengers or shelter, docks, piers, buoys, platforms and anchorage areas, approach areas, closed and open storage areas, used for administrative and service purposes. buildings and structures

Container: A freight transport unit with a certificate in accordance with the applicable standards within the scope of the International Convention for Safe Containers (CSC Contract),

MARPOL 73/78: International Convention for the Prevention of Pollution of Seas by Ships

SDS : a document that lists information relating to occupational safety and health for the use of various substances and products.

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

Transporter: The actual carrier, broker, ship owner, transport affairs organizer, transport affairs commissioner, ship agency, who receive an offer for the transport of any dangerous cargo on its behalf or on behalf of third parties, and the dangerous cargo within the scope of combined transport.

Dangerous cargo (dangerous goods): Petroleum and petroleum products covered by Annex-I of the International Convention for the Prevention of Pollution of the Seas by Ships (MARPOL 73/78), Packaged substances listed in the International Code for Dangerous Goods Carried by Sea (IMDG Code), International Maritime Solid Bulk Cargo Code (IMSBC Code) Bulk materials with UN Number given in Annex-1, International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code) Substances given in Chapter 17 and Carrying Liquefied Gas in Bulk The International Code on the Construction and Equipment of Ships (IGC Code), and the substances that have not been included in these lists yet, but have the potential to harm life, property, environment or other substances during transportation due to their physical, chemical properties or mode of transportation, packaging and cargo transport units that have been transported and not properly cleaned

TMGD: Dangerous goods safety consultants authorized by the Ministry,

Loading safety: Safe tying and stacking of the cargo transport unit or cargo loaded into the ship's hold or on the ship's deck, and the safe fastening and stacking of the loads to be loaded into the cargo transport unit,

Loader: Loads dangerous cargoes and cargoes that pose a danger in terms of loading safety to the ship and marine vehicle, vehicle or cargo transport unit in accordance with the instructions of the shipper, and labels and plates the cargo transport unit, handles and stacks the cargo, including dangerous goods in the ship or cargo transport unit, unloading natural or legal persons,

Responsible for freight: Shipper, consignee, representative and transport affairs agent of dangerous goods,

Cargo Transport Unit (CTU): Designed and manufactured for the transport of dangerous goods in packaged or bulk form; It refers to road trailer, semi-trailer and tanker, portable tank and multi-element gas container, railway car and tank wagon, container and tank container.

Person in charge of cargo: The sender, receiver, representative or organizer of transportation works of the dangerous Cargo



PRESENTATION

PURPOSE

The purpose of this dangerous goods handling guide is to ensure that the dangerous goods handling activities to be carried out at the Güllük Mandalya Facility, operated by Güllük Mandalya Tourism and Port Management Inc, are carried out in an economical, fast, safe, high quality, environment-friendly manner and in harmony with other transportation activities.

SCOPE

This Dangerous Goods Handling Guide includes the dangerous goods to be handled at the Gulluk Mandalya Facility, the loading, stowage, storage, unloading of these cargoes at the port and unloading from the transport unit and the ship, as well as the duties and responsibilities of the ship's captain, the cargo person and the coastal facility operator, and the Dangerous Goods Safety Advisor to be complied with.

LEGAL BASIS

This Dangerous Cargo Handling Guide has been prepared on the basis of the *Regulation on the Carriage of Dangerous Goods and Cargo Securing by Sea*, published in the Official Gazette dated **14/11/2021** and numbered **31659** (revised on **24/09/2025**), in accordance with the *Directive on the Issuance of the Coastal Facility Dangerous Goods Compliance Certificate* dated **31/05/2022**, and the *Implementation Instruction on the Dangerous Cargo Handling Guide* dated **20/04/2022** and numbered **281879**.



1.Introduction

1.1 General information on the facility contains the minimum information specified in the plant information form presented below.

Table .1 Facility Information Form

1	Facility operator name / title	Güllük Mandalya Tourism and Port Management Inc.		
2	Contact information of the facility operator (address, telephone, fax, e-mail and web page)	Güllük Mah Yeni Liman (Yeni) Cad. No: 50-A Güllük – Milas / MUĞLA TEL: 0 (252) 522 40 35/0 533 693 31 69		
3	Name of facility	Güllük Limanı		
4	The province where the facility is located	MUĞLA		
5	Contact details of the facility (address, telephone, fax, e-mail and web page)	Güllük Mah Yeni Liman (Yeni) Cad. No:50-A Güllük – Milas / MUĞLA TEL: 0 (252) 522 40 35 FAKS: 0 (252) 522 40 32 Web: http://www.portofgulluk.com/ E-posta : info@portofgulluk.com devlethan@portofgulluk.com		
6	The region where the facility is located	Aegean Region		
7	Registered Harbour Master and Contact Details	Güllük Harbour Master Güllük Mahallesi, Hermias Cd. No:11, 48670 Milas/Muğla TEL: 0252 522 20 79		
8	Registered Municipality and Contact Details	Milas Municipality Hisarbaşı Mah. Belediye Cad. No:42 Milas/Muğla/TÜRKİYE TEL: 0 (252) 512 14 16		
9	Registered Free Trade Zone or Organized Industrial	-		
10	Coastal Facility Operation Permit /Expiry Date of Temporary Operating Permit	22.10.2022		
11	Operational Status of Facility (X)	Own Cargo and Additional 3rd Party Cargo (...)	Own Cargo (...)	3rd Party (X)
12	Name , surname and contact details (telephone, fax, e-mail)of the responsible person	DEVLETHAN DEPO Tel: 0 532 363 88 48 e-mail: devlethan@portofgulluk.com		
13	Name , surname and contact	Ali UYAV		

	details(contact, fax, e-mail)of the person responsible for the Dangerous Goods Operations	Tel:0 533 368 27 72 e-mail: aliuyav@portofgulluk.com
14	Name, surname and contact details(telephone, fax, e-mail) of Dangerous Goods Safety Advisor at the Facility	JULİDE DEMİRÖREN 0 533 890 57 28 julide@portofgulluk.com
15	Sea Coordinates of the Facility	37° 15' 14" N 27° 36' 26" E
16	Types of dangerous goods handled at the facility(cargos under (MARPOL EK-1, IMDG Code, IBC Code, IGC Code, IMSBC Code, Grain Code, TDC Code and asphalt/bitumen and scrap cargos)	Dangerous goods under the ADR and IMDG
17	Dangerous goods handled at the facility (loads other than the IMDG Code, among the cargo types in Article 16, will be written separately. Additional cargo request will be submitted to the port authority with the Annex-1 form. It will be added to DGHD when appropriate)	
18	Classes for cargo handled, subject to IMDG Code	
19	Groups in characteristic table for handled cargo subject to IMSBC Code	
20	Types of ships that can enter the facility	GENERAL CARGO BULK CARRIER CONTAINER (mine and marble loads) RORO
21	The distance from the facility to the main road (kilometer)	3 km
22	The distance from the facility to the railway(kilometer) or railway connection (exist/non-exist)	None
23	Name of the nearest airport and the distance from the facility to the airport (kilometer)	8 km
24	Cargo handling capacity of the facility (ton/year, TEU/year, vehicle/year)	8.000.000 ton/year
25	Whether scrap is handled or not at the facility	NO
26	Is there a border gate?(Yes / No)	There is temporary border gate.
27	Is there a bonded area? (Yes / No)	NO
28	Cargo handling equipments and capacities	9 conveyor belt (300 ton/hour) Liebherr 180 (450 ton/ hour) Liebherr 150 (400 ton/ hour) Mantsinen 90 (250 ton/ hour) Senenbogen (500 ton/hour)
29	Storage Tank Capacity (m3)	-
30	Open Storage Area (m2)	NONE
31	Semi-closed storage area (m2)	NONE
32	Closed storage area (m2)	NONE
33	Fumigation and/or ship fumigation	NONE



	area(m2)					
34	Name/title and contact details of Guidance and towage services provider			Güllük Mandalya Tourism and Port Management Inc Güllük Mah Yeni Liman (Yeni) Cad. No: 50-A Güllük – Milas / MUĞLA TEL: 0 (252) 522 40 35 FAX: 0 (252) 522 40 32		
35	Is a Security Plan available?(Yes/No)			No		
36	Waste reception facility capacity			Waste Type	Capacity(m³)	
				WASTE OIL	12	
				BILGE	70	
				SLUDGE	40	
				SEWAGE	9	
37	Features of dock / pier etc.					
Dock / Pier No		Length(meter)	Width (meter)	Max Water Depth (meter)	Min Water Depth (meter)	Largest ship tonnage and length (DWT,meter)
1		124	20	10,5	7,5	5.000 DWT, 90 m
2		131	20	12	7,5	10.000 DWT, 120m
3		204	20	14,5	10,5	50.000 DWT, 190m
4		212	20	14,5	12	60.000 DWT, 200m
5		170	20	7	7	12.000 DWT, 170m

1.2 Loading Discharging, handling and storage procedures for dangerous cargoes handled and stored temporarily at coastal facilities(procedures for cargoes under MARPOL Annex-1, IMDG Code, IBC Code, IGC Code, IMSBC Code, Grain Code, TDC Code and asphalt / bitumen, scrap, cargo residius and project cargoes must be established separately.)

Dangerous goods specified under Classification 4.2 (UN 1374-Fish Meal “Fish Waste”, Not Stabilized) , Classification 5.1(oxidizing agent - such as ammonium nitrate) of IMDG Code are handled at the port facility.

Diesel, pressurized tubes, some abrasive cleaning materials and some paint materials and epoxies come to the port by road. Medical and hazardous wastes are sent from the port by road.

Packed loads or loads in bale / deck /bundled specified under MARPOL Annex-I, IMDG Code and general Cargo loads are handled.

Cargoes under the IBC Code and IGC Code are not handled. Liquid loads cannot be stored at the port site except, bilge sludge and waste oil.

2.LIABILITIES

Pursuant to the provisions of the *Regulation on the Carriage of Dangerous Goods and Cargo Securing by Sea*, published in the Official Gazette dated **14.11.2021** and numbered **31659** (as amended on **30.11.2022** and **24.09.2025**), all parties engaged in dangerous goods transport activities are obliged to take all necessary measures to ensure that transportation is carried out in a safe, secure, and environmentally harmless manner, to prevent accidents, and to minimize potential damage in the event of an accident.

Liabilities of the person responsible for the cargo are specified below:

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- a) Prepares or has prepared the mandatory documents, information, and certificates related to dangerous goods, and ensures that such documents accompany the cargo throughout the transport operation.
- b) Ensures that dangerous goods are classified, packaged, marked, labeled, and placarded in accordance with their respective types.
- c) Ensures that dangerous goods are loaded, stowed, and securely lashed in approved packaging and cargo transport units in compliance with the applicable rules and in a safe manner.

The responsibilities of the Carrier are specified as follows:

- a) Requests the mandatory documents, information, and certificates related to dangerous goods from the consignor/shipper and ensures that such documents accompany the cargo throughout the transport operation.
- b) Verifies the compliance with applicable legislation of dangerous goods classified, packaged, marked, labeled, and placarded by the consignor/shipper.
- c) Checks that dangerous goods are packaged in accordance with the rules by using approved packaging and cargo transport units, and that they are safely loaded into the cargo transport unit and securely lashed.

The Responsibilities of the Coastal Facility Operator are specified as follows:

- a) Shall not allow vessels carrying dangerous goods to berth at the facility without the permission of the Port Authority.
- b) Provides vessels calling at the facility with written information regarding facility rules, cargo handling rules, and the relevant legislation.
- c) Does not handle dangerous goods for which no handling permit has been obtained from the Administration, and in this respect ensures proper planning so that vessels calling at the facility are not adversely affected.
- ç) Requests mandatory documents, information, and certificates related to dangerous goods from the consignor/shipper and ensures that such documents accompany the cargo. If such documents, information, and certificates cannot be provided by the consignor/shipper, the operator is not obliged to accept or handle the dangerous goods at the facility.
- d) Shares all data that may be required depending on the nature of the cargo with the vessel's representative and carries out loading or unloading operations in line with mutual agreement. No changes shall be made to the operation without the knowledge of the vessel's representative.
- e) Determines operational limits by taking into account the safe operating capacity of the facility and weather forecasts, and takes the necessary measures to ensure that the vessel remains safely moored at the berth and that handling operations are performed safely.
- f) Checks the transport documents containing information that the dangerous goods arriving at the facility have been properly classified, packaged, marked, labeled, placarded, and safely loaded into the cargo transport unit.
- g) Ensures that personnel involved in the handling of dangerous goods and in the planning of such handling receive the required training and certification, and does not assign uncertified personnel to such operations (within the scope of the provisions of the *Regulation on Training and Authorization within the Framework of the International Code on the Transport of Dangerous Goods by Sea*, published in the Official Gazette dated **22.01.2016** and numbered **29601**).



- ğ) Ensures that dangerous cargo handling equipment at the facility is kept in operational condition, and that relevant personnel are trained and certified in the use of such equipment.
- h) Implements occupational safety measures at the coastal facility and ensures that personnel use personal protective equipment appropriate to the physical and chemical properties of the dangerous goods.
- ı) Carries out activities related to dangerous goods at berths, piers, and warehouses specifically established for such operations.
- i) Equips berths and piers designated for vessels loading or discharging dangerous liquid bulk cargoes with suitable installations and equipment for such operations.
- j) Maintains an up-to-date list of all dangerous goods present on vessels berthed at the facility and within closed and open storage areas of the facility, and provides this information to relevant parties upon request.
- k) Notifies the Port Authority of the instantaneous risks arising from dangerous goods handled or temporarily stored at the facility, together with the measures taken against such risks.
- l) Reports accidents related to dangerous goods, including those occurring during entry into enclosed spaces, to the Port Authority.
- m) Provides necessary support and cooperation during inspections and audits carried out by the Administration and the Port Authority.
- n) Ensures that dangerous goods not permitted for temporary storage — Class 1 (except Compatibility Group 1.4 S), Class 6.2, and Class 7 — are transferred outside the coastal facility without delay; in cases where temporary storage is unavoidable, applies to the Administration for permission.
- o) Temporarily stores cargo transport units carrying dangerous goods in compliance with segregation and stowage rules, and implements fire, environmental, and other safety measures appropriate to the class of dangerous goods in the storage area. Ensures that fire extinguishing systems and first aid units in the handling areas are kept ready for use at all times and conducts periodic inspections.
- ö) Obtains permission from the Port Authority prior to performing any hot work in areas where dangerous goods are handled or temporarily stored.
- p) Prepares an emergency evacuation plan for the evacuation of vessels from the coastal facility in emergency situations, submits it to the Port Authority, and informs relevant parties regarding the plan once approved by the Port Authority.
- r) Ensures that the internal loading of cargo transport units is carried out in compliance with cargo securing rules.

The shipmaster's responsibilities are set out below;

Article 12 – (1) The responsibilities of the ship's representatives are specified as follows:

- a) Ensures that the cargo to be carried by the vessel is certified as suitable for transport and that cargo holds, cargo tanks, and cargo handling equipment are in proper condition for cargo operations.
- b) Requests all mandatory documents, information, and certificates related to dangerous goods from the consignor/shipper and ensures that such documents accompany the cargo throughout the transport operation.



- c) Ensures that the documents, information, and certificates required to be present on board the vessel regarding dangerous goods under national legislation and international conventions are valid and up to date.
- ç) Verifies the transport documents containing information that the cargo transport units loaded onto the vessel have been properly marked, placarded, and safely stowed.
- d) Informs the relevant ship personnel about the risks of dangerous goods, safety procedures, safety and emergency measures, response methods, and similar matters.
- e) Maintains up-to-date lists of all dangerous goods on board the vessel and declares such information to the relevant authorities upon request.
- f) Ensures that the loading program on board the vessel, if applicable, is approved, certified, and kept operational.
- g) Notifies the Port Authority and the coastal facility of the instantaneous risks posed by dangerous goods on board vessels berthing at the facility, as well as the measures taken against such risks.
- ğ) Refuses to accept for carriage any dangerous goods in case of leakage or if there is a risk of leakage.
- h) Reports accidents involving dangerous goods occurring on board during navigation or while at the coastal facility to the Port Authority.
- ı) Provides necessary support and cooperation during inspections and audits carried out by the Administration and the Port Authority.
- i) Refuses to carry dangerous goods not covered by the ship certificates issued by the relevant institutions and organizations.
- j) Ensures that seafarers involved in the handling of dangerous goods use personal protective equipment appropriate to the physical and chemical properties of the cargo during handling operations.
- k) Ensures compliance with cargo securing requirements for the cargoes loaded onto the vessel.

Duties and obligations of Dangerous Goods Safety Advisor

Within the scope of the Based on the *Regulation on the Carriage of Dangerous Goods and Cargo Securing by Sea*, published in the Official Gazette dated 14/11/2021 and numbered 31659 (revised on 24/09/2025), within the scope of the provisions of the *Directive on the Issuance of the Coastal Facility Dangerous Goods Compliance Certificate* dated 31.05.2022, and the *Implementation Instruction on the Dangerous Cargo Handling Guide* dated 20.04.2022 and numbered 281879, the following requirements have been determined:

1. Coastal facility operators obtaining a Dangerous Goods Compliance Certificate (DGCC) for the first time are obliged to employ a Dangerous Goods Safety Adviser (DGSA) or receive services from a DGSA Company (DGSA Co.) within thirty (30) days from the date of issuance of the certificate. In case the DGSA assignment through the e-Government system is terminated by the Ministry, the coastal facility operator must make a new assignment within thirty (30) days; if the termination is made by the DGSA Co., DGSA, or the operator itself, a new assignment must be made within fifteen (15) days.
2. In addition to the IMDG Code, the DGSA shall be knowledgeable of the IBC Code, IGC Code, IMSBC Code, MARPOL 73/78 applications, and in general, the coastal facility's dangerous goods operations, as relevant to the dangerous goods handled at the facility. The DGSA shall report in writing to the coastal facility operator,



at agreed intervals not exceeding six (6) months, its assessments regarding whether the dangerous goods are handled in compliance with the rules.

3. DGSAs authorized under the IMDG Code shall prepare reports every six (6) months regarding the responsibilities of the coastal facilities they serve or are employed by under this Regulation, and shall submit these reports to the Administration within the first ten (10) working days of the following month. Where deficiencies or inaccuracies are identified in the reports, the Administration or the Port Authority shall be authorized to carry out inspections at the coastal facility.
4. Except for coastal facilities obtaining a DGCC for the first time, the DGSA shall be present at and actively participate in DGCC inspections conducted under Article 8(7). If the DGSA does not attend the inspection, the inspection shall not be carried out, and the inspection fee shall not be refunded. In such case, the coastal facility operator shall be required to reapply under Article 7 and pay the inspection fee again.
5. Where a coastal facility receives DGSA services from a DGSA Co., and the DGSA assigned to the facility cannot attend an inspection for a justifiable reason, another DGSA employed by the DGSA Co. shall be assigned by the company to attend the inspection. Otherwise, under this Regulation, an administrative sanction shall be applied by the Port Authority, or where no Port Authority exists, by the Regional Port Authority, against the DGSA Co. providing the service.
6. The DGSA employed at or providing services to the coastal facility shall jointly prepare with the facility, and verify the accuracy of, the sections of the Dangerous Cargo Handling Guide relating to the handling and/or temporary storage of dangerous goods. The DGSA's signature shall also be included in these sections.

Furthermore, the DGSA shall fulfill all responsibilities and duties assigned to the IMDG representative at the coastal facility as specified under the *Directive on the Issuance of the Coastal Facility Dangerous Goods Compliance Certificate*, published with Ministerial Approval dated 31.05.2022 and numbered 330837.

Responsibilities of Third Parties, Cargo/Ship Agents, etc. Operating at the Port Facility

- a) Ensure that their personnel working at the port facility receive the trainings specified in the Circular of the Administration dated **27.03.2013** and numbered **79462207/315**.
- b) Act in compliance with the rules stipulated in the IMDG Code while operating within the port facility.
- c) Act in accordance with the *Dangerous Cargo Guide* and the procedures regarding dangerous goods established by the coastal facility.
- d) Report to the facility authorities any nonconformity detected in the handling, transportation, or storage of dangerous goods at the port facility.
- e) Submit to the coastal facility operator and the Administration the Safety Data Sheet (SDS), which is prepared to provide accurate and sufficient information to users, includes information on the hazards and risks of the relevant dangerous goods, and constitutes an essential part of efforts to eliminate Occupational Health and Safety risks that may arise during the use and storage of dangerous goods.

3. RULES AND MEASURES TO BE FULFILLED / APPLIED BY COASTAL FACILITY



The manner in which the measures specified in Chapter Three and the requirements set forth in Chapter Four of the Regulation on the Carriage of Dangerous Goods and Cargo Securing by Sea are implemented is described below.

Article 14 – Implementation of Measures Related to Chapter Three and Compliance with the Provisions of Chapter Four of the Regulation on the Carriage of Dangerous Goods and Cargo Securing by Sea

1. The Port Authority shall stop any handling operation at the coastal facility if any risk is observed, and shall not resume the operation until the risk has been eliminated.
2. To ensure the safe loading of cargo onto the vessel, the provisions of the BLU Code and BLU Manual, the Code of Safe Practice for Cargo Stowage and Securing (CSS Code), the Code of Practice for Packing of Cargo Transport Units (CTU Code), and the Code of Safe Practice for Ships Carrying Timber Deck Cargoes (TDC Code) shall be observed according to the type of cargo.
3. Cargo stowage shall be carried out in accordance with applicable legislation and the international conventions to which Turkey is a party.
4. The vessel shall not be loaded beyond its marked loading limit. If such a situation is detected, the vessel shall not be allowed to sail, and administrative action shall be taken against the ship representative in accordance with Article 22.
5. Prior to handling operations, the loading/unloading plan, and before the vessel's departure, the results of draft survey or weighbridge survey for determining the loaded cargo quantity shall be submitted to the Port Authority by the ship representative. The Administration or the Port Authority may require that the draft or weighbridge survey report be obtained from an authorized supervision company.
6. Especially for single-hold bulk carriers, measures shall be taken to ensure that bulk cargo is loaded in a manner that spreads it evenly over the hold floor (shifting prevented) to prevent adverse effects on the vessel's stability.
7. To prevent excessive stress on the vessel's structure, the cargo and ballast water distribution shall be monitored throughout the loading or unloading operation.
8. Attention shall be paid to keeping the vessel upright; however, if a heel occurs during loading, it shall be kept as short as possible. Loading and unloading shall be conducted in a balanced manner in accordance with the approved stability booklet to avoid structural damage to the vessel.
9. Handling operations shall be suspended by the captain in adverse meteorological or oceanographic conditions that may affect the operation, and shall not resume until conditions improve.
10. Cargoes with properties that may damage other cargo, such as placing heavy cargo on light cargo, liquid cargo on dry cargo, or odorous cargo affecting other goods, shall be loaded in compliance with segregation rules to prevent such issues.
11. To ensure full implementation and continuation of safety measures regarding the loading, stowage, segregation, handling, transport, and unloading of cargo, all cargoes, cargo units, and cargo transport units, except solid and liquid bulk cargoes, shall be loaded, stowed, and secured in accordance with the Cargo



Securing Manual approved on behalf of the Administration by the Administration or an authorized classification society, in accordance with SOLAS Chapter VI, Part A, Regulation 5.6.

12. Substances and articles prohibited for carriage under the IMDG Code shall not be transported by sea.

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

4.1 Classes of Dangerous Goods

According to IMDG Code and ADR, Classes and Subdivisions of Dangerous Goods are as follows in Volume 1 Section 2 of IMDG Code Book and Volume 1 Section 2 of ADR Book:

Table 2. Dangerous Goods Classes

IMDG Code	Dangerous Class	Dangerous Class Name	ADR
Chapter 2.0		General	Chapter 2.1
Chapter 2.1	Class 1	Explosives	Chapter 2.2.1
Chapter 2.2	Class 2	Gases	Chapter 2.2.2
Chapter 2.3	Class 3	Flammable Liquids	Chapter 2.2.3
Chapter 2.4	Class 4.1	Flammable Solids	Chapter 2.2.41
	Class 4.2	Solid Substances liable to spontaneous combustion	Chapter 2.2.42
	Class 4.3	Solid Substances which, in contact with water, emit flammable gases	Chapter 2.2.43
Chapter 2.5	Class 5.1	Oxidizing Substances	Chapter 2.2.51
	Class 5.2	Organic Peroxides	Chapter 2.2.52
Chapter 2.6	Class 6.1	Toxic Substances	Chapter 2.2.61
	Class 6.2	Infectious Substances	Chapter 2.2.62
Chapter 2.7	Class 7	Radioactive Materials	Chapter 2.2.7
Chapter 2.8	Class 8	Corrosives Materials	Chapter 2.2.8
Chapter 2.9	Class 9	Miscellaneous Dangerous Goods and Environmentally hazardous substances	Chapter 2.2.9
Chapter 2.10		Marine Pollutants	Chapter 2.2.9

DANGEROUS GOODS SUBDIVISIONS

CLASS 1 EXPLOSIVES

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Class	1.1	Explosives which have a mass explosion hazard
Class	1.2	Explosives which have a pieces hazard but not a mass explosion hazard
Class	1.3	Explosives which have a fire hazard and either a minor blast hazard or a minor piece hazard or both but not a mass explosion hazard.
Class	1.4	Substances which present no significant hazard
Class	1.5	Very insensitive substances which have a mass explosion hazard
Class	1.6	Extremely insensitive articles which do not have a mass explosion hazard
CLASS	2	GASES
Class	2.1	Flammable gases
Class	2.2	Non-flammable, non-toxic gases
Class	2.3	Toxic gases
CLASS	4	FLAMMABLE SOLIDS
Class	4.1	Flammable Solids
Class	4.2	Substances liable to spontaneous combustion
Class	4.3	Substances which, in contact with water, emit flammable gases
CLASS	5	OXIDIZING SUBSTANCES; ORGANIC PEROXIDES
Class	5.1	Oxidizing substances
Class	5.2	Organic Peroxides
CLASS	6	TOXIC SUBSTANCES and INFECTIOUS SUBSTANCES
Class	6.1	Toxic Substances
Class	6.2	Infectious Substances

There are no subdivisions within **Class 3 (FLAMMABLE LIQUIDS)**, **Class 7 (RADIOACTIVE MATERIALS)**, **Class 8 (CORROSIVE SUBSTANCES)** and **Class 9 (MISCELLANEOUS DANGEROUS GOODS AND OBJECTS)** and **ENVIRONMENTALLY HAZARDOUS MATERIALS**.

In the port facility, bilge water, waste oil and sludge from these hazard classes, packaged or unpacked, only from the cargo of ships under class 4.2 (UN 1374-Fish Meal (Fish Waste), Not Stabilized), 5.1 (oxidizing agent - for example ammonium nitrate) and Class 9, shall be discharged. No dangerous goods will be loaded. In road transport, packaged class 2 pressurized tubes and paint sprays, tanker or package with some class 3 paint materials and epoxies, packaged class 8 abrasive cleaning materials and are taken and emptied. Packaged class 6.2 medical wastes and class 9 hazardous wastes are sent by packaged, bulk or tanker.



4.2 Packaging of Dangerous Goods

Dangerous goods which will be carried to the port facility will be packed under IMDG Code Part 4. All packages containing dangerous substances must have the United Nations (UN) Type Approval. There is no action regarding the Cargo Transport Unit (CTU) and is not planned.

4.3 Placards, brands and labels for dangerous goods

Packagings and transport equipments containing dangerous goods to be brought to the port facility shall be marked, labeled and placarded as shown below under the IMDG Code Chapters 5.2 and 5.3.

Class 4 Flammable Solids



Figure 1. Class 4.2. Substances Prone to Spontaneously Combustion

Class 5.1 Oxidizers



Figure 2. Class 5.1 Substances causing oxidation

Class 9 Miscellaneous dangerous substances and Environmentally hazardous substances

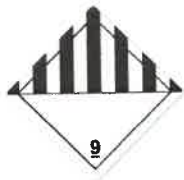


Figure 3. Class 9. Various Hazardous Substances and Objects

4.4 Signs and Packing Groups of Dangerous Goods

In addition to the danger classes, the following are also used when needed:

Marine Pollutants



Figure 4. Marine Pollutant

Packaging Groups (PG) are available for different classes of dangerous goods. These groups and their meanings are as follows:

PG I - High degree of danger

PG II - Moderate danger

PG III - Low danger

However, there is no packing group for the self-reacting agents of Class 1, 2, 5.2, 6.2, 7 and 4.1, and there is no PG I for Class 9.

The letters X, Y and Z in the UN type-approved packaging codes for transporting dangerous goods determine the packaging durability. The letter X is the most durable packaging available for all Packaging Groups. The letter Y is a moderately stable package and can be used for Packing Groups II and III and the letter Z is the least durable package and should only be used for the Packaging Group III.

4.5 Segregation tables on board and port according to classes of dangerous substances

No other dangerous goods will be stored in the port except bilge water, waste mineral oil and sludge wastes. Dangerous substances will be discharged as a free alongside ship. Bilge water, waste mineral oil and sludge wastes will be kept in tanks reserved for waste reception area. In general, the separation conditions for determining the segregation conditions of two or more dangerous cargoes will be referenced to the segregation table given in IMDG Code Volume I, 7.2.4 and to the provisions of IMDG Code Volume II Dangerous Goods List (DGL) Column 16 (b).

In the event of any conflict, the provisions of the Dangerous Goods List (DGL) Column 16 (b) shall prevail. The general segregation table of dangerous goods is given below:

Table 3. Parsing Table of Ships

CLASS	1.1 1.2 1.3	1.3 1.6	1.4	2.1	2.2	2.3	3	4.1	4.2	4.3	5.1	5.2	6.1	6.2	7	8	9
Explosives 1.1, 1.2, 1.5	*	*	*	4	2	2	4	4	4	4	4	4	2	4	2	4	X
Explosives 1.3, 1.6	*	*	*	4	2	2	4	3	3	4	4	4	2	4	2	2	X
Explosives 1.4	*	*	*	2	1	1	2	2	2	2	2	2	X	4	2	2	X
Flammable Gases 2.1	4	4	2	X	X	X	2	1	2	X	2	2	X	4	2	1	X
Non-flammable, non-toxic gases 2.2	2	2	1	X	X	X	1	X	1	X	X	1	X	2	1	X	X
Toxic Gases 2.3	2	2	1	X	X	X	2	X	2	X	X	2	X	2	1	X	X
Flammable Liquids 3	4	4	2	2	1	2	X	X	2	1	2	2	X	3	2	X	X

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Flammable Solid Substances 4.1	4	3	2	1	X	X	X	X	1	X	1	2	X	3	2	1	X
Substances liable to spontaneous combustion 4.2	4	3	2	2	1	2	2	1	X	1	2	2	1	3	2	1	X
Substances which, in contact with water, emit flammable gases 4.3	4	4	2	X	X	X	1	X	1	X	2	2	X	2	2	1	X
Oxidizing Substances 5.1	4	4	2	2	X	X	2	1	2	2	X	2	1	3	1	2	X
Organic Peroxides 5.2	4	4	2	2	1	2	2	2	2	2	2	X	1	3	2	2	X
Toxic Substances 6.1	2	2	X	X	X	X	X	X	1	X	1	1	X	1	X	X	X
Infectious Substances 6.2	4	4	4	4	2	2	3	3	3	2	3	3	1	X	3	3	X
Radioactive Substances 7	2	2	2	2	1	1	2	2	2	2	1	2	X	3	X	2	X
Corrosives 8	4	2	2	1	X	X	X	1	1	1	2	2	X	3	2	X	X
Miscellaneous Dangerous Goods 9	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

The decomposition terms in this table provide information on the distances that must be between the dangerous goods of different classes:

"1": away from"..... : It can be transported in the same compartment or hold or on the deck with a horizontal separation of at least 3 meters.

"2": seperated from "....": It can be transported in different compartment under deck or at least 6 meters horizontal distance on deck.

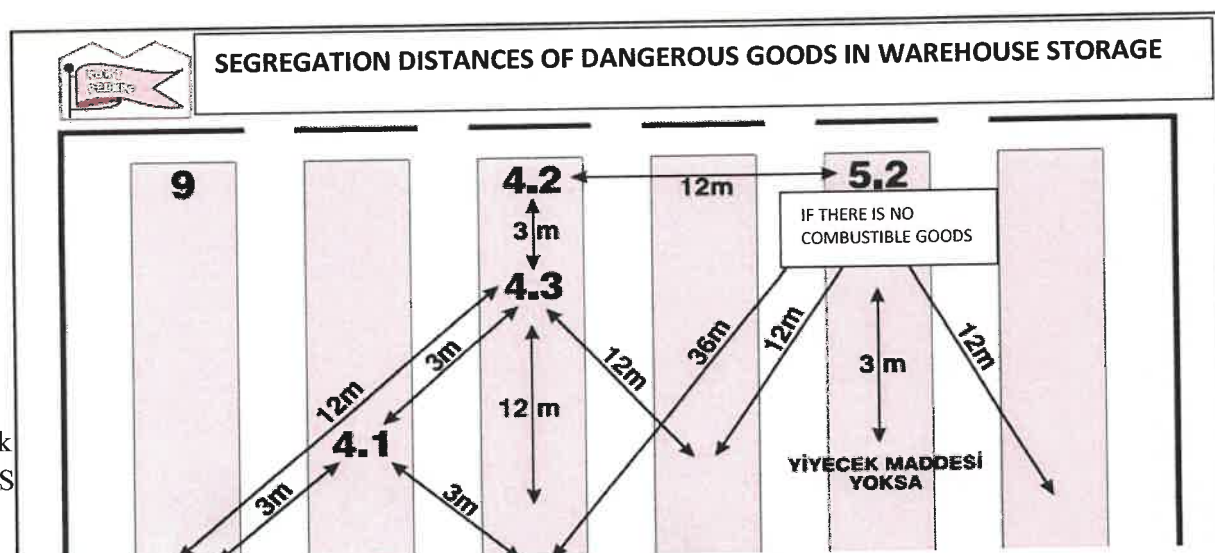
"3": "seperated by.....with one full part or different compartment": It can be transported on the deck with a horizontal distance of at least 12 meters. It cannot be moved under the deck in the same warehouse or compartment.

"4": Separated longitudinally by an intervening complete compartment or hold from....: It can be transported on the deck with a horizontal distance of at least 24 meters. In the case of transport under the deck, another compartment must be maintained in the longitudinal direction between the dangerous goods.

For **"X"** and **"*"** stowage conditions specified within special provisions under IMDG Code and Dangerous Goods List shall apply.

4.6 Segregation distances of dangerous cargoes in warehouse storage and segregation terms

Since the dangerous goods stored in our port are only waste oil, bilge water and sludge waste, no segregation is required. However, just as a general information, if there is a different dangerous substance, a separation should be made in the ship warehouse according to the following drawing.



IF THERE IS NO FOOD

NUMBERS WRITTEN IN BOLD = IMDG CLASSES
GOODS OF CLASS 1 and CLASS 7 MUST NOT BE STORED IN WAREHOUSES

Figure 5. Segregation Distances of Dangerous Goods in Warehouse Storage

4.7 Dangerous Goods Documentation

Information and documents relating to dangerous cargoes that will arrive to or from the port will be covered under the IMDG Code Section 5.

Within the scope of 5.4.1.1.1, this information can be transferred electronically via EDP or EDI.

Diesel, pressurized tubes, some abrasive cleaning materials and some paint materials and epoxies come to the port by road. Medical and hazardous wastes are sent from the port by road.

Cargo transportation units containing dangerous cargoes that will be received from the port and delivered to the customer by road must have the transport documents in accordance with ADR legislation.

5. HANDBOOK ON DANGEROUS LOADS HANDLED IN THE COASTAL FACILITY

Güllük Mandalya Tourism and Port Management Inc engaged in the loading/unloading, handling, and temporary storage of dangerous goods, has prepared a Dangerous Goods Handbook in portable size for practical use by relevant personnel, in order to contribute to the safe execution of these activities. The handbook covers the following topics:

Classes of dangerous goods,

Packages, packaging, labels, markings, and packing groups of dangerous goods,

Segregation tables for dangerous goods on board the vessel and at the port according to their classes,

Segregation distances in hold storage,

Segregation terminology,

Dangerous goods documentation, and

Emergency response action flowcharts for dangerous goods.

This handbook has been made available to relevant personnel for use.



6. OPERATIONAL ISSUES

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

Depending on the port regulations and the restrictions of the Güllük Harbor Master, all cargo ships may alongside to the port.

OPERATION PROCEDURES FOR SAFE HANDLING OF PACKAGED DANGEROUS GOODS

1. Field supervisor provides suitable, sheltered, safe berthing and mooring of the ships.
2. The shift supervisor ensures that the entry-exit system between the ship and the shore is convenient and safe.
3. The shift supervisor shall ensure that dangerous packaged (IBC) cargoes are transported, handled, suspended and inspected by the personnel who are qualified and trained and have received Occupational Safety Measures at the operation site.
4. The operation officer requests all necessary documents and information about the dangerous cargoes from the load manager and ensures that they are available together with the cargo.
5. The OHS expert ensures that all operating personnel are trained in the risks, safety measures, safe work, emergency measures, safety and similar issues of handled packaged (IBC) dangerous cargoes and maintains training records.
6. The field supervisor checks the relevant documents to confirm that the packaged dangerous goods(IBC) that are transported to the facility are duly defined, classified, certified, packaged, labelled, declared, securely loaded and transported by an approved and compliant packages, containers and cargo transport unit.
7. The OHS expert takes the necessary safety measures for dangerous substances that are not compliant with the rules, that are unsafe or that pose a risk to persons or the environment.
8. The OHS specialist ensures that emergency regulations are made and all relevant persons are informed.
9. OHS expert reports to the Harbour Master about dangerous cargo accidents occurring in the area of responsibility of the enterprise.
10. Field supervisor provides the necessary support and cooperation in the checks carried out by official authorities.
11. The field supervisor ensures that, the activities related to dangerous goods are carried out in the docks, wharfs, warehouses and storehouse constructed in accordance with these works.
12. The field supervisor ensures that ships and sea vessels carrying dangerous goods are not alongside to piers and berths without the permission of the Harbour Master.
13. The field supervisor ensures that an emergency evacuation plan is prepared for the evacuation of ships and sea vessels from coastal facilities in case of emergency.

OPERATION PROCEDURES FOR SAFE HANDLING OF DANGEROUS SOLID BULK CARGOES

1. Field supervisor provides suitable, sheltered, safe berthing and mooring of the ships.
2. The shift supervisor ensures that the entry-exit system between the ship and the shore is convenient and safe.



3. The shift supervisor shall ensure that dangerous packaged (IBC) cargoes are transported, handled, suspended and inspected by the personnel who are qualified and trained and have received occupational safety measures at the operation site.
4. The operation officer requests all necessary documents and information about the dangerous cargoes from the load manager and ensures that they are available together with the cargo.
5. The OHS expert ensures that all operating personnel are trained in the risks, safety measures, safe work, emergency measures, safety and similar issues of handled packaged (IBC) dangerous cargoes and maintains training records.
6. The field supervisor checks the relevant documents to confirm that, the packaged dangerous goods(IBC) that are transported to the facility are duly defined, classified, certified, packaged, labelled, declared, securely loaded and transported by an approved and compliant packages, containers and cargo transport unit.
7. The OHS expert takes the necessary safety measures for dangerous substances that are not compliant with the rules, that are unsafe or that pose a risk to persons or the environment.
8. The OHS specialist ensures that emergency regulations are made and all relevant persons are informed.
9. OHS expert reports to the harbour master about dangerous cargo accidents occurring in the area of responsibility of the enterprise.
10. Field supervisor provides the necessary support and cooperation in the checks carried out by official authorities.
11. The field supervisor ensures that, the activities related to dangerous goods are carried out in the docks, wharfs, warehouses and storehouse constructed in accordance with these works.
12. The field supervisor ensures that ships and sea vessels carrying dangerous goods are not berthed to piers and berths without the permission of the harbour master.
13. The field supervisor ensures that an emergency evacuation plan is prepared for the evacuation of ships and sea vessels from coastal facilities in case of emergency.
14. Dangerous solid bulk cargoes will not be stored at the port and will be shipped as under tackle, It is therefore not necessary to comply with any separation rules at the port site; however, the segregation rules are given in section 4.5 and 4.6 as a general information.

6.2 Procedures for additional measures to be taken according to seasonal conditions for the loading, discharging and transshipment of dangerous substances

Dangerous substances can be affected by high temperatures (in summer) and rain, strong wind (all year) depending on the seasons in general. Due to its geographical location, the port facility is rarely exposed to snow and icing during winter.

- The cargoes which must be transported with a controlled temperature must be stowed away from direct sunlight and protected from direct sunlight in summer and extremely hot weather.
- In the event of snow and ice, port machines and transfer vehicles are not allowed to operate until the slippery environment is destroyed, the vehicles perform at the safest level when the environment is secured.



Class 2 gases, class 3 flammable liquids, class 8 corrosive substances, class 6.2 infectious substances and class 9 different hazardous substances and objects and environmentally hazardous substances will be loaded and unloaded for the road at the port facility, class 4.2 self-burning solids, class 5.1 oxidizing substances and hazardous substances will be handled. Handling of substances in classes other than those mentioned will not be carried out. Information on these substances is given at the end of this chapter.

DANGER CLASS 2 (Gases)



Figure 6. Class 2 Dangerous Gases

ADDITIONAL DANGERS(Class 2 Gases)



Figure 7. Additional Hazards of Class 2 Dangerous Gases

DANGER CHARACTERISTICS AND RISKS (Class 2 Gases)

- Contains compressed gas; May explode when heated.
- Very easily flammable.
- May cause or intensify fire; oxidizer.

MEASURES TO BE TAKEN (Class 2 Gases)

- Protect from sunlight.
- Store in a well ventilated area.
- Keep away from heat / sparks / open flames / hot surfaces. Do not smoke.
- Take precautionary measures against static discharge.
- Leaking gas fire: Do not extinguish, unless leak can be stopped safely.
- If safe, eliminate all sources of ignition.
- Keep / store away from clothing / flammable materials.
- Keep throttle valves free from grease and oil.
- In case of fire: Stop leak if safe.

DANGER CLASS 3 (Flammable Liquids)



Figure 8. Class 3 Flammable Liquids

DANGER CHARACTERISTICS AND RISKS (Class 3 Flammable Liquids)

Flammable liquid and vapor

- Fatal if it enters the respiratory tract and is swallowed.
- May cause drowsiness and dizziness.
- Causes allergic skin reactions.
- Causes skin irritation.

Long-lasting, harmful effect in aquatic environment.

MEASURES TO BE TAKEN (Grade 3 Flammable Liquids)

- Keep away from heat / sparks / open flames / hot surfaces. Do not smoke.
- Wear protective gloves / protective clothing / eye protection / face protection.
- Use only non-flammable tools.
- Take precautionary measures against static discharge.
- Store in a well ventilated place.

DANGER CLASS 4.2 (Spontaneously Combustible Solids)

Figure 9. Class 4.2 Spontaneously Combustible Solids



Figure 10. ADDITIONAL DANGERS(Class 4.2 Spontaneously Combustible Solids)

CHARACTERISTICS OF DANGER AND RISKS(Class 4.2 Spontaneously Combustible Solids)

- Oxygen release when combined with flammable materials
- Burns easily with contact with spark, fire and hot surfaces.
- It can burn itself without a source of fire.
- Reacts violently with water.
- Spontaneously-combustible in contact with water.
- May be irritating
- Danger of poisoning

PRECAUTIONS(Class 4.2 Spontaneously Combustible Solids)

- Do not approach with fire.
- Do not store unshielded bulbs, electrical equipment in the environment.
- Protect yourself.
- Wear suitable protective clothing and gas mask against toxic smoke.
- Always take the wind behind you.
- Avoid skin contact.
- Do not walk on dispersed materials.
- Never clean the spills with water.
- Keep spills dry by closing spills.
- Observe the ambient temperature.
- Keep away from rain and excessive moisture.

DANGER CLASS 5.1 (Oxidizing Substances)



Figure 11. Class 5.1 Oxidizing Substances

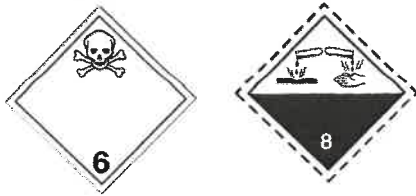


Figure 12. ADDITIONAL DANGERS of Class 5.1 Oxidizing Substances

CHARACTERISTICS OF DANGER AND RISKS(Class 5.1 Oxidizing Substances)

- Do not combine with flammable materials
- Mixing with other substances may cause burns
- Friction and beating cause burns
- Poisoning danger
- Danger of explosion
- May be irritating

PRECAUTIONS(Class 5.1 Oxidizing Substances)

- Avoid mixing with flammable or combustible substances.
- Do not approach with fire.
- Do not store unshielded bulbs, electrical equipment in the environment.
- Protect yourself.
- Wear suitable protective clothing and gas mask against toxic smoke.
- Observe the ambient temperature.
- Avoid skin contact.
- Stop leakage if possible.
- Clean with plenty of water.
- Use absorbent material to collect spillage.
- Ensure that the environment is ventilated in closed environments.

DANGER CLASS 6.2 (Infectious Materials)

Figure 13. CLASS 6.2 Infectious Materials
ADDITIONAL DANGERS (Class 6.2 Infectious Materials)



Figure 14. ADDITIONAL DANGERS of Class 6.2 Infectious Materials

DANGER CHARACTERISTICS AND RISKS (Grade 6.2 Infectious Materials)

- Risk of infection Can cause serious illness in humans or animals
- It poses a risk to the aqueous environment and sewage system

DANGER CLASS 8 (Corrosive Materials)

Figure 15. CLASS 8 Corrosive Materials

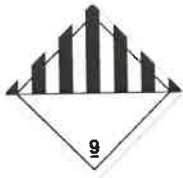
DANGER CHARACTERISTICS AND RISKS (Grade 8 Corrosive Materials)

- May cause severe skin burns and eye damage.
- May cause respiratory irritation.
- Toxic in aquatic environment.
- May be corrosive to metals.
- Harmful if swallowed.

MEASURES TO BE TAKEN (Grade 8 Corrosive Materials)

- Do not breathe its dust / smoke / gas / mist / vapor / spray.
- Wear protective gloves / protective clothing / eye protection / face protection.
- Keep only in the original container.
- Avoid release to the environment.
- Collect spillage.
- Take off contaminated clothing and wash before reuse.
- Store locked up.
- When using, do not eat, drink or smoke.

DANGER CLASS 9



(Figure 16. Class 9 Different Dangerous Goods and Objects and Substances harmful for Environment)

ADDITIONAL DANGERS



Figure 17. Additional Label

CHARACTERISTICS OF DANGER and RISKS

(Danger Class-9 Different Dangerous Goods and Objects and Substances harmful for Environment)

- Fire danger
- Danger of burns
- Danger of explosion
- Cancer danger
- Danger of environmental pollution

PRECAUTIONS

(Danger Class-9 Miscellaneous Dangerous Goods and Objects and Substances harmful for Environment)

- Avoid contact.
- Do not breathe fumes or vapors.
- Do not approach with fire.
- Do not store unshielded bulbs, electrical equipment in the environment.
- Keep away from static electricity such as mobile phones, synthetic clothing.
- If there is a leaking, stop if possible.
- Ensure that the environment is ventilated in closed environments.
- Avoid mixing with flammable or combustible substances.

6.3 Procedures for keeping flammable, combustible and explosive materials away from sparkling operations and not using tools and equipments that may generate sparks in the areas where dangerous goods are handled, stowed and stored.

All hot works in the port or on board of the ships, are subject to authorization. GÜLLÜK port, demands from all subcontractors and ship personnel who will be working on the field and the ship an arrangement that will provide security isolation and insulation, informatory plates about the work to be performed, a restricted working area, evacuation plan and work permits at heights if needed. If work is required in places where there is a high risk of danger, cargoes containing dangerous goods are transported to a safe distance before starting work.

Smoking is strictly forbidden in areas where dangerous goods exist.

6.4 Procedures for fumigation, gas measurement and gas-free processes

Fumigation, gas measurement and degasification shall not be made.

7.DOCUMENTATION, CONTROL and RECORD

7.1 Procedures for all mandatory documents, information and papers related to dangerous goods and supply and control of these by the relevant persons.

Documents to be kept at the port facility for handling dangerous goods are listed below:

1. IMDG Code Volume 1 and 2 and its Annex(supplement)
2. International Convention for the Safety of Life at Sea (SOLAS) 1974, (with Annexes)
3. International Convention for the Prevention of Pollution from Ships 1973 as modified by the Protocol of 1978(MARPOL 73/78), (with Annexes)
4. IMBSC Code
5. BLU Kod and BLU manual
6. MSC Circ. 1160
7. MSC Circ. 1356
8. MSC Circ. 1230
9. Regulation on the Safe Loading and Unloading of Bulk Cargo Ships
10. Related laws, regulations, circulars, notifications, instructions and application instructions.
11. As required by the regulations, when they are updated, having or accessing these documents shall be provided as book, or through encrypted entries on the web as long as possible.

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

The list of imported cargoes(no dangerous goods are exported.) entered into the port are recorded as of the date of entry and exit with The port operation registration system used in the port facility. The report, which will be prepared regularly on a monthly basis, includes the load regime (category), the appropriate transport name of the dangerous goods, the danger class, the packaging group and the UN number.

7.3 Procedures for control and reporting of control results that dangerous goods brought to the port facility are properly identified, that proper shipping names are used, that dangerous goods are properly certified, packaged, labelled, declared, securely loaded and transported by approved and proper packaging, container and Cargo transport unit

Planning and Operation Units shall, in coordination, check the accuracy of the following information on the Dangerous Goods documents issued by the Shipper of Dangerous Goods to be accepted to the Port;

- UN Number
- PSN name(Proper Cargo Name,Class(with sub-dangers)
- Packaging group(Class 4.2, 5.1, 9)
- Whether is marine pollutant or not
- Additional Information(antioxidant content information)
- This information is provided to the Operations Officer Field Supervisors, handling officers, Health Safety and Environment (HSE) personnel and personnel who need to know to be transferred through Terminals / Documents to control the dangerous cargo.



- If the information received from the operation is different from the information on the cargo, the Operator is immediately informed and the Shipper is instructed to verify the information regarding the Dangerous cargo / vehicle / container and to correct the defective badge marks.

Apart from bulk Cargo, packaged dangerous cargoes that are brought to GÜLLÜK facility are controlled according to IMDG and ADR rules at the port entrance. The cargoes that are not properly packaged, marked and labelled are not allowed in the port.

7.4 Procedures for the provision and retention of the dangerous goods safety data sheet (SDS)

In addition to the measures taken within the scope of the general danger class at GÜLLÜK facilities, Safety Information Form is requested from the person responsible for the load related to the cargo which has dangerous load or dangerous goods or dangerous content coming from sea or land to each port facility. In case it is deemed necessary by the Dangerous Goods Safety Advisor or HSE authority to be assigned, special GULLUK Dangerous Goods Safety Data Sheet is prepared for the employees in order to ensure occupational safety and health. It is the general standard that any cargo with dangerous content brought to the port facility must have Safety Data Sheet. The measures specified in the Safety Data Sheet in case of carriage and in case of emergency are taken by the GULLUK authorities immediately.

7.5 Procedures for keeping records and statistics of dangerous goods

As stated in Article 7.2, information on dangerous cargoes is kept regularly and statistical information is prepared and reported as requested by the competent authorities.

Reports are stored electronically and accessible on demand.

7.6 Information of Quality Management System

As Güllük Mandalya Port, the concept of QUALITY is our first priority for all processes in our facility. TS EN ISO 9001:2015 standard is applied within our facility.

Our current quality management system in our organization is audited by the accredited DQS company, and the 1st Interim surveillance meeting was held in June 2022.

In order to maintain and further our success in the sector, within the framework of legal and other requirements;

- To continuously improve and maintain Quality Management Systems for all these,
- To comply with all legal and other requirements related to quality,
- To have the awareness of protecting quality, to provide satisfaction in our production and after-services in this regard,
- To comply with the logic of continuous control and improvement in the products produced,
- To carry out quality and timely productions in accordance with the standards, by closely following the technological developments and legal regulations, by complying with the management system conditions,
- To eliminate process hazards and to determine the required quality and to ensure that necessary studies are carried out to reduce high risks,

To ensure the active role and participation of our employees and employee representatives in our entire organizational system,

- For all these, we are committed to continuously improving and maintaining the Quality Management Systems.

Güllük Mandalya Tourism and Port Management Inc DANGEROUS GOODS GUIDE -2018 (24.09.2025-
REVISION)



8. EMERGENCY, BEING PREPARED FOR THE EMERGENCY AND INTERVENTION

8.1 Intervention procedures for dangerous goods or dangerous situations that dangerous goods are involved in which present or may present a risk for one's life, assets or environment

In case of appearance of emergency situation or signs of an emergency situation, according to the relevant plans, the On-Site Coordinator(OSC) initiates taking appropriate measures according to Incident Management System(IMS). Incident Management Team (IMT) and Field Intervention Team(FIT) review and implement decisions regarding the measures to be taken according to IMDG Code and Port Regulation. Developments are continuously monitored by IMS and if necessary, they decide to take further measures or to get help.

Incident Management Team(IMT) will carry out its Works in Incident Management Center or at an equivalent center.

Emergency management at different levels depending on the severity of the emergency:

- Facility / Site
- Institutions
- District Emergency Management Center
- Province Emergency Management Center
- Can be managed by Central Government

Emergency Management at Facility: will be implemented with a well-planned organization, trained personnel have made practices, Emergency Plan including procedures and documents and use of safe, fast, internal and external communication opportunities. Within the scope of Emergency Management Plan, the following measures will be implemented and the process will be monitored and controlled.

Table 4. Action Plan In Emergency

PROCEDURES TO BE PERFORMED	Relevant Units
WARNING: Notification of appearance or probability of occurrence of emergency and unexpected situation	All staff and ship crew
CALL FOR HELP: Contact with the relevant institutions and giving necessary information	All staff
INTERVENTION: Intervening as soon as possible with the right equipment and trained personnel as stated in Emergency Plan	Intervention Team
FIRST AID: Performing first aid activities until professional support teams reach the area	First Aid Team
RESCUE: Rescue of materials, tools, information, documents and other important documents of Güllük Port Facility.	All staff
PROTECTION: Protection of the rescued materials, tools, information and other important documents	Security Staff
INFORMING: Sending required explanations to the customers, press and other people who are done business with	Press and Public Relations
REQUIRED NOTIFICATIONS: Sending notifications to public authorities in accordance with the legislation	Management



Table 5. Activities To Be Carried Out By Planning In Emergency Situations

1st Priority	2nd Priority
Search and Rescue	Health services
Damage assessment	Transfer / Burial of the Dead
Wreck removal	Psychological Support
Evacuation	Detection / Care of the elderly, children and the disabled in need of help
First aid	Meeting food, drink and clothing needs
Security	Shelter:temporary housing
Precautions against secondary disaster	
Communication	
Infrastructure Services: Transportation, water, sewage, natural gas, electricity communication network	
Insurance and loss indemnisation	
Public relations	



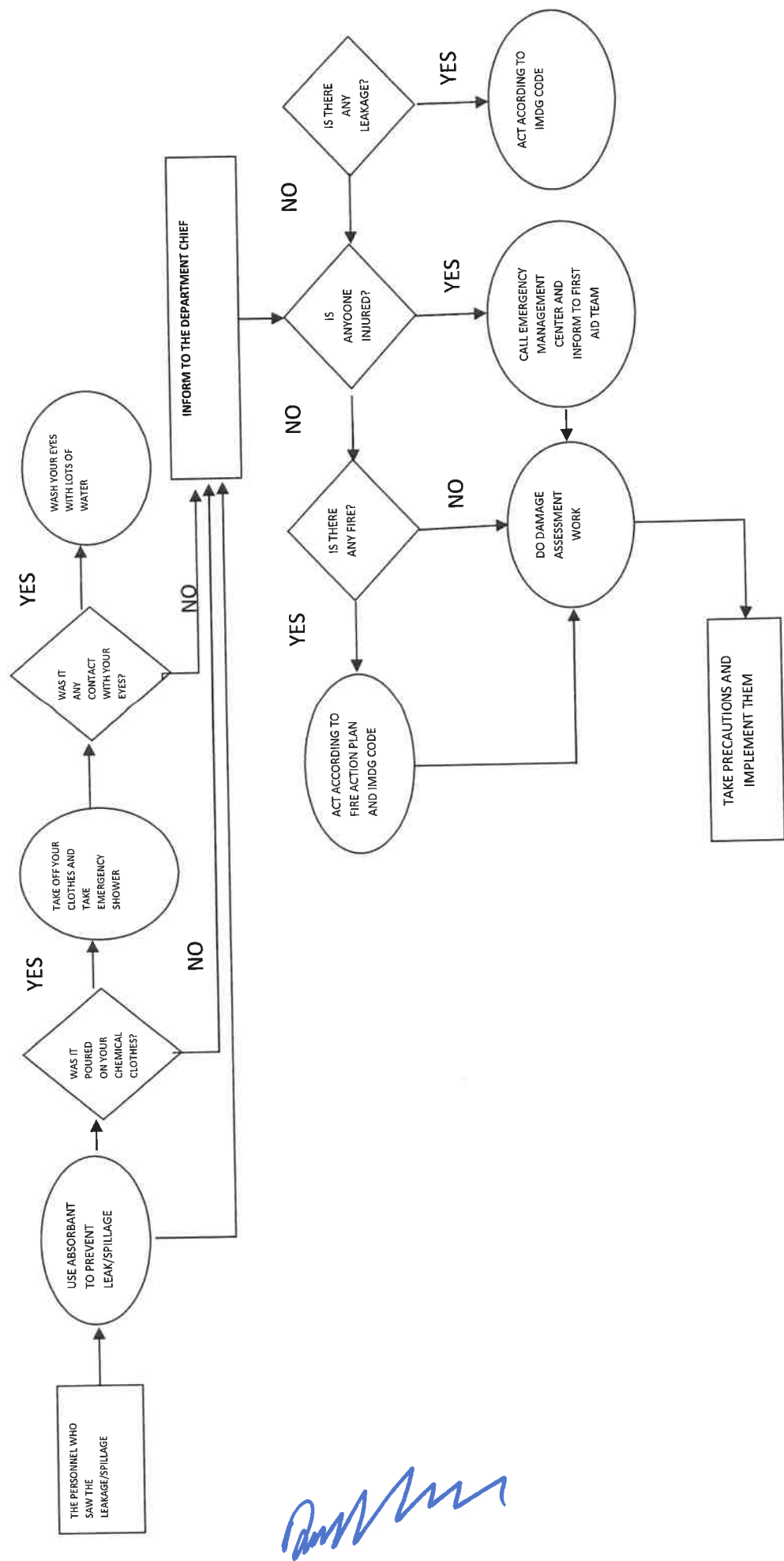


Figure 18 – EMERGENCY ACTION PLAN DIAGRAM

8.2 Information on the possibility, capability and capacity of the coastal facility to intervene in emergency situations.

The coastal facility will intervene in the following 3 levels.

Level 1: This includes events that may occur as a result of operational activities on a coastal facility or on board, and may cause minor pollution. Events which can be controlled by a coastal facility or a ship within the scope of the Law with its own capabilities and capabilities.

Level 2: Medium-scale events that can be intervened and controlled by regional facilities and capabilities in cases where a ship or a vessel under the Act is inadequate with their own capabilities.

Level 3: Large scale incidents resulting from serious accidents at sea and / or coastal facilities.

8.3 Arrangements for first intervention to accidents involving dangerous goods (procedures for first intervention, first aid facilities and capabilities etc.)

He/She is liable to organize the activities of first aid, fire and search and rescue teams that intervenes such incidents as fire, dangerous goods, chemical pouring, explosion etc. Immediately after emergency situation and give briefing to emergency management team during and after the intervention.

The Intervention Unit consists of Fire-Fighting Team, Search-Rescue Team and First Aid Team under the coordination of Dangerous Goods Safety Advisor. The Intervention Unit shall conduct the interferences with respect to the dangerous cargo, using the F Scales for Fire as outlined in the IMDG Code Supplementary document, and the S Scales for Spill.

The following communications and responsibilities will be taken for the above mentioned events at 3 levels.

First Level Incident

The first person who gets to know the incident will immediately report to the Operation Coordinator. The Operation Coordinator will initiate the procedures for reporting and informing other interested persons, and will mobilize the emergency response center of Güllük Port by gathering the Field Response Team. Once the Field Response Team has been convened, the Operation Coordinator will make an explanatory speech to all participants. The briefing will contain all the initial report data and all available information. The briefing will also include a description of the physical, ecological and strategic characteristics of the scene. The briefing will also include a summary of the intervention by the Facility and the resources available for immediate intervention. Based on the available information, the Operation Coordinator will recommend a priority action plan to the Field Response Team.

In the time period until the operation coordinator reaches the scene and takes control, the most competent person in Güllük Port will be responsible for initiating and managing interventions against spill in the sea. Firstly, they will work on finding the source of the spill and stopping it and preventing the spreading of the spill. If the facility is understood to be inadequate in stopping the spill and if the spill grows, spreads out and moves ahead other areas, we will progress to level 2 without any delay and report to relevant authorities.

In case of level 1, especially in level 2 and level 3, pollution, each member of the Field Response Team / Incident Management Team must keep a continuous record of their own dialogue, work and activities. Recordings are more important as the level of pollution increases. These records will serve three main functions as follows:

1. Record of all the dialogues between the members of the Site Response Team and the Incident Management Team;
2. Registration of activities by the Field Response Team and the Incident Management Team;
3. Establishing past experience information from the perspective of the members of the Field Response Team and the Incident Management Team;

Each entry of the records kept should include time, date, incident and all the information and activities about the incident. Below is a sample registration entry:

Tablo 6. Sampler Record Unit

Date: 6/17 **Time:** 15:25 **Case:** Call from Incident Management Team

Information/Activity: Incident Management Team asked for information to which direction the spill was moving in the scene

Date: 6/14 **Time:** 16:05 **Case:** Call from Incident Management Team

Information/Activity: A voice message was left for Incident Management Team that the oil was progressing to the South at the spill area.

Operations Supervisor: Under the coordination of the Operations Coordinator and in accordance with the intervention strategies:

- shall take an initial briefing from the Operation Coordinator,
- will develop tactics and strategies for on-site equipment (s),
- will provide the "on-site safety" briefing to the marine team for spills of medium or large size,
- For medium and larger spills, he/she will supervise the marine team and ensure that safety procedures related to marine operations are complied with.
- Provide information to the sea crew about the installation of floating barriers, current and tidal conditions,
- will establish continuous radio / telephone connection with all teams,
- will provide information to the coastal team on the placement of floating barriers, the number of barriers and the deployment of response ships,
- will monitor coastal team and ensure vessel safety procedures are complied with,
- will direct all requests for extra support through the Facility Manager,
- will perform the duties of the Operation Coordinator when necessary,

Marine Operations Group: Under the management of the Chief Operating Officer and in accordance with the oil spill risk analysis, team members:

- will receive security briefing from the Chief Operating Officer,
- will deploy the sea vessels to be used for the positioning of the floating barriers and / or other activities,



- will comply with all boat and marine safety procedures,
- the floating barrier shall be installed according to directives by the Chief Operating Officer,
- will establish continuous radio / telephone connection with Chief Operating Offices,
- will keep records of all operations and documents.

Coastal Operations Group: Under the management of the Chief Operating Officer and in accordance with the oil spill risk analysis, team members:

- will receive security briefing from Operation Coordinator / Chief Operating Officer
- will use all vehicles and other related equipment for stopping / preventing spillage as shown in this plan,
- will help marine operations when necessary,
- will comply with all safety requirements for equipment and vehicles
- will keep radio/telephone communication with the persone responsible for operation all the time,
- will keep the records of all activities and documents.

Chief Logistics Operator: He/She is responsible for the management of personnel, equipment and resources required to response to oil spill. All other internal and external secondary information is the responsibility of the logistic officer. The primary function of the logistics officer is to coordinate the logistics support.It is required to keep continuous dialogue with the Operation Coordinator for correct and efficient operations. Major duties:

- to ensure that all activities of people, equipment and materials are organized,
- be responsible for the staff,
- If requested by the Operation Coordinator, he / she will be able to find and provide additional assistance through local contractors, partners and other company facilities.
- to make all internal declarations,
- to make all external declarations,
- to help with initial case briefing
- He/She will complete the Oil spillage summary report.
- to ensure the acquisition of any other resources, equipment or personnel that may be required to give adequate response to spillage.
- He/She will perform the responsibilities of Operation Coordinator when necessary.
- He/She will keep the records of all operations and documents.

In case of pollution in other regions and land: The above procedures will be applied. The priority will be to find the source of the spill, stop it and prevent the spilled part from reaching the sea.



Second Level Incident

In addition to the above instructions, efforts to expand the intervention organization will be initiated without delay. According to the Implementing Regulation of the Law No. 5312, Regional Emergency Response Organization Chart is given in Figure 5.2.

First of all, it will be notified to the Regional Operations Coordinator who is responsible for Level 2 intervention (Ministry of Transport, Maritime Affairs and Communication, Güllük Harbor Master or the Provincial Director of Ministry of Environment and Urbanization, or the person representing them according to the second paragraph of Article 15 of the Law no. 5312). Regional intervention organization will be established by contacting the Board of Directors.

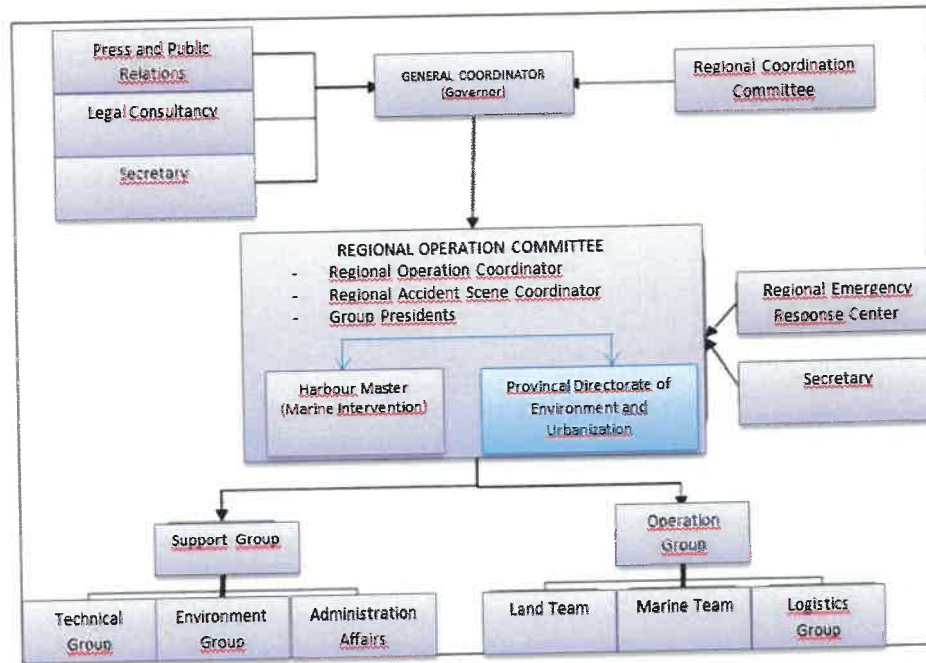


Figure 19. Regional Emergency Response Organization Chart

Third Level Incident

In case of any 3rd level spill, the intervention will be made within the scope of National Emergency Response Plan and the National Emergency Response Organization Chart included in the Implementing Regulation of Law No. 5312 is given in Figure 5 3. The Ministry of Environment and Urbanization is responsible for the National Emergency Response Plan and the facility will provide technical support for the tasks assigned in this task and will make notification and reporting to the authorities responsible for level 3 intervention in addition to the above instructions.

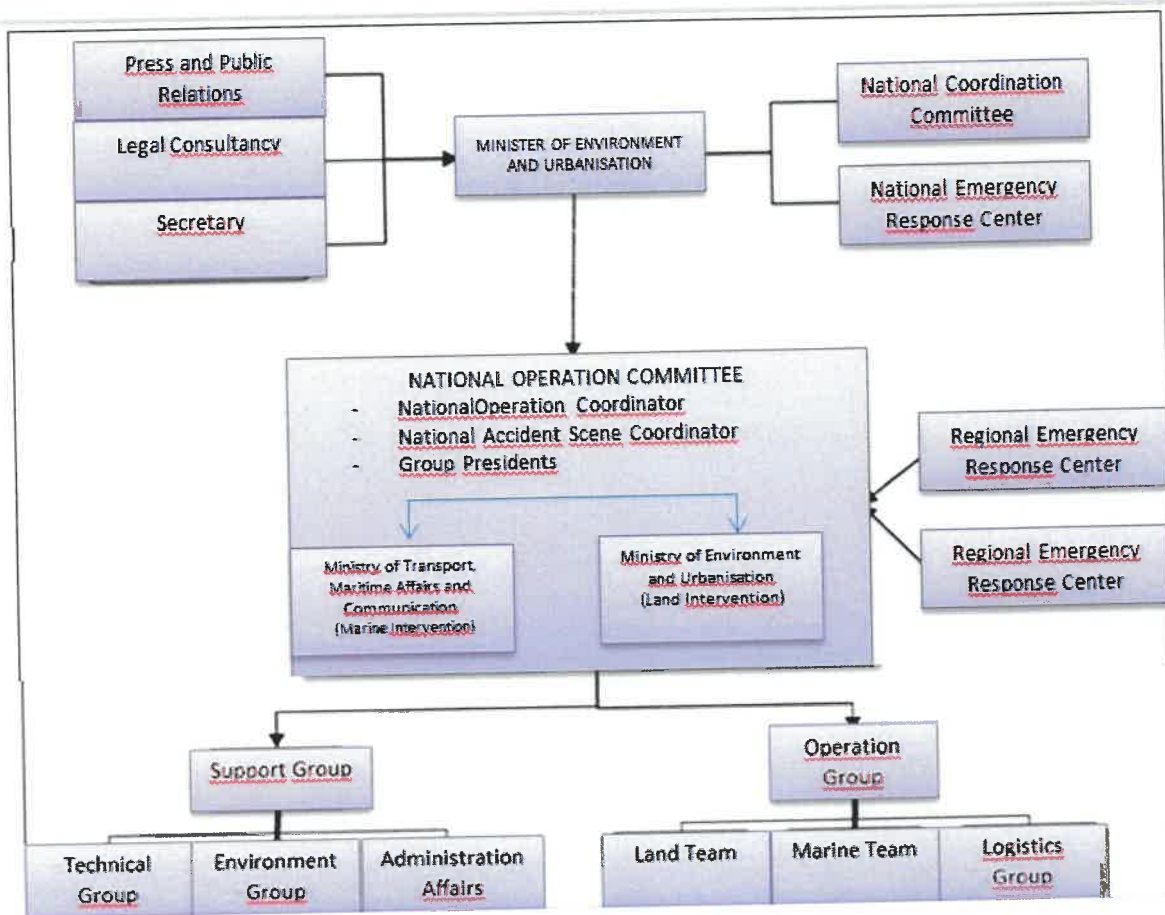


Figure 20 National Emergency Response Organization Chart

Termination of Emergency

The situations indicating the emergency response condition have disappeared and transition to normal order are explained in the "Response Operations" section. When this occurs, the Operations Coordinator for events at level 1 is authorized to inform the completion of the intervention operation and to instruct the termination of the emergency. The Operation Coordinator will inform the Ministry of Transport, Maritime Affairs and Communications, Güllük Harbour Master and the Provincial Director of Environment and Urbanization of Muğla.

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

Table 7. EMERGENCY INTERNAL AND EXTERNAL COMMUNICATION LIST

Notification Details (For each level) (In and Out of The Facility)			
The person in charge	First Access Number	Telephone	Faxs
Muğla Governship	0 252 214 10 01	0 252 214 12 34	0 252 214 31 88
The Governor in charge	0 252 214 12 34	0 252 214 12 34	0 252 214 31 88
Main Search and Rescue Coordination Center of Ministry of Transport, Maritime Affairs and Communications (MSRCC)	0 312 232 47 83	0 312 231 91 05	0 312 232 08 23
General Directorate of Environmental Management Ministry of Environment and Urbanization	0 312 474 03 37 0 312 474 03 38	0 312 586 30 01	0 312 474 03 36
Ministry of Transport, Maritime Affairs and Communications, General Directorate of Marine and Inland Waters Regulation	0 312 203 10 00	0 312 203 10 00	0 312 231 33 06
Ministry of Environment and Urbanization, General Directorate of Environmental Management, Department of Marine and Coastal Management	0 312 474 03 28	0 312 474 03 29 0 312 586 30 44	0312 474 03 35
Ministry of Transport, Maritime Affairs and Communications, Güllük Harbor Master	0 252 522 20 79	0 252 522 20 79	0 252 522 34 49
Muğla Governorship, Provincial Directorate of Environment and Urbanization	0 252 214 12 58	0 252 214 12 58	0 252 214 31 09
Muğla Provincial Directorate of Food, Agriculture and Livestock, Department of Fisheries and Aquaculture, Animal Health and Breeding Branch Office		0 252 214 12 50	0 252 214 12 42
Operation Coordinator(OC) DEVLETHAN DEPO	0 532 363 88 48		-
If OC is not available, another person in charhe of his/her position (Ali Uyav)	0 533 368 27 72	0 533 368 27 72	-
Coast Guard Aegean Region Command	158	0 232 366 66 66 0 232 366 66 67	0 232 365 95 75

8.5 Procedure for reporting accidents

The Incident Management Team must operate the reporting system that will immediately inform the relevant authorities of the Emergency Case to occur in the port. The following is an example of a report that contains information that must be notified in an emergency. IMT should maintain a sound record of these reports.



Table 8. Emergency Report Format



CASE REPORT FORMAT

FROM: TO:

1. CURRENT SITUATION**a. Information about the ship and the facility**

- i. Name of the ship and facility
- ii. IMO Number of the ship and international call sign
- iii. Registered port and Flag Country
- iv. Type of the ship
- v. Other information about the ship and facility (Example: Cargo, the amount of the pollutant poured from the ship, the damage of the ship and facility etc.)

b. Case**c. Report time****ç. Description of the incident**

d. Current situation of the pollution (Amount, type, direction of movement, time left to reach the coast)

e. Current and estimated weather condition**2. PERFORMED RESPONSES AND RESPONSE PLANS**

- a. Plans for the ship and facility that is harmed**
- b. The precautions and operations carried out**
- c. The resources used**

3. NECESSARY RESOURCES AND SUGGESTED PRECAUTIONS**4. NEXT REPORT SENDING TIME****5. OTHER INFORMATION**

Signature

Name and Title



8.6 Management of coordination, support and cooperation with the official authorities

In case of an emergency involving dangerous goods, support and cooperation shall be requested from official institutions in the Out-of-Facility Emergency Communication List.

8.7 Emergency evacuation plan for the removal of ships and sea vessels from the coastal facility in case of emergency.

Table 9. Emergency evacuation plan for the removal of ships and marine vehicles from the shore facility in case of emergency

THE PERSON IN CHARGE	ACTIONS
WITNESSING STAFF	• AS THE FIRST PERSON TO SEE THE ACCIDENT, HE/SHE INFORMS THE SECURITY UNIT.
SECURITY UNIT	• SECURITY UNIT INFORMS THE OPERATION UNIT ABOUT THE ACCIDENT.
ADMINISTRATIVE AFFAIRS COORDINATOR	• ONCE THE ACCIDENT HAS BEEN HEARD, THE EMERGENCY TEAMS WAIT IN A READY CONDITION AND INTERVENE WHEN NECESSARY
OPERATION COORDINATOR	• OPERATION STOPS IMMEDIATELY UPON HARBOUR MASTER'S DECISION
ISPS OFFICER	• PRECAUTIONS SHALL BE TAKEN AGAINST DANGEROUS GOODS LEAKAGE.
SHIFT SUPERVISOR	• IF THE SHIP IS CONNECTED TO THE PIER, THE ROPES AND CONNECTIONS ARE CUT AS SOON AS POSSIBLE AND THE SHIP IS MOVED AWAY FROM THE PORT.
SECURITY SUPERVISOR	• IF THERE IS FIRE ON THE SHIP AND IT HAS SPREAD TO THE FACILITY, THE FIRE CREWS IMMEDIATELY INTERFERE IN ACCORDANCE WITH THE FIRE ACTION PLAN
HARBOUR MASTER	• KAZA TESİS SINIRLARI İÇERİSİNDE DEĞİL İSE KAZAYA TESİS ÜZERİNDEN MÜDAHALE GEREKTİĞİ DURUMLARDA DIŞ KURUMLARDAN GELEN EKİPLERE İMKAN SAĞLANIR.
SECURITY SUPERVISOR	• IF THE ACCIDENT IS NOT WITHIN FACILITY, TEAMS COMING FROM DIFFERENT INSTITUTIONS ARE ALLOWED TO INTERFERE FROM THE FACILITY WHEN NECESSARY
OPERATION SUPERVISOR	• IF THE ACCIDENT IS CAUSING MARINE POLLUTION, MARINE POLLUTION FIGHTING EQUIPMENTS SHALL BE USED. IMDG CODE PRECAUTIONS SHALL BE TAKEN.

8.8 Procedures for the handling and disposal of damaged dangerous cargoes and the waste of dangerous cargoes.

Container Leakage Tank is not available since there will be no container transportation. Since the material being handled is a single type and loaded directly from the ship, the packaging will not be repackaged if the package is broken.

8.9 Procedure for Emergency Practices and Their Records

Drills to be implemented in emergencies are performed and recorded as shown in the emergency action plan.

8.10 Information of Fire Protection Systems

The following equipment will be used for fire protection and the local fire brigade will be called if the fight is insufficient.

Table 10. Fire Fighting Equipments

Fire Extinguisher Equipments	
Fire Extinguisher Tubes	55 (in docks and workshop)
Fire Protection Clothing	2
Fog Applicator	1
Foam Applicator	1
Fire Protection Blanket	1
Fire Extinguishing Hose	17

8.11 Procedures for approval, inspection, testing, maintenance and availability of fire protection systems

Fire extinguishing and fire protection equipment in the facility are periodically maintained and recorded.

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

In case fire protection systems are not working or not enough, help is provided from the local fire department.

8.13 Other risk control equipment

1. Private and State Institutions fight against sea fires that may occur in the harbour administrative area in accordance with the provisions of Regulation on Prevention, Extinguishing and Rescue Precautions against Fires that start or may break out on Land and reach Sea, Port or Coastal Area which was implemented with the With the Decree of the Council of Ministers dated 06/8/1975 and numbered 7/10357. Stationary and portable fire extinguishers and first aid units and equipments are kept fully, ready and operational in coastal facilities.

2. Firefighting activities in the coastal facilities shall be performed by fire extinguishing teams equipped with the necessary tools and equipment in accordance with the relevant legislation. Organizations involved in tugboat activities also participate in the extinguishing activities in accordance with the instructions of the harbour master.

9. OCCUPATIONAL HEALTH AND SAFETY

9.1 Occupational health and safety measures

Areas that are risky and sensitive to danger at GÜLLÜK Port are determined as follows. The personal protective equipment, which is also listed in section 9.2, is allocated for the work to be performed in these areas for situations that endanger occupational health and safety.

9.2 Procedures for information on personal protective clothing and their use

Table 11. Personel Protective Equipments

Personal Protective Clothing		
Life Vest	25	Filtered Half Mask
Safety Helmet	25	Standard
Raincoat	25	Standard
Intervention Shoes	25	Standard
Gloves	25	Standard
Filtered Half Mask	25	Standard
Goggles	25	Standard
Tyvek suit	25	Standard
Coveralls	4 Adet	Standard
Ex Proof Torch	5	Standard

10. OTHER ISSUES

10.1 Validity of dangerous goods conformity certificate

Dangerous Goods Compliance Certificate application will be made.

10.2 Tasks defined for Dangerous Goods Safety Advisor

The duties of the Dangerous Goods Safety Advisor are defined in Article 23 of the Official Notice on "Dangerous Goods Safety Consultancy" published in the Official Gazette dated 22.05.2014 and numbered 29007.

10.3 Issues relating to transport of dangerous goods to and from coastal facility by road (issues relating documents, equipment and other tools to be kept by the road

vehicles transporting dangerous goods during entry to and exit from port and coastal facility, their speed limits at port area etc.)

The following are the ones that must be available on transporting vehicles under ADR,

- Suitable for transport and valid SRC 5 certification
- ADR written instruction
- Suitable for transport and valid Vehicle Compliance Certificate
- Transport documents
- CSC Certificate for container shipments
- The certificate indicates that the tree is suitable for use in the cargo transport unit (CTU) and in the loading safety or in the case of the use heat-treated wood for transportation
- Safe Load Certificate indicating that the container or vehicle loads are properly secured under the IMDG Code.(no space left, no moving parts and except for solid / liquid bulk cargoes)

The documents which should be issued by the related parties during the transport of dangerous cargo are as follows;

- Dangerous Freight Statement
- Dangerous Goods Transport Waybill
- Multimodal Dangerous Goods Form
- Dangerous Goods Manifest
- Container/Vehicle Packing Certificate
- Material Safety Data Sheet
- Transport document showing exemption under 3.4 and 3.5 of ADR/RID/IMDG Code
- Transport document showing exemption under ADR 1.1.3.6
- Dangerous Goods and Dangerous Waste Liability Insurance

Without the mandatory documents related to the above mentioned transportation, no cargo can be transported into and out of the port facility. The cargoes that are not properly secured under IMDG code are treated as dangerous loads.

The speed limit in the port area is 20 km/h.

10.4 Issues relating to transport of dangerous goods to and from coastal facility by sea(issues on the day / night markings of ships and sea vessels carrying dangerous cargo at the port or coastal facility, hot and cold working conditions at the ships etc.)

The signals and markings to be used for ships carrying flammable, explosive, combustible or similar dangerous goods are as follows:

- "B" flag at daytime(which means "I am loading, unloading or transporting dangerous cargo)
- A non-flashing red light which is visible from 360 ° at night

Cold and Hot Work on Ships Carrying Dangerous Cargo: The ships and sea vessels that will carry out the degassing operations for the purpose of maintenance or repair by hot and cold operation shall comply with the provisions of the Degasification Regulation on the Construction, Modification, Maintenance, Repair and Dismantling of Ship and Sea Vehicles published in the Official Gazette dated 21.12.2004 and numbered 25677.

10.5 Additional issues to be added by the coastal facility.

The port facility is a facility under the ISPS Code.



11.Appendix

11.1 Coastal Facility General Site Plan

11.2 Coastal Plant General View Photos

11.3 Emergency Contact Points And Contact Information

11.4 General Site Plan of the Areas where Dangerous Goods are Handled

11.5 Fire Plan of Areas where Dangerous Goods are Handled

11.6 General Fire Plan of the Facility

11.7 Emergency Plan

11.8 Plans fo Emergency Meeting Points

11.9 Emergency Management Chart

11.10 Handbook on Dangerous Goods

11.11 Leakage Areas And Equipment For CTU And Packages, Input Output Drawings

11.12 Inventory of Port Service Ships

11.13 Marine Coordinates of Harbor Master Administrative Boundaries, Anchorage Locations and Landing Points Guide

11.14 Emergency Response Equipment for Marine Pollution in the Port Facility

11.15 Personal Protective Equipment (PPE) Usage Map

11.16 Hazardous Substance Incidents Notification Form

11.17 Test Results for Hazardous Goods Transport Units (Ctus)

11.18 Other Required Attachments

