EKMAR MARINE AND SHIPPING AGENCY

DANGEROUS CARGO HANDLING GUIDE

PREPARATION DATE: 31/10/2022
(For Revisions, please see Revisions Page)

Facility Manager
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Dangerous Goods Safety Advisor
Hasan AKDEMİR

REVISION PAGE

ORDER NO	REVISION NO	REVISION CONTENT	REVISION DATE	REVISION MADE BY	
				Name Surname	Signature
01	01	It has been updated in accordance with the DCHG Instruction dated 20.04.2022, Personnel and institution names have been revised.	09.01.2023	Hasan Akdemir	
02	02	Facility Information Form, APPENDIX-19 and personnel information have been updated.	05.07.2024	Hasan Akdemir	
03	03	Facility Information Form, Annex-8 Section 6.1 has been updated.	21.08.2025	Hasan Akdemir	
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1 INTRODUCTION

1.1 General Information Pertaining to the Port Facility

PLANT FACT SHEET

1	Plant operator Name and title Name and title	EKMAR DENİZCİLİK VE GEMİ ACENTALIĞI A.Ş.		
2	Contact details of the plant operator (address, telephone, fax, e- mail and web site)	Organized Industry Zone Orhan Ekinci İskelesi Sarıseki-İskenderun / HATAY Tel : 0 326 656 22 31 Fax: 0 326 656 22 30 www.ekinciler.com/ekmar-denizcilik.anasayfa.3.aspx		
3	Trade title	Ekinciler İskelesi		
4	Province	HATAY		
5	Contact details of the plant (address, telephone, fax, e- mail and web site)	Organize San. Böl. Orhan Ekinci İskelesi Sarıseki-İskenderun / HATAY Tel : 0 326 656 22 31 Fax: 0 326 656 22 30 www.ekinciler.com/ekmar-denizcilik.anasayfa.3.aspx		
6	Geographic region where the plant is located	Eastern Mediterranean /İskenderun Bay		
7	Port authority of the plant and communication details	İskenderun Bölge Liman Başkanlığı (Iskenderun Regional Port Authority / 0326 6141192		
8	Municipality the plant is attached to and communication details	İskenderun Belediyesi (Iskenderun Municipality) 0 326 613 49 90		
9	Free zone or the organized industry zone where the plant is located	Organized Industry Zone Sarıseki İskenderun /HATAY		
10	Validity date of the shore plant operation permit/provisional operation license	27.03.2026		
11	Activity status of the plant (x)	Own load and additional 3rd party (X)	Own Load (…)	3rd Party (…)
12	Name, surname and communication details of the plant owner (telephone, fax and e-mail)	Vahtettin ERİSEN Tel : 0 530 544 81 53 Faks: 0 326 656 22 30 verisen@ekmar.com.tr		
13	Name, surname and communication details of the person responsible for the hazardous substance operation of the plant(telephone, fax and e- mail)	Bahri CARDAK Tel : 0 530 513 28 94 bcardak@ekmar.com.tr		

14	Name, surname and communication details of the security advisor of the hazardous substance of the plant (telephone, fax and e-mail)	Hasan AKDEMIR Tel: 0 534 368 73 75 hasan@atasarmuhendislik.com.tr
15	Marine coordinates of the plant	Latitude : 36^0 41‟ 30” North Longitude: 36^0 11‟ 46” East
16	Types of dangerous goods handled at the facility (Loads within the scope of MARPOL Annex-I, IMDG Code, IBC Code, IGC Code, IMSBC Code, Grain Code, TDC Code, asphalt/bitumen and scrap loads)	Dangerous Solid Bulk Cargoes under the IMSBC Code Coal Cargo ScrapCargo
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 sent to the port authority with Annex-1 form. It will be added to DCHG when appropriate)	**IMSBC CODE** Coal Petro-coke Lignite Coal
18	Classes for cargo handled, subject to IMDG Code	-
19	Groups in characteristic table for handled cargo subject to IMSBC Code	A and B (Coal) B (Petro-coke and Lignite Coal)
20	Vessel types that can Quay at the plant	Bulk Carrier General Cargo
21	Distance to the main road (in km)	2 km.
22	Distance to the railway (kilometer) or railway connection (Yes/NO)	Yes – 600 meter
23	Distance to the closest airport (km) and the name of the airport	Hatay Airport / 60 km.
24	Plant Load handling capacity (Ton/Year; TEU/Year; Vehicle/Year)	12.000.000 Ton/Year
25	Whether Scrap Handling is Performed at the Facility	Scrap Handling is done.
26	Border Crossing (Yes/NO)	Yes
27	Air Side (Yes/NO)	Yes
28	Load handling equipments and their capacities	There are Cranes, Wheel Loaders, Excavators, Forklifts and Telehandlers of various capacities. Details in Section 3.2.2 stated
29	Storing Tank capacity (m^3)	---

30	Outdoor storage area (m^2)	45.038 m^2
31	Semi-closed storage (m^2)	---
32	Indoor storage area (m^2)	20.000 m^2
33	Determined fumigation and/or defumigation area (m^2)	---
34	Name/title and communication details of guiding and pilotage services provider	UZMAR(Uzmanlar Denizcilik)-0232 4457600 ANKAŞ (Anadolu Klavuzculuk A.Ş)- 0326 6457170
35	Was Security Plan produced? (YES/NO)	Yes

36	Waste Acceptance Plant Capacity (This section will be arranged separately according to the wastes accepted by the plant.	Waste Type	Capacity(m^3)
		SLUDGE	20 m^3
		Bilge water	40 m^3
		Home waste (Rubbish)	4 m^3
		Waste Oil	10 m^3

37 Specifications of the Quay/ pier area

QUAY/PIER NO	LENGTH (meter)	WIDTH (meter)	Maximum Water Depth (meter)	Minimum Water Depth (meter)	The tonnage and length of the biggest vessel toberth (DWT or GRT- meter)
Pier No: 1	220	23	14m.	10 m.	10.000GT-150m
Pier No: 2	211	23	19m.	13 m.	30.000 GT-200m
Pier No: 3	370	40	29m.	19m.	200.000 DWT-300m

Name of the pipe line (If there is one at the plant)	Number(Pieces)	Length(Meter)	Diameter (Inch)
None	---	---	-

1.2 Prediction / Discharge, Handling and Storage Procedures on Dangerous Goods Handled and Temporarily Stored at the Port Facility:

Within the scope of the IMSBC Code, Bulk Coal, Lignite Coal, Petrocoke, and Scrap, which are group "C" in the Characteristic table, are handled in Lahika-1, among the cargoes in groups "B" and "AveB" in the Characteristic table. Dangerous cargo without permission cannot be handled at the shore facility. When bulk cargoes included in the scope of dangerous cargo are to be handled, a handling procedure is established, necessary precautions are taken, added to the guide, and the handling is carried out after obtaining the necessary permission from the port authority.

There is no storage of hazardous solid bulk cargo in closed areas in our facility. Hazardous materials are stored in open areas.

In our Shore Facility, some cargoes that fall into Packaging Group I, defined as Class 1 Explosive Materials, Class 7 radioactive substances, Class 6.2 infectious substances specified in the IMDG Code, are not taken to the shore facility. These loads are called dangerous loads that are absolutely unacceptable. In addition, there is no loading or unloading of bulk oil and petroleum products at our Coastal Facility outside the scope of the coastal operating permit.

The Procedure for Handling Hazardous Solid Bulk Cargoes handled in our facility is as in ANNEX-19. Scrap cargoes are handled and the Scrap Cargo Handling Operation Procedure and Things to Do in Case of Radiation Warning are as in ANNEX-20.

Our facility also handles Coal, Petro-coke and Lignite as Dangerous Solid Bulk Cargo in accordance with the provisions of the IMSBC Code, and the handling procedure of these cargoes is carried out as specified in ANNEX-19.6.

1.2.1 IMSBC CODE handled in our facility Dangerous Goods:

Packaged hazardous cargo within the scope of the IMDG Code is not handled in our port facility. Dangerous solid bulk cargoes subject to IMSBC Code are handled. In addition, only hazardous materials in bulk are loaded into our facility. Coal, hazardous solid bulk cargo within the scope of IMSBC code. Scrap handling Coastal Facility TYUB Information. The directive is made by fulfilling the conditions specified in ANNEX-5. The handling of these substances and the necessary operational provisions are as in the Dangerous Solid Bulk Cargo Handling Procedure (ANNEX-19). Dangerous substances handled in our port facility are given below.

UN	Shipping Name	Class	Group
-	SCRAP		C
-	COAL		B and A
	Petro-coke		B
	Lignite Coal		B

The cargo notification that is not specified in the Dangerous Goods Guide and is planned to be handled at the facility is made to the relevant Port Authority by filling out the form below. According to the code to which the load in question is subject and the attached safety data sheet, the equipment that should be in the facility is located in the facility, first aid, fire, safety, etc. to be taken. It is stated that all necessary measures have been implemented.

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

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

Appendix: Safety Data Sheet (SDS)
Dangerous Goods Safety Consultant Coastal Facility Officer
Name/Surname/Signature Name/Surname

Load / Discharge Procedure for Loads Carried and Temporarily Stored:

Dangers of Hazardous Solid Bulk Loads to be handled at the Port Facility are specified in the relevant MSDS and in the IMSBC CODE book. However, the following general aspects shall be observed, regardless of the nature of the dangerous cargoes.

The requirements specified in the "Directive on the Issuance of Coastal Facility Hazardous Cargo Conformity Certificate" ANNEX-1, APPENDIX-3, APPENDIX-5 and ANNEX-9 are complied with in the safe handling of Scrap and Coal loads.

• If the material to be evacuated has come from abroad, the customs procedures are completed and the evacuation is not started before the release is received.

• Employees are allowed to wear their personal protective equipment.

• If the vehicles to be loaded are not suitable for loading dangerous goods, no loading can be performed. Check that the front, rear warning and lighting lamps are operational. Ineligible

vehicles cannot load without troubleshoot.

• The speed limit of the vehicles in the port is 20 Km / h.

• Learn the status of ship cranes. If there is a problem, the officer is notified. Load handling is prevented by a defective crane.

• No nighttime sleep or sleepless personnel are allowed to work.

• The lighting is controlled during night work. If it is insufficient, it is illuminated by an additional projector.

• Tools are provided to enter the bunker underneath properly if used.

• Occupational Health and Safety rules are applied in all studies.

• Depending on the nature of the Dangerous Substance, it is ensured that the additional protective material is worn according to the MSDS.

Considerations to be considered in the Estimation / Handling, Handling and Storage of Hazardous Substances

Solid Bulk Cargo(General):

Emission of dangerous powders:

Where the transport, transport or stacking of hazardous bulk solids may result in dust emissions, all necessary measures shall be taken to prevent or minimize dust emissions and to protect people and the environment from such emissions. Personal washing and hygiene will also be notified to all employees that the clothes used must be washed after the handling of the hazardous material. Appropriate protective clothing, depending on the type of skin being handled during handling, will be provided to employees by providing respiratory protection and protective creams when needed.

Hazardous steam emission / oxygen deficiency:

Where transport, transport or stacking of dangerous liquid bulk can cause toxic or flammable vapor emissions, all necessary precautions shall be taken to prevent or minimize the occurrence of such vapor emissions and to protect people and the environment from such emissions. Appropriate equipment shall be available to measure toxic or flammable vapor concentration when dangerous solid bulk is to be transported, transported or stacked, which may release toxic or flammable vapors. Except in an emergency situation; no one will be introduced into a confined space where dangerous bulk solids burdened with such toxic or flammable steam are stored or oxygen is inadequate unless the atmosphere in the area is determined to be dangerous for human health or safety. If it is necessary to enter this area during an emergency, an individual breathing apparatus shall be used in

accordance with enclosed area entry procedures.

Explosive dust emissions:

All necessary applicable measures shall be taken to minimize the effects of the detonation if dangerous solid bulk loads, which may be responsible for the explosion and which are responsible for the detonation, are transported or transported, to prevent such explosion and to occur. Measures to be taken include ventilation of the enclosed space to limit the concentration of dust in the atmosphere, inhibition of ignition sources, minimization of material wall thickness, and withdrawal with no suction.

Concurrently flammable substances and substances which react with water:

Hazardous solid bulk products, which, if brought into contact with water, may become flammable or toxic vapors or cause simultaneous explosion, shall be kept as dry as possible. Such cargoes will only be transported under dry weather conditions.

Oxidising substances:

Hazardous solid bulk materials, an oxidizing agent, will be transported, transported and stacked to prevent contamination with flammable or carbon containing materials. The oxidizing substances shall be kept away from any heat or ignition source.

Inappropriate materials:

Hazardous solid bulk loads shall not be transported, transported or stacked to prevent dangerous interaction with unsuitable materials.

Coal:

It is a natural, solid, combustible material consisting of coal (bituminous and anthracite) amorphous carbon and hydrocarbons.

- Coals can remove methane, which is a flammable gas. 5% to 16% methane methane / air mixtures are explosive, spark or open flames such as sparks, match flashes or cigarette burns may be sufficient for the length. Methane is lighter in the air and it accumulates in higher volumes at another volume of the pilgrimage load. Methane leakage may occur to areas covered by load.

- Coals can be oxidized, causing oxygen in the load volume to be consumed and increasing concentrations of carbon dioxide or carbon monoxide. Carbon monoxide is a slightly lighter odorless gas that is flammable with air at 12 to 75% by volume. Toxic in case of inhalation, the blood hemoglobin is 200 times more bound than oxygen.
- Some coals may self-heat up in the load volume and self-heating may cause self-ignition. Various flammable and toxic gases, including carbon monoxide, may occur.
- Some coals may enter the reaction with the water, leading to the release of acids which can cause

corrosion. Various flammable and toxic gases, including hydrogen, may occur. Hydrogen is an odorless gas, amenable to air and flammable with air from 4% to 75% by volume.

ANGLE OF REPOSE	BULK DENSITY (kg/m3)	STOWAGE FACTOR (m3/t)
Not applicable	654-1256	0.79-1.53
SIZE	**CLASS**	**GROUP**
Up to 50mm	MBH	B(& A)

Hazards:

Coal can form flammable atmospheres, heat up spontaneously, cause oxygen depletion, metal structures can cause corrosion. In cases where particles smaller than 5 mm are present at a rate of 75% or more, liquefaction may be observed in coal loads.

Stacking and Separation Requirements:

We do not store more than one hazardous solid bulk cargo at our port facility that would create the same stacking and sorting conditions.

Precautions against ventilation conditions:

Dangerous solid bulk cargoes that require ventilation in our port facility are not handled and stored

.

Precautions:

In case of fire, the measures specified in Article 8 of this document shall be applied

Scrap Loads:

The procedure for dangerous cargoes covered by the IMSBC Code handled at our Port Facility is below. In addition, the requirements specified in Annex-5 are followed in the Handling of Scrap cargoes, and the "Directive on Regulation of Hazardous Substances Compliance Certificate" (Instruction No: 9.011.

Our port next IMSBC CODE In relation to dangerous cargoes;

• Handling of dangerous cargo at the coastal facility,

• Protective clothing requirement and handling

• In case of emergency response (fire and spill), the possibility of intervention and risk,

• Consideration should be given to whether a special measure must be taken regarding the load and whether urgent intervention procedures are taken into account within the terminal facilities by using specified equipment and clothing during the handling period.

In case of detection of radioactive material within the scope of IMSBC Code within the scrap material which will come to the port:

• During the handling period of the scrap cargo at the shore facility, a special area has been created for the temporary storage of scrap materials in the event of radioactive material.

• The area where radioactive substances are stored temporarily is surrounded with wire fences to prevent unauthorized entry and the inputs are controlled in a controlled manner.

• The area where the radioactive waste is located is located on the free space between the port facility entrance and the factory, and the administrative buildings are located at a safe distance from the other facilities adjacent to the facility and provide the means to provide all kinds of first aid and emergency response when necessary.

1.2.3 Storage Procedures of Dangerous Goods Handled in Our Facility:

All of them are handled and handled by the sea, including coal from Dangerous Goods handled and transported to our facility. Atlas Energy Production Inc. is stored in open storage area with coal conveyor belt system.

The load level plane is in accordance with the conditions specified in the a Safety Assessment of Cargoes for Shipmentm and Forwarding Reporting Procedures göre specified in the IMSBC Code.

(Note: If the load level is not leveled uniformly, vertical cracks going into the burden of the coal may allow oxygen circulation and reveal the possibility of self-heating.)

2 RESPONSIBILITIES

The operator of the shore plant, people responsible for the load and the ship master are liable for performing the works and processes regarding the load in a safe, secure way without causing any harm to the environment; for taking all the necessary precautions to prevent any accidents and minimizing the damage when an accident occurs. Within this framework,

2.1 General responsibilities

The general responsibilities of all parties involved in the transport of dangerous goods are as follows:

a) They are obliged to take all necessary measures to make the transportation safe, secure and harmless to the environment, to prevent accidents and to reduce the damage as much as possible when an accident occurs.

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

the Medical First Aid Guide (MFAG) in the IMDG Code annex in order to provide the necessary medical first aid for the people affected by the damages of the dangerous goods and the health problems caused by the accidents involving these cargoes .

2.2 Responsibilities of the cargo person

a) It prepares and has the mandatory documents, information and documents related to dangerous goods prepared and ensures that these documents are present with the cargo during the transportation activity.

b) It provides classification, packaging, marking, labeling and placarding of dangerous goods in accordance with their type.

c) It ensures that dangerous goods are loaded, stacked and securely fastened to approved packaging and cargo transport units in accordance with the rules and safely.

d) Before the handling operation, the loading-unloading plan and the results of the draft survey or weighbridge survey are submitted to the port authority by the ship's person to determine the amount of loaded cargo before the ship takes off. Administration or port authority may request that the draft survey or scale survey report be received from an authorized inspection firm.

2.3 Responsibilities of the coastal facility operator

a) Do not berth the ships carrying dangerous goods without the permission of the port authority.

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

c) It does not handle dangerous goods for which it has not received a handling permit from the Administration, and it does not make the ships that will berth suffer by planning in this context.

ç) Requests the mandatory documents, information and documents related to dangerous goods from the cargo person and ensures that they are found with the cargo. If the relevant documents, information and documents cannot be provided by the cargo person, it is not obliged to accept or handle the dangerous cargo at its 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 required according to the characteristics of the cargo with the ship's person. The ship does not make any changes in the operation without the knowledge of the person concerned.

e) It determines the working limits by taking into account the safe working capacity of the facility and the weather forecasts, takes the necessary measures for the ship to be safely moored at the pier and for handling. the transport documents containing information that the dangerous goods coming to the facility are classified, packaged, marked, labeled, plated and loaded safely to the cargo transport unit .

in the handling of dangerous goods and the planning of this handling are certified by receiving the necessary training, and does not assign the personnel who do not have the documents in these operations.

ğ) It ensures that the dangerous goods handling equipment in its facility is in working condition and that the relevant personnel are trained and documented 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 suitable for the physical and chemical characteristics of the dangerous cargo.

ı) Performs activities related to dangerous cargoes at piers, piers and warehouses established in accordance with these works.

i) Equips the piers and piers reserved for ships that will load or unload dangerous liquid bulk cargoes with appropriate installations and equipment for this work.

j) Keeps an up-to-date list of all dangerous cargoes on the ships berthed and in the closed and open areas of the facility and gives this information to the relevant parties upon request.

k) It notifies the port authority of the instant risk posed by the dangerous goods it handles or temporarily stores in its facility and the measures it takes for it.

l) Notifies the port authority of the accidents related to dangerous goods, including the accidents at the entrance to the closed areas.

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 (Class 1 Compatibility Group 1.4 S), Class 6.2 and Class 7 dangerous goods that are not allowed to be temporarily stored are transported out of the coastal facility as soon as possible, without waiting, and applies to the Administration for permission in cases where it is necessary to wait.

o) Temporarily stores the cargo transport units in which dangerous goods are transported in accordance with the separation and stacking rules, and takes fire, environment and other safety measures in accordance with the class of the dangerous cargo in the storage area. It keeps fire extinguishing systems and first aid units ready for use at any time in the areas where dangerous goods are handled and makes the necessary controls periodically.

ö) Gets permission from the port authority before the hot working works and operations to be carried out in the areas where dangerous goods 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) It ensures the internal loading of the cargo transport units in accordance with the loading safety rules in its facility

2.4 Responsibilities of the ship owner

a) It ensures that the cargo to be carried by the vessel is documented as suitable for transportation and that the cargo holds, cargo tanks and cargo handling equipment are suitable for cargo transportation.

the cargo person and ensures that they are present with the cargo during the transportation activity.

c) It ensures that the documents, information and documents required to be found on the ship regarding dangerous goods within the scope of legislation and international conventions are appropriate and up-to-date 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 on the risks of dangerous cargoes, safety procedures, safety and emergency measures, intervention methods and similar issues declares them to the relevant parties upon request .

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

g) Notifies the port authority and the coastal facility about the instantaneous risk posed by the dangerous cargoes on the ship berthing to the coastal facility and the measures taken for it.

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

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

ı) Provides the necessary support and cooperation in the controls and inspections carried out by the Administration and the port authority accept to carry dangerous goods that are not included in the ship certificates issued by the relevant institutions and organizations .

j) It ensures that the people of the ship involved in the handling of dangerous goods use personal protective equipment suitable for the physical and chemical characteristics of the cargo during handling.

k) It provides the requirements regarding the loading safety of the loads loaded on its ships.

l) Loading-unloading plan before the handling operation, and before the ship takes off, the results of the draft survey or scale survey are submitted to the port authority by the ship owner to determine the amount of loaded cargo. Administration or port authority may request that the draft survey or scale survey report be received from an authorized inspection firm.

2.5 Dangerous Goods Safety Advisor Responsibilities

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

To control the following applications and methods;

- Procedures for controlling that dangerous goods arriving at the facility are properly identified, correct shipping names are used, certified, packaged/packaged, labeled and declared, loaded and transported safely in approved and legal packaging, container or cargo transport unit, and reporting control results.
- Loading/discharging procedure for handled and temporarily stored dangerous goods,
- Whether the coastal facility takes into account the special requirements regarding the transported dangerous goods while purchasing the transport vehicles for the handled dangerous goods,
- Control methods of equipment used in transport, loading and unloading of dangerous goods,
- Whether the shore facility employees have received appropriate training, including the changes made in the legislation, and whether these training records are kept,
- The suitability of emergency methods to be applied in case of an accident or an event that will affect safety during the transportation, loading or unloading of dangerous goods,
- Compliance of reports prepared on serious accidents, incidents, or serious violations that occur during the transportation, loading or unloading of dangerous goods,
- Determination of the necessary measures against the reoccurrence of accidents, incidents or serious violations and evaluation of the implementation,
- To what extent the rules regarding the selection of subcontractors or 3rd parties and the transportation of dangerous goods are taken into account,

- Determining whether the employees in the transportation, handling, storage and loading/unloading of dangerous goods have detailed information about the operational procedures and instructions.
- Appropriateness of the measures taken to be prepared for the risks during the transportation, handling, storage and loading/unloading of dangerous goods
- all mandatory documents, information and documents related to dangerous goods.
- the safe berthing, mooring , loading /discharging, sheltering or anchoring of ships carrying dangerous goods to the shore facility day and night.
- Procedures regarding additional measures to be taken according to seasonal conditions for the loading, unloading and limbo operations of dangerous goods.
- Procedures for fumigation, gas measurement and degassing operations. Procedures for keeping records and statistics of dangerous goods,
- The accuracy of the issues regarding the possibility, capability and capacity of the coastal facility to respond to emergencies,
- The suitability of the regulations for the first interventions to be made for the accidents involving dangerous substances,
- Procedures for handling and disposal of damaged dangerous goods and waste contaminated by dangerous goods,
- Information on personal protective clothing and procedures for using them.

Port Operation Directorate; Personnel responsible for dangerus cargo operations have been assigned and the contact information is available in the Coastal Facility Information Form. The personnel responsible for all operations related to the dangerous goods in our facility and the persons concerned arelisted below

Name/Surname	**Position**	
Bahri ÇARDAK	Chief of Operations	0 530 513 28 94
Selim ÇUKUR	Shift supervisor	0 532 303 65 63
Bülent YILDIRIM	Shift supervisor	0 544 805 46 78
Ali TESBİ	Shift supervisor	0 532 467 93 34
Haluk YILDIZ	Shift supervisor	0 543 218 90 66
Ali EKMEKÇİ	Shift Foreman	0 535 400 03 67
Hüseyin POSBIYIK	Shift Foreman	0 554 203 77 15
Mesut ARI	Environmental Engineer	0542 642 74 76
Hasan AKDEMİR	Hazardous Materials Safety Advisor	0 534 368 73 75

3 PRINCIPLES AND MEASURES TO BE APPLIED/TAKEN BY THE SHORE PLANT

3.1 Measures to be Implemented by Coastal Facility Operator

Shore facility operator having Dangerous Goods Compliance Certificate shall follow the following rules.

- Shore facility operators should provide transportation of the dangerous goods out of the facility as soon as possible without waiting in port field, if the goods cannot be stored in the field they are discharged in berth or jetty.
- Dangerous goods should be packed properly and involve information regarding definition of dangerous goods, risk and safety measures on the packages.
- Shore facility personnel, seamen and other responsible people for goods should wear protective clothing suitable for physical and chemical features of goods during loading, discharging and storing.
- People who fight against fire in handling field of dangerous goods are equipped with fireman's outfit, having fire extinguisher, first aid units and tools ready to be used at any moment.
- Shore facility operators prepare emergency evacuation plan for evacuation of ship and sea vehicles from shore facility in emergencies, submit to port authority for approval.
- Shore facility operators are responsible to take fire, safety and security measures.
- Shore facility operators announce issues stated in this article after taking approval from port authority to the people engaged in.
- The inspection of the article provisions is made by port authority, if any noncompliance is found, handling is stopped, elimination of noncompliance is tried to be achieved.
- Personnel who do not have required training and certificates according to Training and Authorization Regulation published in 11/2/2012 dated and 28201 numbered Official Gazette, under International Maritime Dangerous Goods are not allowed to work in dangerous goods handling and enter the fields of these operations.

3.2 Measures to be taken by the plant operators:

The measures taken in our facility according to rules stated in Article 12 of "Regulations on Maritime Dangerous Goods Transportation" and Article 19 of "Port Regulations" mentioned by Administration are as follows.

Berths, jetty, storages and warehouses designated for explosive, combustible, flammable and other dangerous goods:

Berths and jetty designated for loading and discharging the ships which transport dangerous goods:

QUAY/PIER NO	LENGTH (meter)	WIDTH (meter)	Maximum Water Depth (meter)	Minimum Water Depth (meter)	The tonnage and length of the biggest vessel toberth (DWT or GRT- meter)
Pier No: 1	220	23	14m.	10 m.	10.000GT-150m
Pier No: 2	211	23	19m.	13 m.	30.000 GT-200m
Pier No: 3	370	40	29m.	19m.	200.000 DWT-300m

Storages and Warehouses designated for Dangerous Goods :

UN numbered hazardous materials are stored in our coastal facility. Hazardous materials are handled as a supernatant and the coal is stored in an open storage area.

Equipment and Installations of Dangerous Goods Handling:

The loading / unloading of dangerous substances coming to the coastal facility is provided by cranes. The handling equipment is as follows.

Cranes And Pieces

SENNEBOGEN 880	3
SENNEBOGEN 870	2
SENNEBOGEN 895	2
6180 Mobile Crane	1
LH80 Wheeled Crane	1
LH110 Wheeled Crane	1
GOTTWALD Crane	1

Construction Machinery and Their Quantities

Manitu MTX 1440 Forklift	1Piece	FD 45 Forklift	1Piece
Manitu MTX 1840 Forklift	1Piece	Tractor	1Piece
Kalmar Loader/Stacker	1Piece	Kalmar Forklift	1Piece
PC200 Excavator	1Piece	Ceylift Forklift	2Piece
WA430 Loader	1Piece	Kamatsu WA500 Loader	2Piece
FD 160 Forklift	1Piece	Dieci Forklift	1Piece
FD 150 Forklift	1Piece	PC490 Excavator	1Piece
FD 70 Forklift	1Piece	PC450 Excavator	1Piece
FD 50 Forklift	1Piece	PC210 Excavator	3Piece

Dangerous substances, scaffolds or storage area where unloading operations will be not be achieved at the dock.

Dangerous goods which are handled free alongside ship in our shore facility, are directly loaded to road vehicles from ship without waiting and taken out of the shore facility as soon as possible.

Information regarding packs and packages of dangerous goods, risks and safety measures:

Coastal our facility are done packing.

Protective clothing of shore facility personnel in charge of handling dangerous goods, seamen and other authorized people for goods during loading, discharging and storing:

- Protective helmets,
- Trousers,
- Dust mask,
- T-shirts,
- Reflective vest,
- Work Shoes,
- Glove.

Teams in charge of fighting against fire during handling dangerous goods; equipment, fire extinguishing system and first aid units of the teams:

List of people in charge of fighting against fire in our shore facility and their duties, fire extinguishing systems and first aid teams and duties of the team are the same as “Emergency Action Plan”.

Fire-fighting team in our shore facility is equipped with fire-fighting equipment, having fire-extinguishing and first aid units ready to use at any moment.

Information about fire protection system in our shore facility is the same as in Article 8.10,8.11.8.12 of Dangerous Goods Guide.

Shore facility operators, preparing emergency evacuation plan for evacuation of ship and sea vehicles from shore facility in emergency:

Not available in our facility.

Coast to be taken by plant operators, fire, issues related to security and safety measures:

Our facility measures taken in relation to the fire is the same as "Emergency Action Plan".

Measures taken regarding safety in our facilities, prepared under the ISPS Code is the same as "Port Facility Security Plan".

Issues related to our facility security measures taken "Dangerous Book" is the same as in Article 9.

Required training and certificates according to Training and Authorization Regulation under International Maritime Dangerous Goods published in 11/2/2012 dated and 28201 numbered Official Gazette:

Personnel in charge of handling dangerous goods are subject to “General Awareness Training, Function Specific Training, Renovation Training“ according the stated Regulation

4 CLASSIFICATION, TRANSPORT, LOADING/UNLOADING, HANDLING, SEGREGATION, STACKING AND STORING OF THE HAZARDOUS SUBSTANCES

4.1 Classes of Dangerous Goods :

Substances (including mixtures and solutions) and objects subject to the provisions of the IMDG CODE and IMSBC CODE fall into one of the classes from 1 to 9 according to the hazard they present or the most dominant hazard. Some of these classes are divided into subdivisions. These classes or divisions are listed below:

Solid bulk cargoes that may present chemical hazards during transportation due to their chemical properties or properties are classified as Group B. While some of these materials are classified as dangerous cargoes and others are called Materials That Present Hazardous Only in Bulk (MHB). It is extremely important to obtain up-to-date and accurate information about the physical and chemical properties of the cargo to be transported in bulk before loading.

Dangerous solid bulk cargoes are defined in SOLAS Regulation VII/7. Within the scope of this Code, classification of dangerous cargoes will be made according to Section 2 of the IMDG Code.

Class 4: Flammable solids; substances prone to spontaneous combustion; Substances that emit flammable gases when in contact with water;
Class 4.1: flammable solids, self-reactive substances and desensitized solid explosives
Class 4.2: Substances liable to spontaneous combustion
Class 4.3: Substances that emit flammable gases in contact with water
Class 5: Oxidizing substances and organic peroxides;
Class 5.1: Substances causing oxidation
Class 5.2: Organic peroxides
Class 6: Toxic and infectious substances
Class 6.1: Toxic substances
Class 6.2: Infectious substances
Class 7: Radioactive Material;
Class 8: Corrosive Substances;
Class 9: Miscellaneous Dangerous Substances and Objects;

4.2 Packages and Packaging of Hazardous Substances :

Packaged dangerous cargo handling, which is included in the scope of the IMDG Code, is not carried out in Ekmar Denizcilik ve Gemi Acenteliği A.Ş. coastal facilities. Dangerous cargo conformity certificate covers dangerous solid bulk cargoes and scrap cargoes.

4.3 Placards, plates, brands and labels related to the dangerous goods handled in our shore facility are as follows.

Since hazardous cargo within the scope of the IMDG Code is not handled in Ekmar Denizcilik

ve Gemi Acenteliği A.Ş. coastal facilities, hazardous cargo with UN Code number is not handled and markings such as placards, plates and labels are not made.

4.4 Marks and packaging groups of dangerous goods:

The dangerous cargo handled in our port are coal, petro-coke and lignite, which are Solid Bulk Cargo. There is no UN number specified for these cargoes handled within the scope of the IMSBC Code, but their class and group are as follows.

UN	Name and Description	Class	Group
-	COAL	-	Ave B
-	PETRO-COKE	-	B
-	LIGNİTE COAL	-	B

4.5 Segregation tables of dangerous goods aboard ship and port according to classes:

Definition of Segregation

Segregation is the process of separating two or more mutually incompatible substances or items that, if packed or stacked together, would create unnecessary hazards in the event of leakage, spillage or any other accident.

However, since the extent of the hazards involved may vary, the required segregation arrangements may also vary. Segregation is achieved by maintaining certain distances between incompatible hazardous materials or by placing one or more steel bulkheads or decks between them or by a combination of these. The distance left between such hazardous materials may be filled by other loads that are compatible with the hazardous materials or objects in question.

Stacking and Segregation Requirements

1. Loading and stacking of hazardous solid bulk cargoes shall be carried out safely and correctly in accordance with the characteristics of the cargo. Dangerous cargoes that are together shall be separated from each other.

2. Transport of hazardous solid bulk cargoes that are self-heating or flammable shall not be carried out unless adequate precautions are taken to minimise the possibility of fire.

3. Hazardous solid bulk cargoes capable of emitting hazardous vapors shall be loaded into a well-ventilated cargo space.

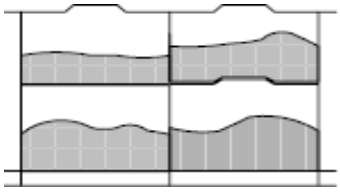
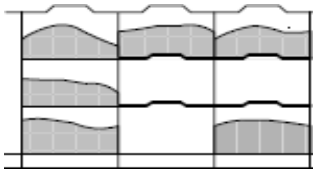
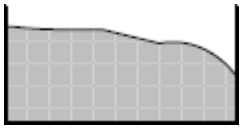
Segregation among solid bulk cargoes presenting chemical hazards

Unless otherwise specified in this section or in the detailed information pages for Group B cargoes, segregation among solid bulk cargoes presenting chemical hazards shall be made in accordance with the table below.

solid bulk materials

Class / Department	4.1	4.2	4.3	5.1	6.1	7	8	9	MHB
Flammable solids 4.1	X								
Own yourself flammable substances 4.2	2	X							
with water contact to do in flammable gases extracting substances 4.3	3	3	X						
oxidizer substances 5.1	3	3	3	X					
Toxic substances 6.1	X	X	X	2	X				
Radioactive substances 7	2	2	2	2	2	X			
corrosive substances 8	2	2	2	2	X	2	X		
miscellaneous dangerous substances And items 9	X	X	X	X	X	2	X	X	
Only pouring while in state danger supply who makes materials (MHB) MHB	X	X	X	X	X	2	X	X	X

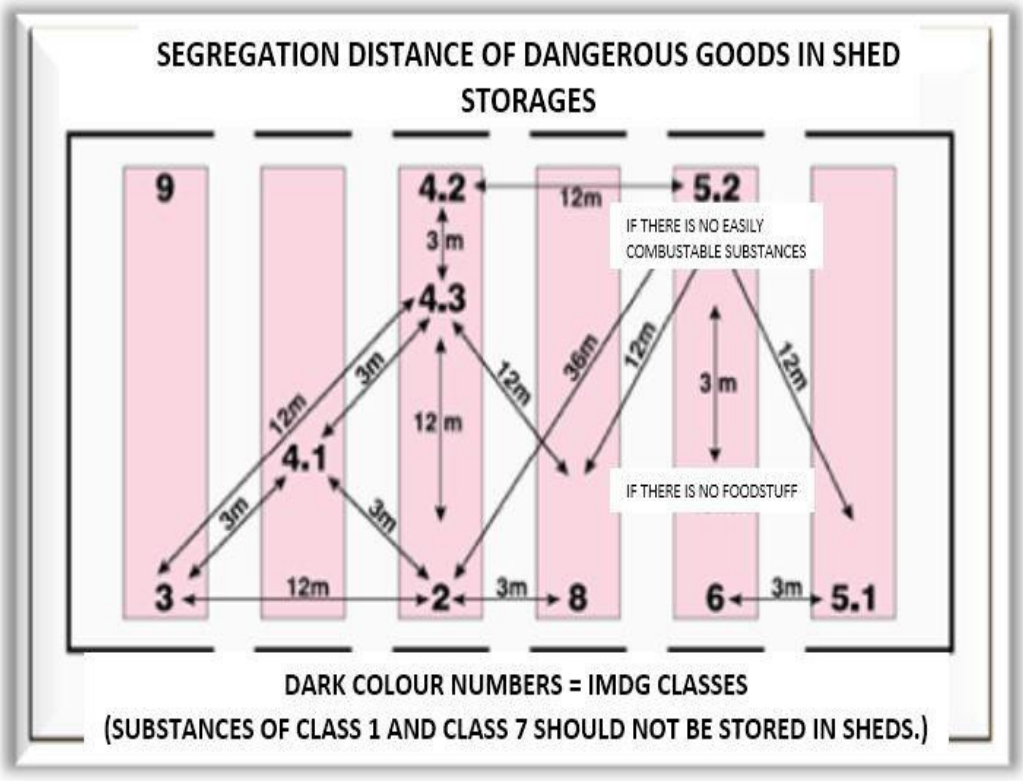
Numbers indicating segregation conditions

2 "To Be Kept Separate": When loading below deck, it will be in different holds. A vertical separation to ensure that loads are in different compartments may also be considered equivalent if separated by a deck resistant to fire and liquid leaks .	
3 "Shall be separated by a complete compartment or hatch": It means vertical or horizontal separation . If decks are not resistant to fire and liquid leaks, separation by a complete partition in the longitudinal direction only is acceptable.	
X Segregation , if any, in this Code Detailed information about the loads is shown on the pages.	
symbols Related bulk material	
Bulk material that should not be kept together	
Liquid and fire resistant deck	

NOTE: Vertical lines represent watertight transverse bulkheads between load volumes.

4.6 Segregation Distance of Dangerous Goods in Shed storages and segregation terms.

Segregation table taking into account for shed storage of dangerous goods handled in shore facility is as follows.



5 MANUAL FOR THE HAZARDOUS LOADS HANDLED AT THE SHOREPLANT

A pocket book “Hazardous Substance Manual/Handbook “containing the Hazardous Substance Classes, packages, packaging, labels, placards, packing groups, segregation distances, segregation terms, hazardous substance documents and hazardous substance emergency response action flow diagram has been prepared and a copy of it is submitted in ANNEX- 10.

6 OPERATIONAL ISSUES

6.1 Procedures for berthing, mooring, loading/discharging, harbouring or anchoring of ships transporting dangerous goods at night and day in a safe condition:

- Ships carrying Dangerous Goods will be berthed to the pier by Pilot Boats and Tugboats during the day and night, as determined in the Port Regulations.Harbor Pilot will be informed about the dangerous goods aboard ship before maneuver.
- Positions of ship transporting dangerous goods must be considered, berthing must be planned after removal of ship in case of risk.
- In the event that practice of Master for mooring is deemed unsafe for port, it should be requested from Master to connect the ship by extra ropes.
- In case of unfavorable weather conditions, flows and winds create unsafe condition for loading/discharging, the activity must be stopped and the ships must be removed and taken to the anchorage.
- Anchorage sites are different for the ships transporting dangerous goods; ship can wait in the anchorage sites designated for them.

6.2 Procedures for additional measures taken for loading, discharging and transshipment of dangerous goods according to seasonal conditions.

- When loading, unloading or limboing hazardous materials onto ships and marine vessels, ship officials and those performing the loading, unloading or limbo must take the necessary safety precautions against heat and other hazards, especially during hot seasons.
- Seasonal conditions must be taken into account when loading/unloading hazardous materials. During periods of extreme heat, extreme cold, excessive rainfall, poor visibility, lightning, or electrical currents, handling of flammable, combustible, and explosive cargo should be postponed or suspended.
- It should be planned to continue loading/unloading in unfavorable conditions or, in cases of necessity, to keep fire, fire brigade, fire extinguishing tugboats and emergency response teams on standby in conditions that will enable them to respond quickly to a possible undesirable situation.
- In cases where similar conditions persist, the personnel working should be selected from experienced personnel, frequent planning of rest periods in extremely intensive work, increasing lighting, etc. precautions should be taken.

6.3 Procedures for keeping away flammable, combustible and explosive materials from spark producing operations and procedures for not operating vehicles, equipment and tools capable of spark-production in area of dangerous goods handling, stowing and storing are made.

- Smoking, lighting fires, and welding are prohibited on the cargo decks and points of berthed ships carrying dangerous cargo, as well as in the coastal storage areas of dangerous cargo.

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

- In dangerous cargo areas, especially in works with flammable, combustible and explosive materials in the handling of dangerous cargo;

- No hot work (welding, cutting, etc.) should be done, technical safety measures should be taken in cases of necessity, and controlled work should be carried out,
-
- Ex proof hand tools must be used,
- Working with experienced personnel,
- Relevant units must be informed before work,
- Briefing will be given to the personnel working in the field,
- Especially in closed area of working, measurement of toxic, choking gases and sufficient oxygen must be done, the measurement device must be ready to use.
- Protective measures and equipment such as water curtain, protective separation, mechanical ventilation must be ready to use.
- The personnel working in Hot Work must wear necessary protective clothing and equipment, closed circuit breathing apparatus when required.
- Emergency team must be assigned to response as soon as possible in potentially undesirable situation in this kind of working.
- In addition, the requirements specified in ANNEX-1 Article 21 of the "Directive on the Issuance of Coastal Facility Dangerous Cargo Conformity Certificate" must be fulfilled. Our facility's Hot Process Procedure is as in ANNEX-22.
- In such operations, emergency teams that will intervene in a possible undesirable situation in a short time must be assigned.
- In addition, the requirements specified in ANNEX-1 Article 21 of the "Directive on the Issuance of Coastal Facility Dangerous Cargo Conformity Certificate" must be fulfilled.

Hot Work Procedure

Purpose

This procedure, which specifies the principles of the hot operations to be carried out in the areas where the dangerous materials are handled within the ship and port facility, is intended to specify the principles to be applied for hot works such as welding and similar emergencies in ships and scaffolds.

Legislation

Article 22 (9) of the Ports Regulation; "Without permission from the port authority, ships and marine vessels located in port areas cannot perform repair, scraping and painting, welding and other hot work, launching of lifeboats and/or boats into the sea or other maintenance work. If the ships and marine vessels that will perform these works are in a coastal facility, they must coordinate with the coastal facility operation." has determined the basis of hot work.

Minimum safety issues regarding hot work work and processes are specified in Article 21 of Annex-1 of the Directive on the Issuance of Coastal Facility Dangerous Cargo Conformity Certificate.

Annex 4 of MSC.1 / Circ.1216, which contains proposals revised on Safely Carriage of Hazardous Cargoes in Port Areas and Related Activities, sets out the minimum safety requirements for performing hot work.

Principles Regarding Construction of Hot Work and Operations at Port Facility:

- When the port authority requests to carry out hot work or other maintenance or repair work on deck or on shore that may pose a hazard due to the presence of dangerous cargoes, it will only grant permission as long as it does not pose a hazard. Permission will be obtained from the Port Authority by the Facility Manager for work to be carried out in areas where hazardous materials are handled.
- Prior notification of the requirement for permission and the period during which hot work is requested will allow all emergency agencies, such as the fire department, to be informed so that these agencies can provide information on additional measures or obstructions. In addition, the OHS, Security and Emergency Response Units will be informed in advance regarding the process in which hot work will be carried out in our facility.
- Persons authorized to perform hot work and operations will take the following measures together with their operational/shift officers before starting work.
- They will frequently inspect the local area and adjacent areas, including tests carried out by accredited testing organizations, to verify that the areas where work will be carried out are free from flammable and/or explosive environments and, where appropriate, are not deficient in oxygen.
- Hazardous loads and other flammable materials shall be removed from hot work areas and adjacent areas. These materials include lime, sludge, sediment and other potentially flammable materials.
- Flammable structural elements (e.g. beams, wooden partitions, floors, doors, wall and ceiling coverings) in hot work areas and adjacent areas shall be effectively protected against accidental ignition.
- In order to prevent flames, sparks and hot particles from spreading from work areas to adjacent areas or other areas, open pipes, pipe passages, valves, joints, gaps and open parts shall be sealed.
- A sign stating the work permit and safety measures to be taken shall be hung at the work area and also at all work area entrances and shall be clearly understood by the personnel who will be on duty and working. The OSH unit shall ensure that the aforementioned issue is carried out in accordance with the procedure.
- While hot work is being carried out in the port facility, the OSH Unit and Operation/Shift managers shall pay attention to the following points.
- It will be constantly checked whether the current situation in the work environment has

changed,

- At least one fire extinguisher or other suitable fire extinguishing equipment will be kept ready with all its apparatus in an easily accessible place for immediate use during hot work.
- When hot work and operations are completed, a fire control will be carried out in the area where the hot work is done and in adjacent areas by the OHS Unit officials and Operation/Shift managers.
- The port authority will allow this as long as it does not constitute a hazard when it is communicated to them in order to carry out hot works or other maintenance or repair work on the deck or on the deck which may create a danger due to the presence of dangerous cargoes. Permission will be obtained from the Port Authority by the Facility Director for the work to be carried out in areas where the dangerous materials are handled.

Principles on the Construction of Hot Work and Operations on Board:

a) Before commencing hot decking on the ship deck or berth, the company official who performs the hot process or the port agency of the ship agency must have received written permission that the hot process can be carried out.

b) In addition to the safety measures requested by the port authority, the company officer, who will perform the hot work before the start of the hot work, must take all the additional safety precautions required on the ship and / or quay. Inform the port officer about the reception measures.

c) These measures include the following:

o Inspection of the local area and adjacent areas, including tests performed by accredited testing facilities to verify that areas are free from flammable and / or explosive atmospheres and where appropriate, oxygen deficient;

o Removal of dangerous cargoes and other combustible materials and objects from work areas and adjacent areas.

o Effective protection against flammable elements (eg beams, wooden chimneys, floors, doors, walls and ceiling coverings) by accident

o Ensure that open piping, pipe passages, valves, joints, voids and open parts are sealed to prevent flames, sparks and hot particles from spreading from adjacent work areas to adjacent areas or other areas

o A sign must be affixed to the work area and also to all work area entrances, where hot work authorization information and safety precautions are written. Competency and safety precautions should be easily understandable and clearly understandable by everyone involved in the hot work

process.

o When hot work is undertaken, the shipowner and the crew should pay attention to the following points:

o Checks should be made to verify that the circumstances have not changed.

o At least one fire extinguisher or other suitable fire extinguishing equipment must be readily available in order to be used instantly during hot work.

o During hot work, a fire detector should be placed in the hot work area and in the adjacent areas where the danger may arise due to heat transfer, after the hot work has been completed and after a sufficient time has elapsed after completion of the work.

o During hot work and processing, for a sufficient period of time after the completion and completion of such work; active fire control must be performed in the adjacent areas where the hot work is done and where the danger may arise due to heat transfer.

Other İssues:

 Hot work to be done on board is not allowed under normal conditions. However, in case of necessity, permission will be taken by the shipping agency in accordance with the legal regulations and will be carried out under the control of the port facility

 In case of hot working on board, Safety Requirements for Hot Work on board must be met

 Before the start of hot work and operations at our port facility, written permission will be obtained from the port headquarters that hot works can be done. The hot job form will include details of where hot work and operations will take place, as well as any safety precautions to be taken.

 "Hot Work and Procedures Procedure" will be notified, the safety principles will be briefed and the form specified in ANNEX-22.1 will be filled in by the port manager and forwarded to the harbor presidency. Monitoring and supervision of the hot working period will be ensured by the Operations / Shift Officers and OHS Authorities.

HOT WORK RISK ANALYSIS

Job Description:		**Work Permit Number:** .....
Area and Equipment Where the Work Will Be Done:		
Duration of the Work: ***(Maximum 30 days)***	**Start Date and Time**	**End Date and Time**

TYPE OF HOT WORK			
◯ Oxygen Cutting	◯ Gas Welding	◯ Heating with Torch, Annealing	◯ Tyre Coating, Drying
◯ Electricity source	◯ Argon Source	◯ Heat Treatment	◯ Drilling
◯ Grinding, Stone Cutting	◯ Soldering	◯ Polyethylene Pipe Welding	◯ Other.....

EQUIPMENT AND TOOLS TO BE USED:	

FLAMMABLE MATERIALS IN THE ENVIRONMENT		**IGNITION SOURCES IN THE ENVIRONMENT**	
◯ Coal pile	◯ Coal dust	◯ Mechanical friction	◯ Electric current, arc
◯ Wood, paper , fabric etc.	◯ Flammable, combustible liquids	◯ Static electric charge	◯ Hot slag, sparks
◯ Flammable gases (LPG, H_2 ,.....)	◯ Plastic, PVC etc.	◯ Hot surfaces	◯ Open flame
◯ Wastes	◯ Other.....	◯ Equipment that heats up while operating	◯ Other.....

FIRE EXTINGUISHING METHOD TO BE APPLIED		**REQUIRED FIRE FIGHTING EQUIPMENT**	
◯ Choking (leaving $_{without}$ O2)	◯ Cooling	◯ Portable CO_2 Fire Extinguisher	◯ Portable KKT Fire Extinguisher
		◯ Fire hose (water / foam)	◯ Portable and fixed monitors
◯ Fuel Cut-Off	◯ Chemical	◯ Fire blanket	◯ Fire truck
		◯ Mobile foam vehicle	◯ .....

PRECAUTIONS TO BE TAKEN	**TO**	**H**	**N/A**	**EXPLANATIONS**
Additional work permit - PtW is required. (Explain excavation, confined space entry, testing, etc.)				
Flammable, corrosive, flammable, explosive materials in the area that may be affected by hot work must be removed. Hot work should not be done simultaneously in the same environment with these materials.				
The area to be worked on and areas where sparks/burrs/molten metal may splash or fall should be wetted with water.				
Entrances to the work area must be prevented with warning signs, safety chains or barriers.				
A fire blanket must be placed in certain areas. (Explain.)				
Welding clothing (pants , jacket, knee pads, gloves, apron, etc.) is required.				
General ventilation will be provided. (Explain natural or forced.)				
Polluted air produced due to work in a closed area will be removed. (Explain the method.)				
Respiratory protection will be used. (Dust mask, filtered gas mask, etc. Explain.)				
Positioning and work planning will be made in accordance with wind direction and intensity.				
Additional lighting will be provided.				
CO2 or $_{air}$ sweeping. (Explain.)				
Inert gas will be released into the environment. (Explain.)				
Gas measurement should be done in the environment. (Explain.)				
Ex-proof devices will be used in case of an explosive environment .				
Written approval from the Electrical Maintenance Department must be obtained before				

work.				
Seat belts must be worn. A lifeline system must be installed.				
Scaffolding / working platform must be installed .				
To prevent the cut piece from falling, it should be fixed and a net/tarpaulin should be stretched underneath.				
A fire watchman will be determined and assigned throughout the work. (Specify name.)				
After the work is completed, the site will be checked and hot objects will be allowed to cool.				
Fire detectors will be disabled . (Smoke, flame, heat etc. detectors)				
Effective protection is provided against ignition of flammable building materials.				
To prevent flames, sparks and hot parts from spreading to areas adjacent to the work area , pipes, Sealing of passages, valves, joints and gaps is ensured.				
At least one fire extinguisher and other extinguishing equipment are kept ready for use in the work area and are easily accessible.				

Additional safety precautions and use of PPE:

Hot work is appropriate provided that the above-mentioned precautions are followed and there is no change in conditions.

Occupational Safety Specialist Name Surname:..... Date/ Time:..... Signature:

All conditions and measures specified in the hot work permit have been understood, accepted and implemented ***. I undertake that additional measures that may be specified in the daily permit renewal will also be taken.***
of the Person **Accepting the Job** :..... Date/ Time:..... Signature:

Hot Work permit was given after the necessary checks and isolations were made.

Name and Surname **of Work Permit** Issuer:..... Date/ Time:..... Signature:

DAILY LEAVE REFRESHMENT

IMPORTANT NOTE:	• ***The person accepting the job (receiving a hot work permit) must apply to renew the permit daily as long as the hot work continues.*** • ***To renew your permit, apply to the occupational safety officer during working hours and to the shift manager outside working hours.*** • ***Hot work shall not be continued until the permit is renewed and additional precautions determined during the renewal are taken.*** • ***A hot work permit and a sign stating the precautions taken are hung in the work area.***

Job Acceptance Ordinary Surname / Signature :	*Additional Precautions*	*Refresher Date and Time*	*Permission Refreshing Ordinary Surname / Signature :*

7 DOCUMENTATION, CONTROL AND RECORD

7.1 Procedures related to all required documents, information and papers, their provision and control by the authorities.

The following documents related to Dangerous Goods are kept by Shore facility livingly.

- SOLAS 1974
- IMDG CODE Volume 1, 2 and ANNEX Book
- IMSBC CODE, International Maritime Solid Bulk Cargoes Code
- International Agreement for Safety Container dated 1972 amended by CSC
- SSC Cargo Safety Connecting

In order to handle the dangerous goods transported to facility in a safe condition and to take the required measures, Shore facility needs documents sent prior. The documents are as follows:

- Dangerous Goods Transport Document
- Container/Vehicle Packing Certificate
- Documents Required aboard ship
- Other required documents and information
- Multimodel Dangerous Goods Form

Dangerous Goods Transport Document:

- Transport documents prepared by shipper, shall include "Signed Certificate or Dangerous Goods Transport Document" indicating that the consignment to be transported is properly packaged, marked and labelled and in proper condition for carriage in accordance with the applicable regulations.
- Ships and sea vehicles transporting dangerous goods should present transport document involving the detailed information about the goods at least twenty four hours before entering the port administrative field; if the ship's and sea vehicle's journey time till port field is less than 24 hours, they will present them after departing from shore facility, to the Port authority in written for by responsible.
- Those responsible for goods is obliged to report to the shore facility at least 3 hours before dangerous goods transported by road and railway are entered to the facility.
- In case of failure to comply with reporting obligation or reporting does not involve correct information, administrative procedures can be made against the person who reports and they could lose their berthing, departing, passing order, if any.
- When the dangerous goods transport document is given to a carrier by EDP (electronic data processing) or EDI (electronic data interchange), the shipper shall be able to produce the information without delay as a paper document, with the information in the sequence required by this chapter.
- Dangerous Goods Transport Document can be in any form providing involving all information stated in Division 5.4 of IMDG Code.

Documentation Required Aboard The Ship

Each ship transporting dangerous goods and marine pollutants on board shall have a special list, manifest or stowage plan regarding names and locations of dangerous goods and marine pollutants. This special list and manifest are based on documents and certificates requested in IMDG Code.

A detailed stowage plan, which identifies by class and sets out the location of all dangerous goods and marine pollutants, may be used in place of such special list or manifest.

For consignments of dangerous goods, appropriate information shall be immediately available at all times for use in emergency response to accidents and incidents involving dangerous goods in transport. The information shall be available away from packages containing the dangerous goods and immediately accessible in the occurrence of an incident. Information used in emergency response will be in the following documents:

- In a special list, manifest or dangerous goods declaration;
- In a separate document such as a safety data sheet;
- In separate documents such as Medical First Aid Guide for Use in Accidents Involving Dangerous Goods (MFAG) and Emergency Response Procedures for Ships Carrying Dangerous Goods (ES Guide) for use in conjunction with the transport documents.

Other Required Information And Documents

In certain circumstances, special certificates or other documents are required as follows:

- A weathering certificate; as required in some entries of the Dangerous Goods List;
- A certificate exempting a substance, material or article from provisions of the IMDG Code (such as, see individual entries such as charcoal, fishmeal, seedcake);
- For new self-reactive substances and organic peroxides or new formulation of currently assigned self-reactive substances and organic peroxides, a statement by the competent authority of the country of origin of the approved classification and conditions of transport.

Multimodal Dangerous Goods Form

Multimodal Dangerous Goods Form is a form which is used as a combined dangerous goods declaration regarding transportation of dangerous goods in multiple modes and container packing certificate.

Example of Multimodal Dangerous Goods is in Annex-18.

7.2 Procedures for proper and full keeping updated list of dangerous goods in shore facility area and other information:

Port facility is obliged to submit the information about class, quantity, emergency response methods and locations of all dangerous goods in port facility, to the authorities upon request at any time.

Operation Department will keep the records involving the following information of the dangerous goods handled in our port.

- UN Number,
- PSN name (Proper Shipping Name),
- Class, (Class 3, 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9 with sub-dangers)
- Packing group (I; II; III)
- Marine Pollutant feature,
- Consignee,
- Shipper,
- Container / Packing number,
- Seal number,
- Additional Information (Ignition temperature, viscosity, etc.)
- Storage Location in Port Field
- Duration of stay in Port

This information is kept under computer or file as only reached by authorized personnel, shown upon request.

Port facility keeps the updated records of dangerous goods about class, quantity, which have been handled throughout the year by the port and notifies them to Port authority in 3 months period.

7.3 Procedures for control of proper identification of dangerous goods in the facility, using proper shipping names, certificating, packaging/packed, labeling and declaring of dangerous goods, loading to approved package, container or good cargo transport unit in accordance with rules and transporting in a safe condition and reporting the results of control.

Planning department checks the accuracy of the following information on dangerous goods documents issued by the shipper in coordination with operation about the dangerous goods to be received to port;

- UN Number,
- PSN name (Proper Shipping name),
- Class, (Class 3, 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9 with sub-dangers)
- Packing Group (I; II; III)
- Marine Pollutant feature,
- Container / packing number,
- Seal number,
- Additional information (Ignition temperature, viscosity, etc.)
- Storage Location in Port Field,

This information is delivered to the tally clerk, Field Supervisors, Storage officers, HSE and to the staff who requires knowing the information, by sending upon terminals/documents, so the control of dangerous goods is provided.

In the event that information from operation conflicts with information of goods, operation shall be informed immediately, shipper is directed to confirm the information dangerous goods cargo/vehicle/container, correct the deficient and wrong label marks if any.

7.4 Procedures for obtaining and keeping dangerous goods safety information form(SDS).

Dangerous Goods Safety Information Form (SDS) involving the following information is required for dangerous goods transported by all modes of transportation (Road, rail, air and marine) according to our national law since 1 January 2014.

- UN number,
- PSN (Proper shipping name,) (required for marine transport.)
- Class, (Class 3, 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9 with sub-dangers)
- Packing group (I; II; III)
- Marine pollutant feature,
- Tunnel Restriction Code (required for road transport.)

In port, there is a check to control this document together with the dangerous goods to be received.

7.5 Procedures for keeping records and statistics of dangerous goods.

ADMINISTRATION requests to give a report involving the information of dangerous goods, handled in our Port facility, to Port Authority in 3 month-periods. The example of the report issued by Operation Department is below.

Statistical evaluation from records of dangerous goods handled in our port annually is prepared by trade, operation departments.

Monthly inventory and control reports of dangerous goods stored in the port are issued by operation department and submitted to the Management.

Records and reports are archived by the departments in 5 year periods.

7.6 Information on Quality Management System

Ekmar Port Facilities has established and implemented a quality management system in accordance with ISO 9001:2015 standards and conditions for loading and unloading services.

Internal audits specifying the requirements within the scope of "Regulation on Transport of Dangerous Goods by Sea and Loading Safety" and "Directive on Coastal Facility Dangerous Goods Compliance Certificate" related to the dangerous goods conformity certificate are integrated into the quality management system, and Dangerous Goods Safety Consultant and facility manager carried out under his supervision.

8 EMERGENCIES, PREPAREDNESS FOR EMERGENCİES AND RESPONSE

8.1 Response procedure for dangerous goods that endangers/able to endanger life, property and/or environment and dangerous incidents involving dangerous goods:

Dangerous cargoes arriving at the coastal facility, handled, stored, loaded and discharged pose their own hazards such as explosion, fire, corrosion, poisoning, infectious disease, radiation. Therefore, there are many types of emergencies that the coastal facility will encounter. In order to cope with these hazards, it is extremely important to develop, publish and implement an Emergency Action Plan in cooperation with local emergency teams.

For this purpose, the Accident Prevention Policy (ACP) prepared by our Port Facility to prevent accidents that may be caused by hazardous materials is specified in ANNEX-21.
The following points will be taken into consideration in the creation of the emergency strategy at the coastal facility.

- Preventing Accidents
- Preparing an Emergency Action Plan
- Implementing and Drilling Emergency Procedures
- Regularly Checking Emergency Equipment
- Implementing the Plan When an Emergency Occurs
- Analyze and report the incident completely to prevent recurrence

To prevent fire and pollution caused by hazardous material operations, the IMDG Code Emergency Guide (EmS Guide) intervenes according to the procedures specified in the Fire Emergency Measures (Ems For Fire) against fires that may be caused by hazardous materials listed in the IMDG code. The incident is reported to the Port Authority.

8.2 Information for possibility, capacity and capability of shore facility to response emergencies.

In the case of emergency in the sea, rescue and assistance services such as fire port / ship in the port facility during the loading / unloading of ships that may occur during fire. in case of emergency; with the agreement of the ship captain guidance organization and the port facility authorities, and / or with the consent of the harbor master and the ship captain, with the necessary technical and personnel intervention opportunity to fight the fire with sufficient tensile strength and number of tug, take away the ship from the pier and take a safe point the service comes to the scene as soon as possible.

Immediate and effective measures are taken in the incident and any tools, equipment, equipment, materials and trained manpower have the ability to intervene in order to minimize the damage caused by the incident. As a result of the event, oil and other harmful substances; it is tried to be prevented from being involved in the marine environment in such a way as to harm the living environment and the marine environment, to create a danger to human health, including the use of fisheries and seas for other legal purposes, to prevent maritime activities, to change the quality of sea water and to disrupt the ecological balance.

Necessary measures are taken as a preventive measure to prevent or limit possible contamination after occurrence of an event. In order to intervene the pollution that occurs after the occurrence of an event, the activities or protective measures performed to reduce, eliminate, limit

the damage are applied.

A list of fire equipment for emergency response to our facility is as follows. The equipment listed in the table is in the operational area of operation.

Possibility, capability and capacity of fire response

TYPE	PIECES
Hydrant	34
Fire Cabinet	28
Portable 50 Kg Foam	8
Portable 6 Kg Dry Chemical Powder	12
Portable 5Kg CO2	9
Portable 2 Kg Dry Chemical Powder	25
Fire Pump	1
Water Tank 186m^3	2

8.3 Arrangements Regarding First Response to Accidents involving Hazardous Substances (First Response Procedures, First Aid Means And Abilities, etc.)

According to the IMDG code book, the packaging of the substances in the dangerous cargo list is broken. accidents caused by spilling into the environment due to reasons;

- The area where the chemical is poured is surrounded by the security strip and a safe area is created.
- The UN number of spilled dangerous material is checked from the Dangerous Goods List to determine the properties of the substance.
- Absorbent pads, etc., if the substance is liquid. materials are provided to absorb the liquid.
- Personnel wearing the appropriate PPE according to the characteristics of the dangerous substance transfers the danger to the sealed trailer or barrel according to the amount of absorbent pads where the substance is impregnated by removing the substance.
- If an injury caused by the spillage of dangerous goods has occurred, first aid personnel who are trained within the legal requirements are called to the field and the personnel are first contacted.
- First aid team personnel inform the ambulance according to the situation of the injured and check the condition of the injured until the ambulance arrives on the field.
- The hospital is informed to the state of the wounded patient.
- If there is a danger of burning explosion by looking at the characteristics of the spilled dangerous substance, the extinguishing team from the emergency teams is called to the site.
- This team waits on site to intervene when necessary.

8.4 Outside And Off-Site Notifications In Emergencies

OFF SITE

POLICE	112
FIRE AND FOREST	112
EMERGENCY and HEALTH ADVICE	112-184
COAST GUARD NOTICE	112
SHORE GENERAL DIRECTORATE OF SECURITY	TEL : 0212 252 22 94 FAX : 0212 292 52 97 İSTANBUL
MINISTRY OF TRANSPORTATION, MARITIME AND COMMUNICATIONS MARITIME AND INTERNAL WATERS REGULATION GENERAL DIRECTORATE	PHN : 0312 203 10 00 FAX : 0312 231 33 06 ANKARA
MAIN SEARCH AND RESCUE COORDINATION CENTER	TEL : 0312 231 91 05 / 0312 232 47 83 FAX : 0312 232 08 23 / ANKARA
ISKENDERUN REGION PORT AUTHORITY	TEL : 0326 614 11 92 / HATAY
HATAY GOVERNORSHIP	TEL : 0326 712 12 24 / HATAY
SOUTH SEA FIELD COMMAND	TEL : 0232 446 01 00 / İZMİR
İSKENDERUN DISTRICT Gendarmerie Command	TEL : 0326 614 10 65 / HATAY
HATAY PROVINCIAL SECURITY DIRECTORATE	TEL : 0326 214 62 10 FAX : 0326 232 65 85 HATAY

IN FACILITY

Name/Surname	**Position**	
Bahri ÇARDAK	Chief of Operations	0 530 513 28 94
Selim ÇUKUR	Shift supervisor	0 532 303 65 63
Bülent YILDIRIM	Shift supervisor	0 544 805 46 78
Ali TESBİ	Shift supervisor	0 532 467 93 34
Haluk YILDIZ	Shift supervisor	0 543 218 90 66
Ali EKMEKÇİ	Shift Foreman	0 535 400 03 67
Hüseyin POSBIYIK	Shift Foreman	0 554 203 77 15
Mesut ARI	Environmental Engineer	0542 642 74 76

8.5 Accident Reporting Procedures

It is necessary to classify the emergency situation as a result of the accident, to mobilize and to direct the units required for the intervention and to clean the area where the pollution occurs until the emergency situation is resolved. In order to carry out the necessary procedures, the administrative work and the security director are obliged to make the appropriate equipment available. In addition, our facility is obliged to notify the relevant institutions within 48 hours after the accident. Investigation of the incident area, related materials and machines after the accident, discussing with the personnel involved in the accident, obtaining detailed information about the accident, determining the root causes of the accident and filling the parts of the accident report and recording and recording the accident are performed by the environmental engineer. Corrective and preventive action files are opened according to the results of the accident analysis. It is the

responsibility of the environmental engineer to make the necessary follow-up of the file and to approve the completion. When an accident is observed, it is determined that the incident is not caused by any danger, and that the cause is caused by the accident and what kind of losses it causes. After the determination of the incident, if the incident causing the accident continues, this situation is tried to be eliminated and theemergency communication center is informed to Ekinciler Pier in the shortest possible time. After receiving the details of the incident, the emergency communication center informs the relevant people, activates the relevant groups and ensures the intervention. The communication - information system is shown according to the flowchart shown below.

8.6 Coordination, Support and Cooperation with Official Authorities

Coordination and cooperation methods with official authorities In case of emergency, Iskenderun Port Authority, Scaffolding Officer, Customs Directorate, Iskenderun Fire Department, Iskenderun Coast Guard Command are informed by the relevant authorities

8.7 Emergency evacuation plan for the removal of ship and marine vehicles from the coastal facility in case of emergency:

This plan has been prepared based on the Regulation on the Transport of Dangerous Goods by Sea and Loading Safety published in the Official Gazette dated 14/11/2021 and numbered 31659, and the Directive on the Issuance of Coastal Facility Dangerous Cargo Conformity Certificate published with the approval of the Ministry dated 31/05/2022 and numbered 330837.

Aim

This plan explains the determination of the order of operations required for the safe departure of ships from the pier in order to minimize and control the negative effects arising from possible emergencies , the prevention or minimization of negative effects on life, property and the environment, the taking of necessary measures for the protection of human health and the environment, the transmission of necessary information to the relevant institutions/organizations, and the determination of responsibilities.

Responsibilities

It decides on the intervention methods and the continuation, suspension, etc. of work related to the port during and after the emergency situation and decides on their implementation with the Emergency Management Group.

1. **Emergency Response Coordinator:**

Name of the Person/Organization Prepared by : Bahri CARDAK
Title of Person/Organization : Port Operations Chief

Contact Details

Address : Organized Industrial Zone Ekinciler Pier Sarıseki Iskenderun / HATAY
Phone Number : 0 530 513 28 94
E-mail address : bcardak@ekmar.com.tr

2. **Emergency Response Coordinator:**

Name of the Person/Organization Prepared by : Ali Tesbi

Title of Person/Organization : Shift Manager

Contact Details

Address : Organized Industrial Zone Ekinciler Pier Sarıseki Iskenderun / HATAY

Phone Number : 0 507 212 31 21

E-mail address : atesbi@ekmar.com.tr

EMERGENCY SITUATIONS AND DECISION MAKING PROCESS

Emergencies

Conditions requiring urgent departure of ships connected to the Port Facility Marine systems are listed below:

1. Facility, equipment and field fires,
2. Cargo fires belonging to each hazardous cargo class and sub-hazardous classes allowed to be handled in the port,
3. Conditions requiring fire or emergency on board
4. Explosion,
5. Natural disasters such as earthquakes, floods, landslides, tsunami waves,
6. Adverse weather conditions such as very strong winds, storms, excessive snow or ice,
7. Leakage, flow or spillage of hazardous substances belonging to each hazard class or sub-hazard classes allowed to be handled in the port,
8. Conditions requiring fire or emergency on the port facility site
9. Power outage.
10. Gas leakage.
11. Terrorist acts
12. Situations deemed necessary by official institutions
13. War Situation

Weather conditions

Weather Conditions	Operation	Action to be taken	Explanations
Side lying (incline) > 5 ° Fore - aft slope > 3.0m	Unloading-Loading	Discharging-Loading is stopped.	The ship is requested to take corrective measures.

The values given in the table above are calculated and given for the safe operation of the ships in the port facility marine systems. When the wind speed exceeds 5 Beaufort, weather notifications are sent to the ship captain and agency, followed by ship meteorological systems, and decisions are made according to the storm conditions and harbour master's warnings are followed. The captain is expected to take the necessary precautions or make the decision to leave or stay in the port according to the ship's condition.

Clash at Sea

In the event of a collision between sea vessels on the high seas during operations within the port, the requirements of the Regulation on Preventing Collisions at Sea apply, and the ship's authority acts in accordance with the instructions of the General Directorate of Coastal Safety and the Harbour Master.

Decision Making

The protective action options for a given situation depend on a number of factors. In some cases, evacuation may be the best option. In other cases, sheltering in place may be the best option. Sometimes, both actions can be used together. In any emergency, authorities need to quickly provide instructions to the affected people. The affected people will need to hear information and instructions at all times while they are sheltering at the scene or being evacuated.

The appropriate evacuation of the following factors will determine the effectiveness of the evacuation or on-site protection. The importance of these factors may vary depending on the emergency conditions. In emergency situations, other factors may need to be identified and considered. This list shows what type of information may be needed to make an initial decision.

Information on Hazardous Materials

- ✓ Degree of harm to health
- ✓ Chemical and physical properties
- ✓ Quantity included
- ✓ Control of hold/release
- ✓ Rate of steam movement

Number of People Exposed to Threat

- ✓ Where they are located
- ✓ Number of people
- ✓ Time available to evacuate or contain them in place
- ✓ Ability to control evacuation or protection on site
- ✓ Types and availability of buildings
- ✓ Specific organizations and populations.

Weather Conditions

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

EVACUATION PROCESS OF SHIPS

Emergency Evacuation Preparation Process

All emergencies must be reported to the Harbour Master authorities.

In cases requiring emergency separation, the ship captain and the port facility will mutually agree and initiate the emergency separation process in accordance with the captain's own decision and the port facility will notify the Harbour Master as soon as possible. If possible, considering the

severity of the emergency, before the emergency separation process is initiated, a representative from the Harbour Master's office or the Harbour Master, Harbour and Logistics Director/Harbour Manager, Ship Captain, and Pilot will agree on the time and method of separation.

The ship's machinery, steering gear and marine system break equipment must be made ready for immediate use. All cargo discharge and ballasting operations must be stopped and separation operations must be prepared.

If the necessary response to an emergency situation exceeds the port's capabilities, the local police or fire department must be notified immediately.

The decision to lift the ship under control is based on the principle of life safety and will also include the following conditions.

1. Adequacy of tugboats
2. The ship's ability to take off under its own power
3. Availability of safe places to which a ship in distress can proceed or withdraw
4. Adequacy of firefighting equipment
5. Proximity of other ships
6. Condition of fire ropes

Ship Evacuation Operation

If all relevant preparations are examined and deemed appropriate, the ship will be removed immediately. Emergency separation will be achieved by performing the following procedures in order.

At each stage, close coordination and cooperation between the Port Facility, the Ship and the Harbour Master is required.

1. Alarming
2. Stopping the operation
3. Providing emergency information via VHF/telephone
4. Initial situation assessment between the Ship Captain and the Port Facility Officer
5. Implementation of Port Facility and ship emergency plan measures
6. Deterioration of the current situation and the existence of the above-mentioned emergency separation conditions
7. Evaluation of the situation between the Ship Captain, Port Facility Authority, Port Authority or Harbour Master, and the Pilot Captain.
8. Decision of emergency separation by the ship captain
9. Informing environmental facilities and other ships
10. Tugs are deployed around the ship for emergency separation, complete their preparations and indicate their readiness.
11. The ship captain completes the preparations for the ship and states that he is ready.

After Ship Discharge

1. The ship will be transported/moored to the allocated area with the accompaniment of tugboats or its own machinery.
2. The Port Facility will be inspected to identify any possible damage or deficiency.
3. An evaluation will be made as to when the Ship and Port Facility will be ready to handle cargo again.
4. Any negativities that occur during the emergency departure will be shared.
5. An agreement will be reached between the pilotage and tugboat organization and the coastal facility authorities regarding fire, explosion and similar emergencies that may occur during loading/unloading.

Procedures for Initial Notification to the Harbour Master in Emergency Situations, the Content of the Information to be Included in This Notification, and Procedures for Communicating This Information to the Harbour Master as New Information is Obtained

The personnel specified in section 8.7 are responsible for making the initial notification to the Port Authority, making notifications regarding developments in the future, and transmitting new information as it becomes available. Contact information is in ANNEX-3. The report format will be free form and will include the following information regarding the accident in full.

1. When the accident occurred,
2. How the accident occurred and its cause, if known,
3. The place where the accident occurred (shore facility and/or ship), its position and area of impact,
4. Information about the ship involved in the accident, if any (name, flag, IMO number, ship owner, operator, cargo and quantity, name of the captain and similar information),
5. Meteorological conditions,
6. UN number, proper shipping name (the legislation specified in the definition of dangerous goods will be taken as basis) and quantity of the dangerous goods,
7. Hazard class of the hazardous substance or sub-hazard section, if any,
8. Packaging group of the hazardous material, if any,
9. Additional risks, such as marine pollutants, if any, of the hazardous substance,
10. Marking and label details of hazardous materials,
11. The characteristics and number of the packaging, cargo transport unit and container in which the hazardous material is transported, if any,
12. The producer, sender, carrier and recipient of the hazardous material,
13. The extent of the damage/pollution that occurs,
14. Number of injured, dead and missing, if any,
15. Emergency response practices carried out by the coastal facility regarding the accident

INFORMATION ON THE TUGBOATS TO BE USED IN SHIP EVACUATION

Arpaş Ambarlı Towing Pilotage Trade Inc. and Uzmar Uzmanlar Denizcilik, which are the operators of the tugboats to be used in emergencies, are responsible for providing pilotage and tugboat services to the ships docking/departing and maneuvering at the contracted facilities in

İskenderun, Payas and Dörtyol regions as the Pilotage and Tugboat Organization, and they operate 24 hours a day to fulfill this duty.

In case of emergency, Arpaş Ambarlı Towing Pilotage Trade Inc. and Uzmar Uzmanlar Denizcilik companies serve with 8 tugboats for the operator Ekmar Shipping and Ship Agency Inc. The information about them is as follows.

Tugboat Name	Water tank (m^3)	Foam (m^3)	Pump (m^3/h)	Fire water range (m)	Monitor (piece)	Water pressure (bar)
ARPAŞ 2	- FROM THE SEA	1.75	648	50	1	6
ARPAŞ 15	- FROM THE SEA	2.4	1850	120	1	10
ALTUĞ 6	- FROM THE SEA	16	2X1350	100	2	10
ALTUĞ 2	- FROM THE SEA	16	2X1200	100	2	10
EGE 20	- FROM THE SEA	11,12	2X600	50	2	8
EGE 4	- FROM THE SEA	3.36	750	50	1	8
EGE 2	- FROM THE SEA	3.40	750	50	1	8
KUMBURUN	- FROM THE SEA	3.0	250	50	1	8

Tugboat Name	BHP	Propeller	Pulling Power	IMO No	Height (m)
ARPAŞ 2	2X1100	CONVENTIONAL	35	9294044	22.5
ARPAŞ 15	2X2012	ASD (Azimuth Stern Drive)	51.2	9889033	22.4
ALTUĞ 6	2X3150	ASD (Azimuth Stern Drive)	79.44	9825130	30.25
ALTUĞ 2	2X2575	ASD (Azimuth Stern Drive)	74.20	9614816	28.51
EGE 20	2X1764	ASD (Azimuth Stern Drive)	60.98	9767168	25
EGE 4	2X1200	TS (Twin Screw)	33.42	9749051	19.24
EGE 2	2X1200	TS (Twin Screw)	32.96	9749049	19.50
KUMBURUN	2X1100	TS (Twin Screw)	30.15	MMSI: 271010088	17.37

Addition to this situation plan is in ANNEX-1 , facility intra- And female communication List of accident notifications in Annex-3 The form is given in ANNEX-16. Emergency Evacuation The plan port to the presidency presented And has been approved

8.8 Disposal Of The Damaged Hazardous Loads And The Wastes Contaminated By The Hazardous Loads

- In the case when the hazardous substance pollutes the environment when its package breaks

during handling in the port area or when the hazardous substance to be handled from the container is damaged etc., procedure specified in 8.3 is applied.

- The materials such as absorbent pad etc. are considered within hazardous wastes and are evaluated within the framework of Environment Law numbered 2872 and relevant regulations.
- Licensed disposal firms are informed and the waste is disposed by them by UATF and declarations are made at the end of the year.

8.9 Emergency Case Drills And Records

Emergency response teams have been formed at Ekinciler Pier with the purpose of determining the shortages at emergency cases and being always ready for the emergencies. (The lists of these teams are submitted as annexes).

These teams are security team, fire fighting team, rescue and first aid team, maintenance and repair team and hazardous substance emergency team.

The mentioned teams were all formed at Ekinciler Pier and their duties were communicated to them. These teams perform drills on fire, flaming, explosion, spillage of dangerous materials etc. at least once a year and the scenarios of these drills are recorded and kept by OHSE Department.

Security Teams

The security team is responsible for performing the following in emergency cases that might occur on the pier, vessel of in the facility (fire, sabotage, break down of the pier, earthquake, spread of the hazardous substance in the environment etc.):

- Security personnel learns about the location of the emergency case and immediately goes to the scene of the event and informs, by wireless, the security, people responsible for security, shift superintendent.
- When such an event occurs on a holiday, telephone operator performs this duty.
- All the entrances and exits to the facility are taken under control and the safety of the faculty is provided.
- Security of all the articles, equipment, and machinery are provided. No one is allowed to the evacuated areas other than the fire fighting teams. If there is a need for any personnel, help is requested from his own center and the law enforcers.

Fire Fighting Teams

- They came to the fire scene when they learn about the fire; determine the type of the fire; try to extinguish and/or to take the fire under control by using the firefighting equipment at the workplace.
- When there is any live person in the fire, they inform the rescue teams and ensure that the

injured is rescued.

- When the fire brigade arrives at the fire scene, fire fighting is left for them and they help the fire brigade upon demand.
- The firefighting equipment is stowed away after the fire is extinguished, the emptied ones and the missing ones are reported to the authorized people and ensure that they are filled and provided.

Rescue And First Aid Squads

- They rescue the living people first, if any; then, they fill the sacks with materials and articles that should be primarily rescued from the fire under the supervision of the relevant responsible person and get them ready to take out.
- They reach the fire in the fastest way possible and start rescue and evacuation work in line with the information they will obtain from the fire fighting team.
- They try to reach the alive in the fire, without risking themselves, by using the necessary equipment.
- They transfer the rescued alive people to the first aid squad for them to get the necessary first aid.
- If there are materials and articles that should be primarily rescued from the fire, they arrange their being carried out of the fire.
- They help the fire brigade for rescuing and evacuation after they reach the fire scene.
- They provide the first aid for the people rescued by the first aid and evacuation team.
- They provide help for the first aid team and for the ambulance that arrives at the scene of the accident.

- If the accident happens during business hours, the workplace physician is called, emergency help and doctor is requested.

Maintenance And Repair Teams

- They are responsible for operating the fire pumps actively; maintain the water hydrants in good order; responding to all kinds of mechanical failures that might occur during fire (flanges, pipes, valve pumps etc.)
- They cut off the energy of the fire location
- They may cut off the energy of entire facility according to the instruction to be received from the security officer or the shift superintendent.They may cut off the energy of the required locations only depending on instruction to be received from the fire fighting superintendent and the superintendent of the team and ensure that the fire area is lit at night.

Emergency Case Teams For Hazardous Substances

They ensure that flammable, inflammable substance, flammable solids and liquids, poisonous and radioactive materials, organic peroxides and leakage and spread of the hazardous substances etc. are removed from the environment within the context and according to the relevant regulations without causing any harm to humans and environment.

8.10 Information on the Fire Protection System of the Port Facility.

Information on the fire protection system of the port facility is given in Annex-6.

8.11 Procedures for Approval, Inspection, Testing, Maintenance and Availability of Port Facility Fire Protection Systems:

Fire brigade and MMO. Fire brigade and MMO reports are as in the Emergency Action Plan.Other Risk Control Equipment

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

In the event that the existing pump does not work in the fixed fire system, the second pump, which is the other backup and which draws water directly from the sea, is commissioned and the fire circuit is supplied.

8.13 Other risk control equipment

In our facility there are active lightning rods and controls are carried out regularly.

9 OCCUPATIONAL HEALTH AND SAFETY

9.1 Occupational Health And Safety Measures

We are realizing works to fulfill all the requirements of Law on Occupational Health and Safety numbered 6331 and the relevant regulations. Within this framework:

Training

- The staff gets basic occupational safety training pertaining to the works at the port facilities before they start working.
- Apart from this training, they also get Ergonomics training provided by workplace physician regarding the works carried out at our facilities.
- They also get first aid training, fire training, emergency response training to respond to emergency cases;
- Training for working with chemicals for the employees working in the area at the inner filling and discharge area;
- Awareness training for our maintenance employees for working at high places, working with electricity etc. are provided.
- Other than all these, spontaneous trainings are provided (TOOLBOX) by the occupational safety and health experts.
- The training records are kept by HR Department together with HSE (Health Safety and Environment) Department

Health

The employees to work at Ekinciler Pier cannot start work before they go through the following tests and before we get hold of the test results.

- Eye examination
- Chest X-ray
- Blood tests
- Audiometer test

Apart from these all the employees are given tetanus vaccine every year. The workplace doctor may request advanced tests (such as visibility and astigmatic tests), if he finds it necessary, from the employees by submitting them to the approval of HR Department.

Field Security

Ekinciler Pier employs one occupational safety expert in its body for all the probable situations and it also gets occupational safety service from outside. The occupational safety experts publish field reports for the determined defects and e-mail them to the relevant departments. They inform the maintenance team through the defect module about the defects during their field tours and they follow all the process until the defects are eliminated.

Risk Analysis

The occupational health and safety experts determine all the risks the people at the facility and the employees are exposed to together with a team from inside the field and minimize these risks by trying to develop measures pertaining to them. AS a result of this study, they determine the missing trainings etc and starts working to supply them. The defects found within the framework of risk analysis and the missing things determined in the field analysis are negotiated with the board members in monthly HSE board meetings; they are resolved and published.

Periodical Checks

All the lifting vehicles, earthing fixtures, pressure containers, fire tubes and lines in the port are caused to be controlled within the periods determined by legislations and the records are achieved. The defects determined during the periodic checks are communicated to the maintenance team and they are eliminated in the shortest time possible.

Permits For Dangerous Work

Al the work to be carried out at high places in the facility, works with flames (welding etc.) excavation works, work in covered containers etc. are all subject to permission and the work cannot be started before the required controls are fulfilled and approval is obtained.

Legal Provisions

All the legal arrangements within the context of Occupational Health and Safety subjects at our facility are followed by Occupational Health and Safety Department over Official Gazette.

Getting Very Close To The Accidents

All the near miss situations probable to occur are notified by the employees and they are brought to Occupational Health and Safety Department and actions are speedily taken to eliminate them.

9.2. Personal Protective Equipment/Clothing

9.2.1. Personal Protective Equipments (Ppe) At The Port

Ppe Types To Be Used At A Field

1. Helmet
2. Steel Toe Shoes
3. High Visibility Work Clothing
4. High Visibility Vests

Ppe Types To Be Used At The Pier

1. Helmet
2. Steel Toe Shoes
3. High Visibility Work Clothing
4. High Visibility Vests

Ppe Types To Be Used At Maintenance And Repair

1. Helmet
2. Steel Toe Shoes
3. High Visibility Work Clothing
4. High Visibility Vests
5. Goggles
6. Dust Mask
7. Metal Gloves

Ppe Types To Be Used In Welding Works

1. Welder Mask
2. Welder Spotting Goggles
3. Welder Fireproof Work Suit
4. Welder Fireproof Gloves
5. Welder Fireproof Laceless Steel Toe Shoe

Ppe Types To Be Used For Electricty Works

1. Hard Toe Shoe With Insulating Sole
2. Insulating Gloves

3. Helmet
4. High Visibility Work Clothing
5. High Visibility Vests

Types To Be Used At Waste Storage Area

1. Helmet
2. Steel Toe Shoes
3. High Visibility Work Clothing
4. High Visibility Vests
5. Work Gloves

9.3 Closed Space Entry Permit Measures and Procedures

Purpose : The personnel who will take part in the work in order to carry out the works to be done in the closed area safely, to determine and eliminate the dangerous situations; to determine the safety measures to be taken and the principles to be applied.

Principles Regarding Working in Closed Areas:

Necessary documents and documents are requested from the personnel who will come to the port to work in the closed area, that they meet the requirements of the national legislation. These documents are below.

- Photocopy of identify card
- Last month's insurance of the person in charge
- Occupational safety training certificate
- Professional qualification certificate suitable for the job to be done

If the above documents of the personnel who will come to our port for hot work are presented to us in full, the personnel to be employed are allowed to enter the port area. Before entering the port area, the personnel in charge is registered. This procedure is given by the security personnel to read and sign. Records of this procedure are kept by security.

Workers working in confined spaces should wear rescue vests suspended by lifelines with a mechanism that allows them to leave the confined space. Personal protective equipment of the personnel will definitely be with them so that they can work indoors. Personnel with missing personal protective equipment will not be admitted to the port area. Occupational safety rules and warning signs are observed in the port area.

The personnel who will work in a closed area must first measure the gas. The calibration of the devices used for gas measurement must be done between the dates specified in the instructions for use. If the gas measuring device gives a warning, the breathing apparatus is used and the closed area is left. Personnel who will work in a closed area must have a self-contained breathing apparatus with them. In case the indoor air cannot be breathed due to gas, smoke, steam or lack of oxygen, a breathing apparatus should be used.

Personnel who will work indoors must leave an observer outside. Before working in indoor operations, a communication system must be established between the inside worker and the outside supervisor. In emergencies, the observer immediately informs other personnel and authorities.

While making preparations for indoor work, electrical and mechanical equipment in the area

should be isolated and disconnected. Pipe and steam lines should be rendered inoperable with blind plugs or flanges and locked with padlocks. The electrical switches in the area should be turned off and the panel covers should be locked. The energy of the tools should be cut off and all on-off switches should be checked. Hydraulic systems should be blocked and drained to prevent unexpected movements of the equipment.

Before Working Indoors And Considerations During Business:

- No entry should be made to the closed area without making the necessary checks.
- Gas measuring devices must be in working condition throughout the entire job. Before starting work, the atmosphere in the enclosed space should be tested. If the atmosphere in the closed area is suitable, work should be started, if not, work should not be started until the risks are eliminated.
- Persons authorized to enter the closed area can enter. Each employee should log in with all the details and procedures related to the job he will be doing in the closed area.
- He should know what the dangers that the indoor worker will encounter in the indoor area, and the consequences of being exposed to them.
- He should make sure that the communication equipment that will enable communication between the indoor worker and the outside observer is provided.
- A barrier, etc., that will protect the indoor worker against the dangers inside, and the outside supervisor, from external influences. should provide them with all necessary protective equipment, including
- It should be ensured that all safety measures are taken for entry and exit to the area.

The employee(s) entering the closed area must leave the area when the following situations occur.

1. When it receives an instruction to clear the area from the observer,
2. Recognizes signs or symptoms that indicate a dangerous situation is occurring in the area,
3. When faced with a prohibited situation,
4. When you hear the drain alarm,
5. When the gas meter gives a warning

- As soon as the closed area entrance and evacuation of all personnel are completed, the closed area must be secured and closed.
- The observer should check the count of recruiters during the job. No matter what, he should not leave the work area until the work is finished.
- The observer has to ensure the continuity of the communication with the internal worker during the working period and to carry it out effectively. It is authorized to prevent unauthorized persons from entering the closed area.
- When any employee is harmed, the observer should be able to call all other employees for help and take the necessary action.

The observer should never enter the closed area under any circumstances.

10 OTHER ISSUES

10.1 Validity Of The Hazardous Substance Conformity Certificate

Maritime Affairs and Communication for the Hazardous Substance Conformity Certificate, required by the Directive on "Transport of the Hazardous Substances by Seaway" published in the Official Gazette on 03.03.2015 with no 29284 has been received. Certificate Number: BKN.930630.TMUB.80

10.2 Duties And Liabilities Of The Hazardous Substance Security Advisor (Hssa)

Hasan AKDEMIR (TMKTDGM/TMGD/2015/1715) has been assigned as the Hazardous Substance Security advisor for Ekinciler Pier. His duties and responsibilities are specified in Section 2.4.

10.3 Issues Regarding The Hazardous Substances That Will Be Brought/Taken From The Shore Plant By Highway:

The highway vehicles that carry hazardous substances are obliged to have the following documents while entering to/exiting from the port area: Transport document specified in ADR 5.4.1

- Driver training certificate for the transport of hazardous substances (SRC 5)
- Official ID document for each person on duty on the vehicle (Driving license and passport)
- Written instruction prepared to be given to the driver according to ADR 5.4.3
- For the hazardous loads to be carried by more than one mode, multi-mode transport form specified on ADR 5.4.5
- Valid ADR conformity form for the vehicles
- Copy of the transport permission certificate obtained from the competent authorities specified within the framework of this regulation in transporting hazardous substance within the context of Class 1 and Class 2 defined in ADR.
- Compulsory automobile liability insurance for the vehicles carrying hazardous substance and hazardous wastes.

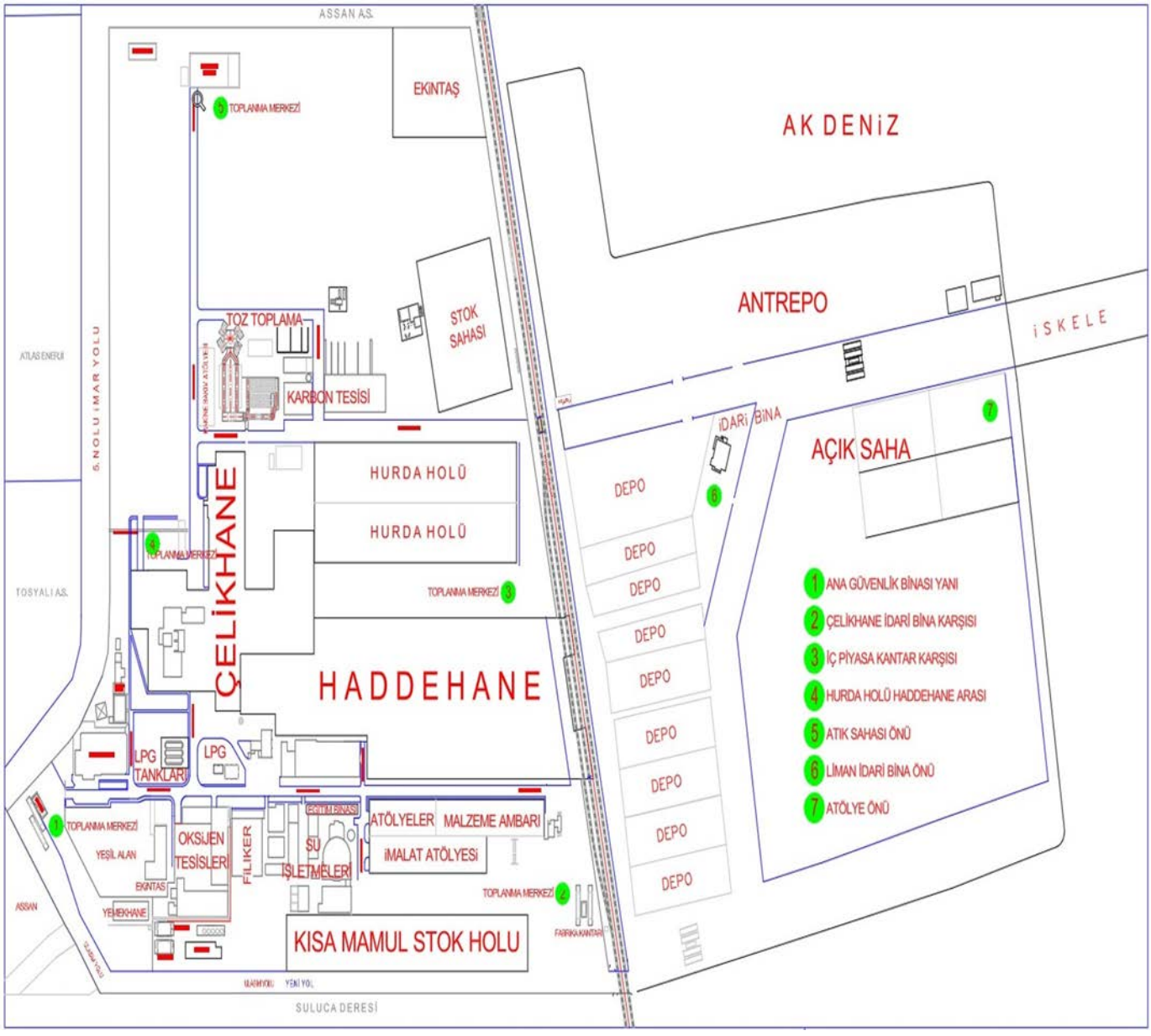
10.4 Issues Regarding The Hazardous Substances That Will Be Brought/Taken From The Shore Plant By Seaway

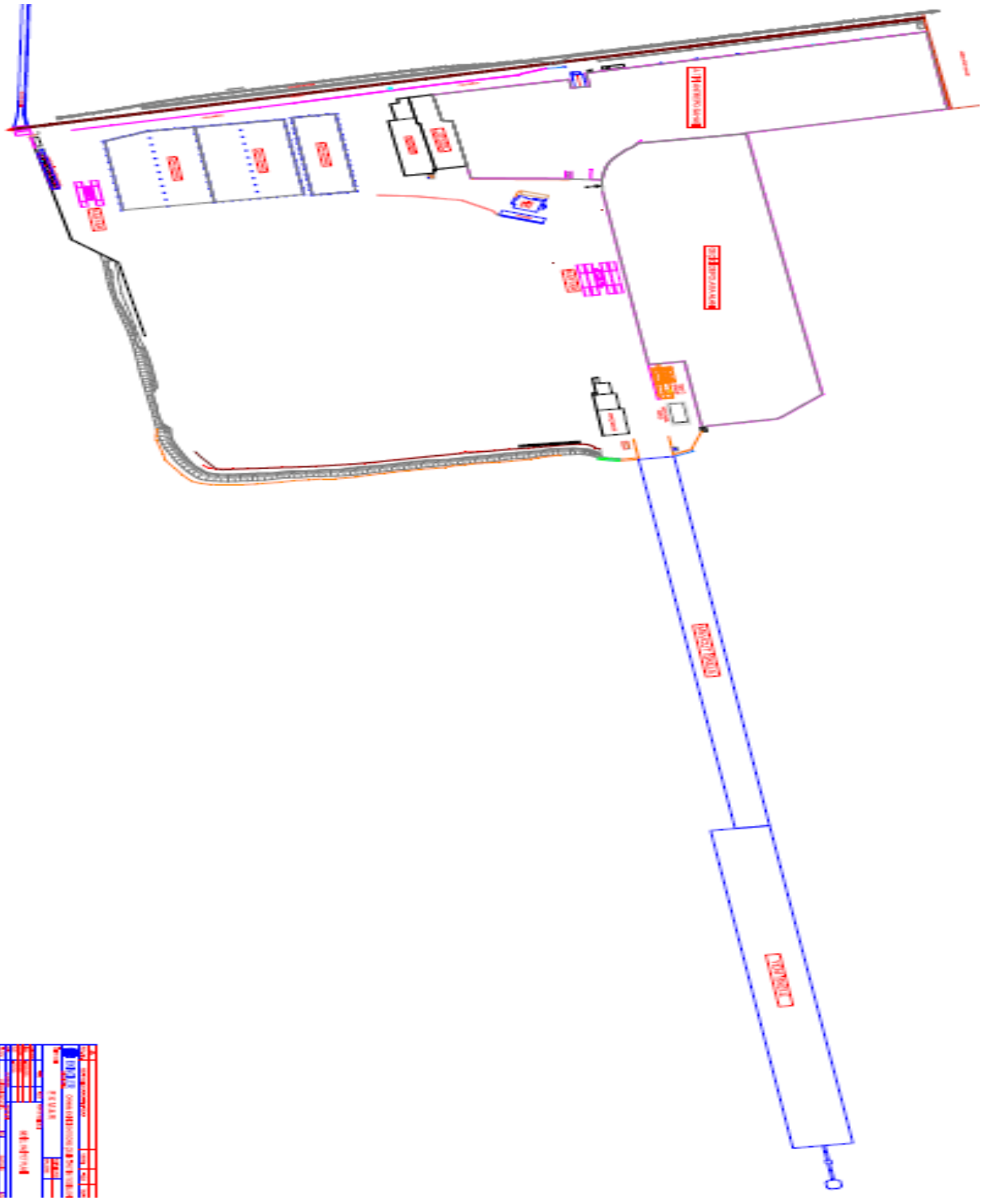
Vessels carrying explosive, flammable and inflammable substances pull up “RED” flag during the day and at nights turn on a red light that can be seen from any angle. Before any warm/cool works to be performed on the port, permission should be obtained from the port authority and our plant.

10.5 Additional Issues To Be Added By The Shore Plant (If Any):

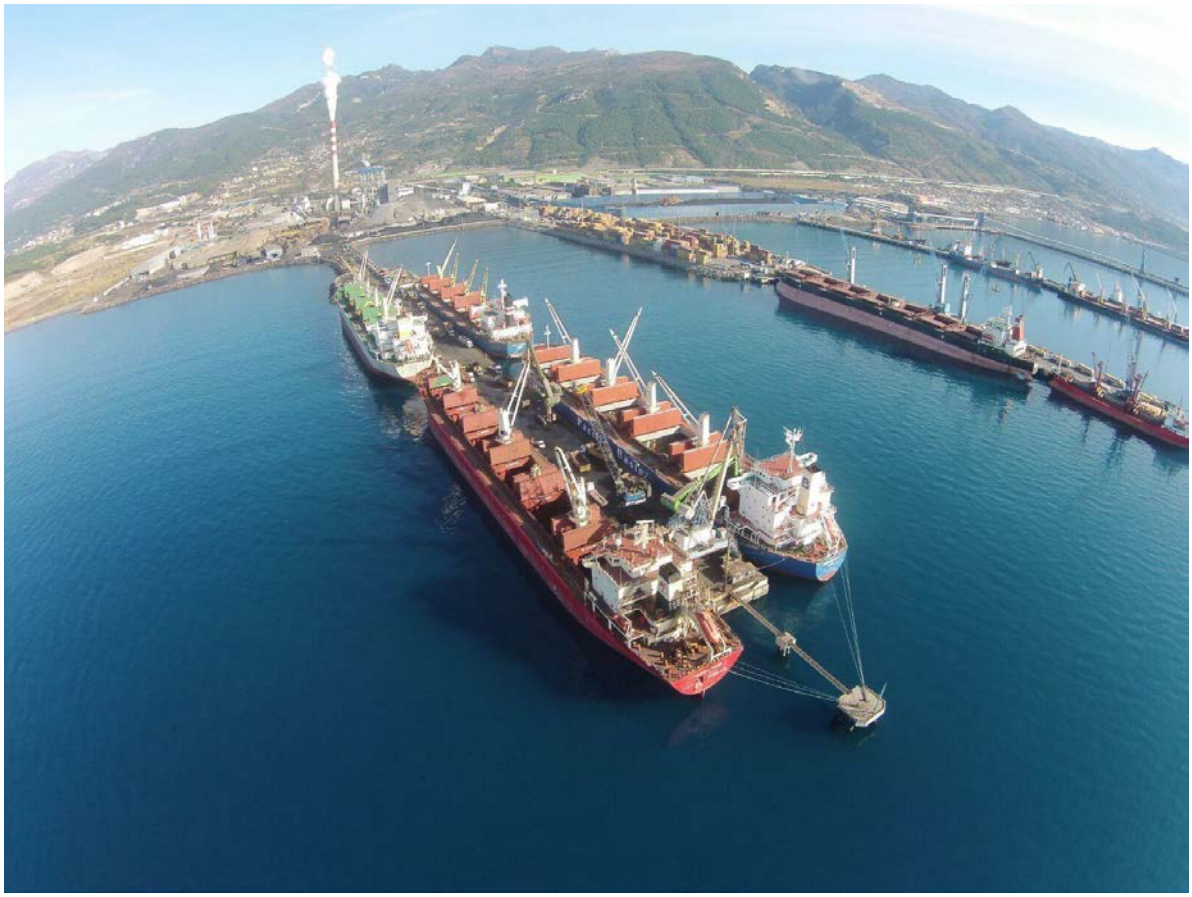
None

ANNEX.1. SHORE PLANT LAYOUT PLAN





ANNEX-2. GENERAL VIEW PHOTO OF THE SHORE PLANT

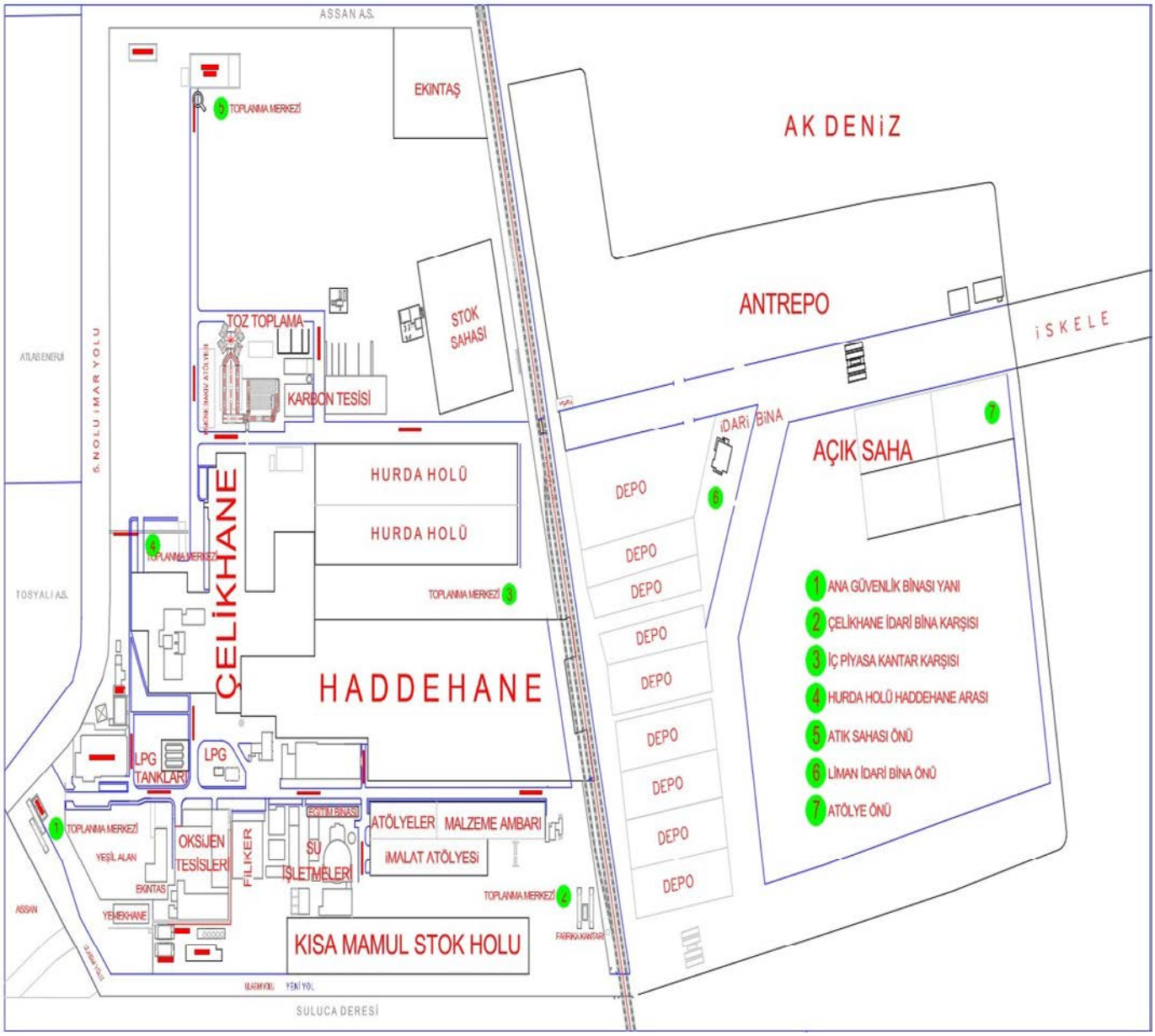


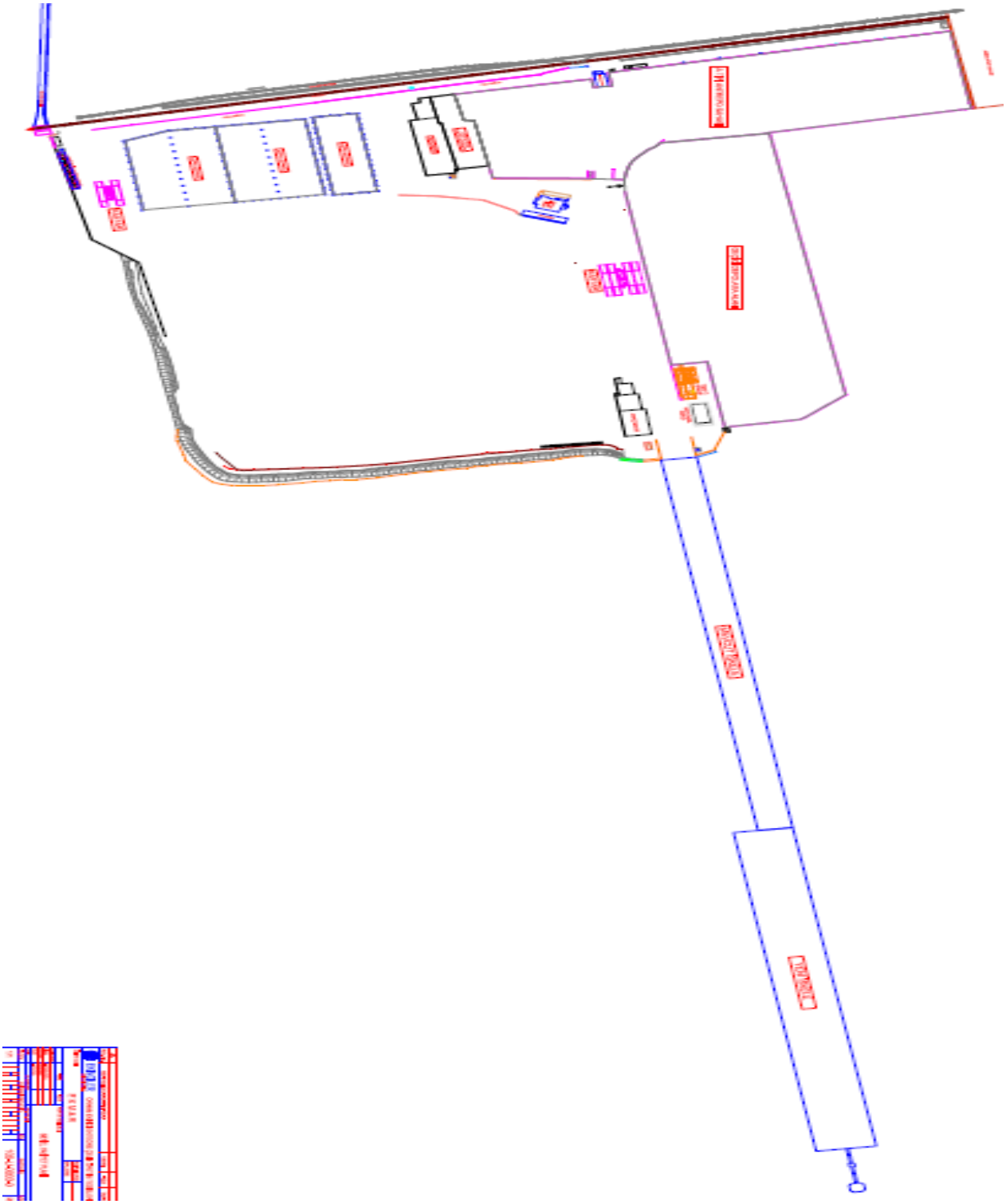
ANNEX 3 EMERGENCY CONTACT POINTS AND CONTACT INFORMATION

NAME/SURNAME	TASK	PHONE NUMBER
Vahtettin ERISEN	**Port Manager**	0 530 544 81 53
Bahri ÇARDAK	**Chief of Operations**	0 530 513 28 94
Selim ÇUKUR	**Shift Supervisor**	0 532 303 65 63
Bülent YILDIRIM	**Shift Supervisor**	0 544 805 46 78
Ali TESBİ	**Shift Supervisor**	0 532 467 93 34
Haluk YILDIZ	**Shift Supervisor**	0 543 218 90 66
Ali EKMEKÇİ	**Shift Foreman**	0 535 400 03 67
Hüseyin POSBIYIK	**Shift Foreman**	0 554 203 77 15
Mesut ARI	**Environmental Engineer**	0542 642 74 76
Hasan AKDEMIR	**Hazardous Material Safety Advisor**	0534 368 73 75

TR. Ministry of Transport, Maritime Affairs and Communications	
Phone : 0312-203 20 00	Fax: 0312-231 33 06
e-mail : tmkt@udhb.gov.tr	GMK Bulvarı No:128/A Maltepe/ANKARA TÜRKİYE
Main Rearch and Rescue Coordination Centre	
Phone : 0 312 231 91 05 (24 hours) 0 312 232 47 83	Fax : 0 312 232 08 23
e-posta: trmc@denizcilik.gov.tr	Ankara
Iskenderun Regional Port Authority	
Phone : 0 326 614 11 92	Fax: 0 326 6140226
	Hatay
Hatay Governorship	0 326 712 12 24
Southern Sea Area Command	0 326 712 12 24
Coast Guard Mediterranean regions Command	
Phone : 0 324 238 86 91	Fax: 0 324 237 19 36
	Mersin
Provincial Disaster Emergency Directorate	
Phone : 0 326 216 10 67	Hatay
Coast Guard Group Commander Alexander	
Phone : 0326 614 23 11	Fax : 0326 613 20 54 / Hatay
District Gendarmerie Command	0 326 614 10 65
Phone : 0 326 614 10 65	Hatay
Public Hospital	0326 712 22 87
Fire department	112
Emergeny	112
Coast guard	112
Police	112

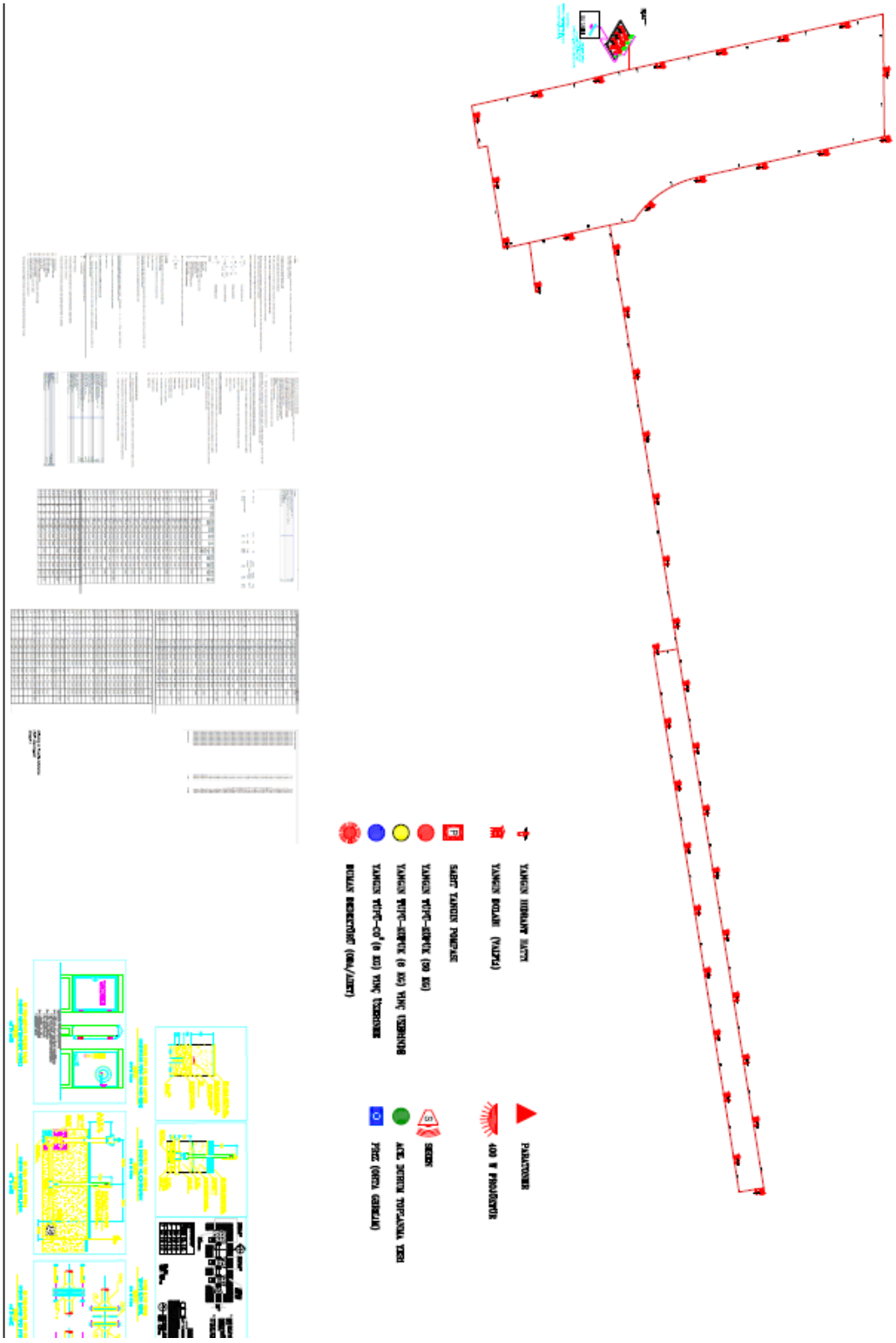
ANNEX -4 GENERAL SITUATION PLAN OF THE AREAS THAT DANGEROUS LOADS HAVE BEEN

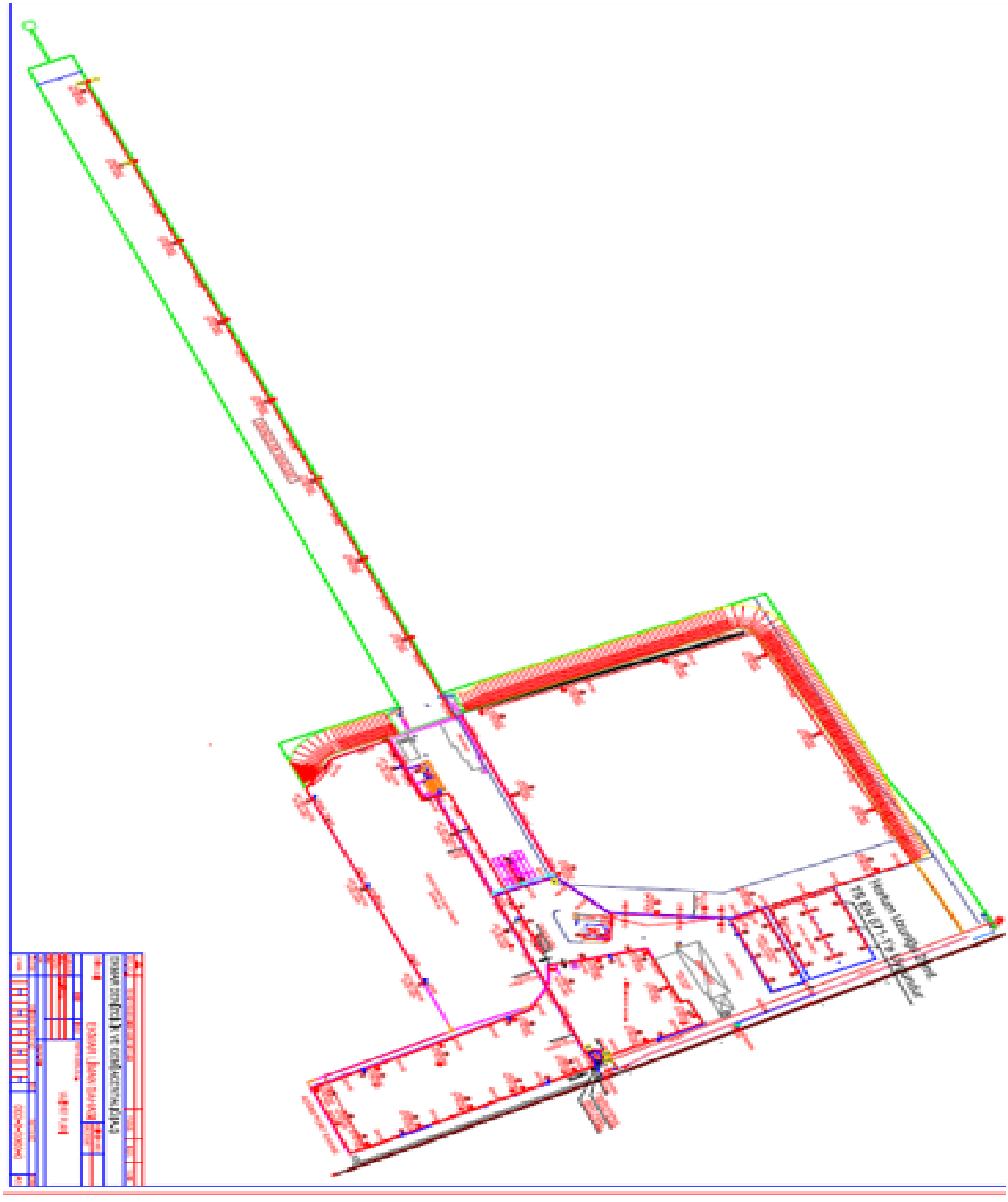




ANNEX-5 FIRE PLAN AND EMERGENCY ROADS OF THE AREAS OF HAZARDOUS LOADING

ANNEX-6. GENERAL FIRE PLAN OF THE PLANT

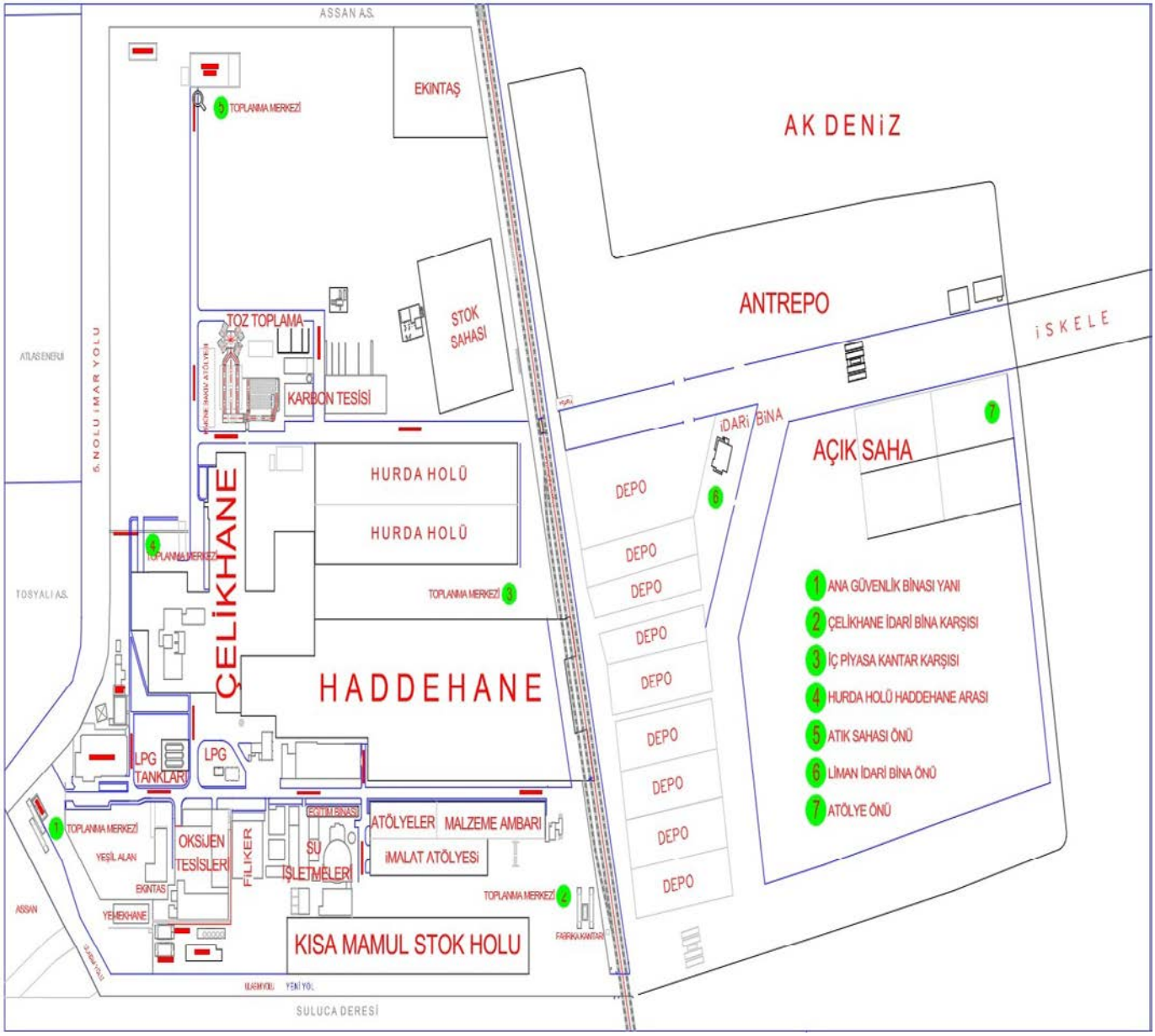




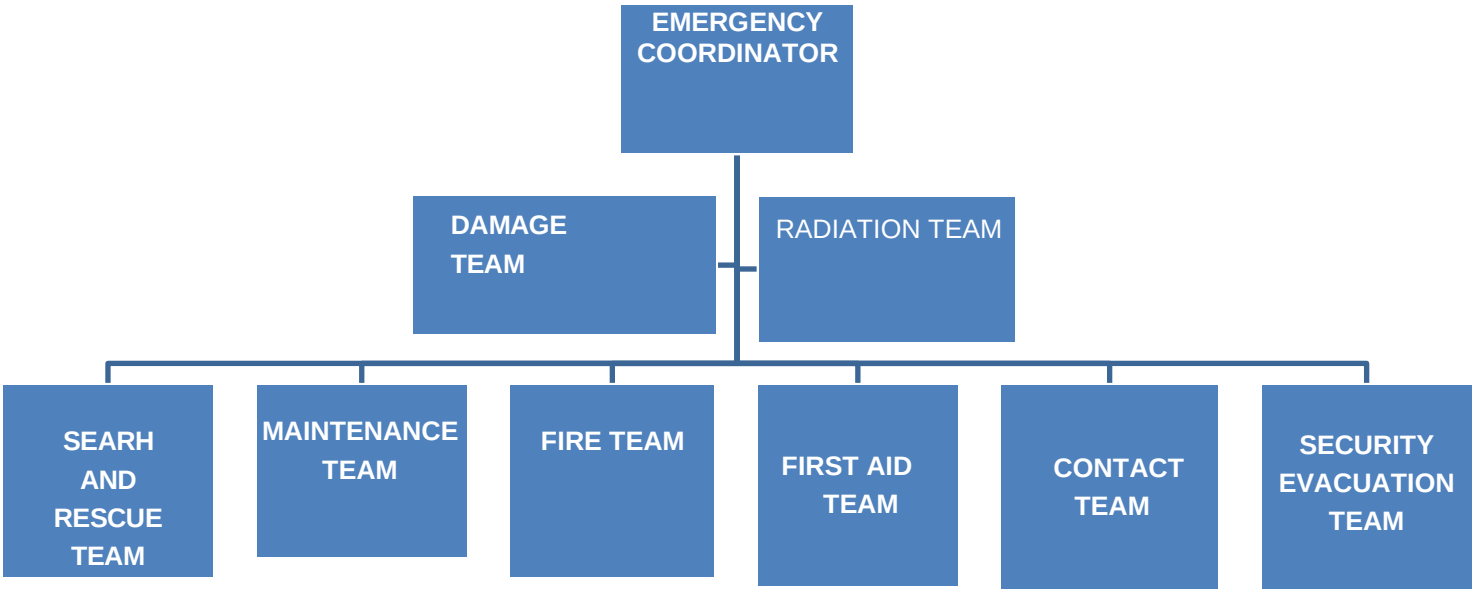
ANNEX.7 EMERGENCY ACTION PLAN

EKMAR PORT FACILITY
IN AN EMERGENCY ACTION PLAN IS LIKE THAT

ANNEX-8 EMERGENCY MEETING PLACES PLAN



ANNEX-9 EMERGENCY MANAGEMENT DIAGRAM



ANNEX-10 DANGEROUS GOODS MANUAL

The hazardous material handbook includes the topics listed below and has been distributed to all personnel involved in handling hazardous materials.

Contents

DANGEROUS CARGO
HANDLING OF DANGEROUS CARGO IN OUR SHORE FACILITY ACCORDING TO IMDG CODE AND IMSBC CODE
DANGEROUS CARGO LABELS AND SIGNS
DANGEROUS GOODS PACKAGING GROUPS
DANGEROUS CARGO SIGNS
EMERGENCY MEETING PLANS PLAN
NOTIFICATIONS TO BE MADE IN AND OUTSIDE THE FACILITY IN EMERGENCIES
SEGREGATION TABLE IN HAZARDOUS CARGO STORAGE
SEGREGATION TABLE ON BOARD ACCORDING TO DANGEROUS CARGO CLASSES
SEGREGATION RULES FOR DANGEROUS CARGO IN PORT AREAS
DANGEROUS PROCEDURE FOR SAFE HANDLING OF SOLID BULK CARGO
ORGANIZATION CHART FOR EMERGENCY INTERVENTION
DANGEROUS CARGO DOCUMENTS
EMERGENCY FLOW DIAGRAM
THINGS TO BE CONSIDERED DURING GENERAL HANDLING
THINGS TO BE CONSIDERED DURING COAL HANDLING

ANNEX-11 SPRING AREAS AND EQUIPMENTS FOR CTU AND PACKAGES

THE PLACEMENT AREA ARE NOT AVAILABLE IN THE CONTRACTING SCOPE TAKEN BY THE FACILITY.

ANNEX-12. INVENTORY OF PORT SERVICE SHIPS

THE SERVICE SHIP IS NOT AVAILABLE IN FACILITY INVENTORY.

ANNEX-13 İSKENDERUN HARBOUR MASTER ADMINISTRATIVE BOUNDARIES, ANCHORING LOCATIONS AND MARINE COORDINATES OF HARBOR PILOT LANDING/BOARDING POINTS

A) Port administrative area boundaries

The port administrative court in Iskenderun Port Authority, following the coordinates of the lines and the continuation of the form (a) coordinate the genuine south (180 °) east of a line drawn in the direction of left and adjacent to the area bounded by the Turkish territorial waters is a marine and coastal areas.

a) 36º 25' 15" K – 035º 35' 57" D

b) 36º 49' 48" K – 036º 10' 00" D (Deliçay)

B) Anchoring areas

a) South mooring field: anchorage area of military ships and ships carrying dangerous substances, consisting of the sea area where the coordinates.

1) 36º 36' 30" K – 036º 08' 30" D

2) 36º 36' 30" K – 036º 07' 00" D

3) 36º 38' 00" K – 036º 07' 00" D

4) 36º 38' 00" K – 036º 08' 30" D

b) Hazardous cargo ships mooring area: ships carrying dangerous substances, nuclear powered naval vessels and anchorage area of ships from gas vessels to be quarantined will do the removal process, the sea area consisting of the coordinates.

1) 36º 37' 21" K – 036º 10' 30" D

2) 36º 37' 21" K – 036º 09' 00" D

3) 36º 38' 00" K – 036º 09' 00" D

4) 36º 38' 00" K – 036º 10' 30" D

c) East mooring field: anchorage area of military ships and ships carrying dangerous substances, consisting of the sea area where the coordinates.

1) 36º 40' 00" K – 036º 10' 30" D

2) 36º 40' 00" K – 036º 09' 00" D

3) 36º 42' 00" K – 036º 08' 00" D

4) 36º 42' 00" K – 036º 09' 30" D

ç) North mooring field: anchorage area of military ships and ships carrying dangerous substances, consisting of the sea area where the coordinates.

1) 36º 43' 30" K – 036º 09' 00" D

2) 36º 43' 30" K – 036º 07' 30" D

3) 36º 46' 00" K – 036º 07' 30" D

4) 36º 46' 00" K – 036º 09' 00" D

C) Place for taking and leaving harbor pilot:

1) 36º 36' 48" K – 036º 10' 42" D (South)

2) 36º 40' 42" K – 036º 10' 30" D (East)

3) 36º 44' 00" K – 036º 09' 30" D (North)

ANNEX-14 EMERGENCY RESPONSE EQUIPMENT AGAINST MARINE POLLUTION IN PORT FACILITY

Regarding marine pollution, an agreement has been reached with a private company through Service Purchasing on the following issues; Readiness to combat marine pollution, Inspection, Pollution response and cleaning of pollution (Level 1, Level 2 and Level 3), Coastal cleaning, Coastal and marine area rehabilitation, Compensation for pollution damages, Waste transfer, Waste disposal.

ANNEX-15 PERSONAL PROTECTIVE EQUIPMENT(PPE) USE MAP

Types of PPE to be used in the field

- Helmet
- Steel Toe Shoes
- Reflective Work Clothing
- Reflective Vest

Types of PPE to be used in Maintenance and Repair Operations
1. Helmet
2. Steel Toe Shoes
3. Reflective Work Clothing
4. Reflective Vest
5. Work Glasses
6. Dust Mask
7. Metal Gloves

Types of PPE to be used in Welding Operations
1-Welder Mask
2-Welder Spot Glasses
3-Welder Fireproof Work Clothing
4-Welder Fireproof Gloves
5-Welder Fireproof Laceless Steel Toe Shoes

Types of PPE to be used in Electrical Works
1. Insulated Sole Hard Toe Shoes 2. Insulated Gloves
3. Helmet
4. Reflective Work Clothing
5. Reflective Vest

ANNEX-16 NOTIFICATION FORM FOR DANGEROUS GOODS INCIDENT

HAZARDOUS SUBSTANCE INCIDENT REPORT FORM

Number - Date		
Company / Institution		
Sender Authority		**CONTACT INFORMATION**
Authority to Receive		

PORT FACILITY

"HAZARDOUS SUBSTANCE INCIDENT NOTIFICATION"

1.	DATE AND TIME OF THE EMERGENCY:
2.	PLACE WHERE THE ACCIDENT OCCURRED (COASTAL FACILITY AND/OR SHIP), POSITION AND AREA OF IMPACT:
3.	TYPE OF EMERGENCY (EX: FIRE, FUEL SPILL, PERSONNEL INJURY) AND OCCURRENCE OF THE ACCIDENT):
4.	HOW THE ACCIDENT OCCURRED AND ITS REASON, IF KNOWN:
5.	NUMBER OF INJURED, DEAD AND MISSING, IF ANY, AND THEIR IDENTITY INFORMATION:
6.	EXTENT OF DAMAGE/POLLUTION:
7.	INFORMATION ABOUT THE SHIP INVOLVED IN THE ACCIDENT, IF ANY (NAME, FLAG, IMO NO, SHIPPER, OPERATOR, CARGO AND QUANTITY, CAPTAIN'S NAME AND SIMILAR INFORMATION):
8.	METEOROLOGICAL CONDITIONS:
9.	INFORMATION ON HAZARDOUS SUBSTANCES INVOLVED IN THE ACCIDENT; UN NUMBER: PSN: CLASS: SECONDARY RISK, IF ANY: WHETHER IT CAUSES MARINE POLLUTION: SIGN AND LABEL DETAILS OF HAZARDOUS SUBSTANCE

10.	HAZARDOUS SUBSTANCE MANUFACTURER COMPANY INFORMATION: SENDER INFORMATION:, CARRIER INFORMATION: BUYER INFORMATION:
11.	TO CONTROL DAMAGES AND EMERGENCIES WHAT HAS BEEN DONE:
12.	AMOUNT OF DAMAGE TO THE FACILITY/EQUIPMENT, IF ANY:
13.	PRODUCT LOSS, IF ANY, AND/OR PRODUCT QUANTITY RECOVERED, IF ANY:
14.	EFFECT OF THE ACCIDENT ON THE ROUTINE OPERATIONS OF THE FACILITY:
15.	EQUIPMENT AND/OR PRODUCT QUALITY CONTROLS PERFORMED:
16.	ACTIVITIES TAKEN/TO BE TAKEN TO PREVENT THE EMERGENCY FROM OCCURRING AGAIN:
17.	THOSE AFFECTED BY THE EMERGENCY AND TO WHOM THE EMERGENCY IS NOTIFIED AUTHORITIES:
18.	REACTIONS IN THE PRESS OR EXPECTED TO OCCUR:
FORM PREPARED BY: **Ordinary** **Surname :** **Duty :** **Signature :**	

Notes: Fast And effective One in this way reply to be able to give , injured of staff treatment And your damage reduction for , urgent situation intervention units , Port Authority -most short in time the incident short And TRUE One in this way definition of to be done extremely It is important if available if , this definition above details must contain .

ANNEX-17 NOTIFICATION FORM FOR CONTROL RESULTS OF DANGEROUS GOODS CARGO TRANSPORT UNITS (CTUS)

Year/Term	……. / …….	Number	Percentage
Packages controlled:			
Defective packages -total -filled in domestic -filled in abroad			
Defects:			
Documentation: -Dangerous Goods Declaration -Container/Vehicle Packaging Certificate			
Planning and marking			
Approval plate for Container Safety Agreement			
Serious structural defects			
Road tanker connecting plugins			
Portable tank or road tankers (inappropriate or defective)			
Labelling (for packages)			
Packaging (inappropriate or defective			
Segregation of Load			
Stowing/connecting of package’s inside			

ANNEX-18 MULTIMODAL DANGEROUS GOODS FORM

<table>
<tr><td colspan="3">1.Shipper/Consignor/Sender</td><td colspan="3">2.Transport document number</td></tr>
<tr><td colspan="3" rowspan="2"></td><td>3.1 page of….page</td><td>4.Shipper’s reference</td></tr>
<tr><td></td><td>5.Freight forwarder’s reference</td></tr>
<tr><td colspan="3">6.Consignee</td><td colspan="2">7.Carrier(to be completed by the carrier)</td></tr>
<tr><td colspan="3"></td><td colspan="2">SHIPPER’S DECLARATION
I hereby declare that content of this consignment are fully and accurately described below by the Proper Shipping Name and are classified, packaged, marked and labelled/placarded and are in all respects in proper condition for transport according to the applicable international and national governmental regulations.</td></tr>
<tr><td colspan="2">8.This shipment is within the limitation prescribed for:</td><td colspan="3" rowspan="3">9.Additional handling information</td></tr>
<tr><td>PASSENGER AND CARGO AIR PLANE</td><td>ONLY CARGO AIR PLANE</td></tr>
<tr><td>10.Vessel/flight no.and date</td><td>11.Port/place of loading</td></tr>
<tr><td>12.Port/place of discharge</td><td>13.destination</td><td colspan="3"></td></tr>
<tr><td colspan="5">14.Marks of shipment Number and kind of packages, description, gross mass(kg) net mass(kg)Cube(m^3)</td></tr>
<tr><td colspan="5"></td></tr>
<tr><td>15.Container identification no/vehicle registration no</td><td>16.Seal number(numbers)</td><td>17.Container/vehicle size & type</td><td>18.Total cargo mass</td><td>19.Total gross mass (including tare)(kg)</td></tr>
<tr><td colspan="2">CONTAINER/VEHICLE PACKING CERTIFICATE
I hereby declare that goods described above have been packed/loaded into the container/vehicle identified above in accordance with the applicable provisions.
MUST BE COMPLETED AND SIGNED FOR ALL CONTAINER/VEHICLE LOADS BY PERSON RESPONSIBLE FOR PACKING/LOADING</td><td colspan="3">21.RECEIVING ORGANIZATION RECEIPT
Received the above number of packages/containers/trailers in apparent good order and condition, unless stated hereon.
ORGANIZATION REMARK:</td></tr>
<tr><td colspan="2">20.Name of company</td><td rowspan="4">Haulier’s name
Vehicle reg.no
Signature and date</td><td colspan="2">22.Name of company</td></tr>
<tr><td colspan="2">Name /status of declarant</td><td colspan="2">Name /status of declarant</td></tr>
<tr><td colspan="2">Place and date</td><td colspan="2">Place and date</td></tr>
<tr><td colspan="2">Signature of declarant</td><td colspan="2">Signature of declarant</td></tr>
</table>

ANNEX-19 SAFETY HANDLING OPERATION PROCEDURE FOR DANGEROUS SOLID BULK CARGO

Purpose:

Safety Handling for dangerous solid bulk establish procedures for the operation of Dangerous Goods for loading / unloading.

Legislation:

- Regulation on the Transport of Dangerous Goods by Sea
- Limit Dangerous Cargo Handling Principles (MSC / CIRC 1216)
- IMSBC-CODE (International Marine Solid Bulk Cargo Code)
- Solid Bulk Carriers and Evacuation Handbook for Terminal Agents (MSC / CIRC 1160 and amendments 1230, 1356)
- IMDG-CODE (International Marine Dangerous Good Code)

Basis for Operation of Hazardous Solid Bulk Carriers:

In charge of the operation related to the handling, loading and unloading of hazardous solid bulk cargo in our port facility; Bahri ÇARDAK is responsible and its job description is stated in ANNEX-19.1. Selim ÇUKUR, Bülent YILDIRIM, Haluk YILDIZ and Ali TESBI have been appointed as shift supervisors and their duties and responsibilities are as in APPENDIX-19.2. The persons named below implement the issues and precautions regarding the additional safety and security measures that must be taken in our facility. The personnel responsible for the dangerous goods and the relevant officers are as follows.

Name/Surname	Position	İletişim Bilgileri
Bahri ÇARDAK	Chief of Operations	0 530 513 28 94
Selim ÇUKUR	Shift supervisor	0 532 303 65 63
Bülent YILDIRIM	Shift supervisor	0 544 805 46 78
Ali TESBİ	Shift supervisor	0 532 467 93 34
Haluk YILDIZ	Shift supervisor	0 543 218 90 66
Ali EKMEKÇİ	Shift Foreman	0 535 400 03 67
Hüseyin POSBIYIK	Shift Foreman	0 554 203 77 15
Mesut ARI	Environmental Engineer	0542 642 74 76

In matters such as handling, temporary storage in the port area, and storage of dangerous goods arriving at the port, the following issues will be ensured for the safety of the port facility, employees, and ships in the port.

MSDSs of dangerous goods will be obtained and examined. A coordination meeting will be held before the dangerous goods are accepted to the port facility, considering the information in the IMSBC Code and MSDS forms. Meetings will be held at certain periods for each type of dangerous goods, and there is no need for a separate meeting for each ship loaded with the same type of dangerous goods. The Operations Manager, TMGD, Occupational Health and Safety Specialist, and Environmental Specialist (HSE Unit) will participate in this meeting.

1. In the coordination meeting; The following items regarding the dangerous goods to be accepted to the port will be discussed within the scope of the IMSBC CODE documents, and the acceptance/rejection of the material or the decision of the manager will be discussed.Be at risk of danger,
2. Interact with current dangerous loads,
3. Interacting with loads planned to be accepted close to the ship
4. Requires materials and equipment in the event of an Emergency Response,
5. Adequacy of the Intervention Response teams,
6. Communication facilities interaction

If it is decided that the end result of the meeting is to take the dangerous burden, the responsible persons shall apply the additional measures required by the IMSBC Code, taking into account the information in the MSDS.

If the decision is made to accept the dangerous load, the management, operation, storage, security, emergency response units will be informed and the preparation and acceptance process will be started. Lima acceptance If there is a need to inform the Port Authority, the Port Authority will be notified in writing to the Port Authority together with the grounds.

After accepting the hazardous load, the equipment and material requirements will be determined in the IMSBC Code and MSDS for urgent intervention. If there is a need for missing equipment, equipment and materials, the procurement unit will be notified and the case will be urgently provided.

After the acceptance of the meeting, the material MSDS (Material Safety Data Sheet), IMDG-Code and IMSBC-Code will be examined and the precautions to be taken in case of fire and leakage of the dangerous material will be determined and ready to be used at any time. According to the possible hazards for emergency first aid, the relevant tables and annexes of the MFAG IN will be prepared.

Before starting the evacuation operation, Cargo Information at the Captain and Gas

Monitoring (CH4 - Temperature) measurements should be provided daily by the ship's crew. These measurements are made before the removal of the coal, ferrosilicon and ammonium nitrate based fertilizers and necessary inspections are made.

Personnel working according to the characteristics of the dangerous substances and the risks they are exposed to are informed and information about MFAG and emergency response methods will be provided. The protective clothing to be used in the event of an accident or in case of an accident shall be determined and provided in accordance with the load type and the use shall be made available.

Measuring devices / modules shall be available to ensure proper measurement by detecting gases which will be inadequate in terms of dust emissions, toxic flammable vapor emissions and oxygen, according to the specifications of the dangerous substance being handled, prior to handling.

Breathing apparatuses will always have an excavator. In addition, the gas measuring device will be kept in continuous operation on the excavator working in the ambard.

All personnel (including vehicle / truck operators) who will take part in the handling before the start of the handling shall be informed about the hazards of the hazardous material and warning signs indicating the danger to the areas handled shall be attached.

The control of the existing alarm system and the camera system which will be in control and recording will be done. The Hazardous Matter will be checked to ensure that it does not interfere with the way of transporting the harbor as soon as possible leaving the port.

Before handling, the details of the unloading / loading plan should be discussed with the ship's captain, to confirm whether there are any previous burdens or other dangerous cargoes that need to be separated in the warehouses, to ensure that the captain or the ship's personnel are the foundation of the hazardous cargo hazard.

In order to prevent the load from being poured into the sea and pier during the evacuation / evacuation, the necessary precautions shall be taken with the fixed / mobile systems, the operators shall be warned about the handling and if the accidental hazardous material is poured into the scaffold, personnel shall be assigned for the proper collection.

We will ensure that the hazardous substance is transported by means of appropriate labels and plates and equipment fitted with the necessary equipment. Handling of dangerous solid bulk cargoes will be carried out within the framework of the relevant legislation related to loading /

unloading.

Following the acceptance of a new dangerous substance to be handled, the handling procedure will be established and this procedure will be added to the TMR and relevant staff training and information will be given.

When establishing the procedure, the objective is to determine the measures to be taken, the decisions to be taken during the meeting, the risks in terms of work safety and health, the rules and measures to be applied, the rules, recommendations and

recommendations contained in the IMSBC Code and MSDS, and the measures and measures to be taken by using EmS Guide and MFAG.

Possible Hazards to Dangerous Solid Bulk Cargoes:

The hazards of Hazardous Solid Bulk Cargoes to be handled at the Port Facility are indicated in the relevant MDSDs and in the IMDG CODE book. However, irrespective of the nature of the dangerous cargoes, the measures for the following hazards will be taken for each dangerous cargo.

Emission of dangerous powders:

Where the transport, transport or stacking of hazardous bulk solids may result in dust emissions, all necessary measures shall be taken to prevent or minimize dust emissions and to protect people and the environment from such emissions. Personal washing and hygiene will also be notified to all employees that the clothes used must be washed after the handling of the hazardous material. Appropriate protective clothing, depending on the type of skin being handled during handling, will be provided to employees by providing respiratory protection and protective creams when needed.

Hazardous steam emission / oxygen deficiency:

Where transport, transport or stacking of dangerous liquid bulk can cause toxic or flammable vapor emissions, all necessary precautions shall be taken to prevent or minimize the occurrence of such vapor emissions and to protect people and the environment from such emissions.

Appropriate equipment shall be available to measure toxic or flammable vapor concentration when dangerous solid bulk is to be transported, transported or stacked, which may release toxic or flammable vapors. Except in an emergency situation; no one will be introduced into a confined space where dangerous bulk solids burdened with such toxic or flammable steam are stored or oxygen is inadequate unless the atmosphere in the area is determined to be dangerous for human health or safety. If it is necessary to enter this area during an emergency, an

individual breathing apparatus shall be used in accordance with enclosed area entry procedures.

Explosive dust emissions:

All necessary applicable measures shall be taken to minimize the effects of the detonation if dangerous solid bulk loads, which may be responsible for the explosion and which are responsible for the detonation, are transported or transported, to prevent such explosion and to occur. Measures to be taken include ventilation of the enclosed space to limit the concentration of dust in the atmosphere, inhibition of ignition sources, minimization of material wall thickness, and withdrawal with no suction.

Concurrently flammable substances and substances which react with water:

Hazardous solid bulk products, which, if brought into contact with water, may become flammable or toxic vapors or cause simultaneous explosion, shall be kept as dry as possible. Such cargoes will only be transported under dry weather conditions.

Oxidising substances:

Hazardous solid bulk materials, an oxidizing agent, will be transported, transported and stacked to prevent contamination with flammable or carbon containing materials. The oxidizing substances shall be kept away from any heat or ignition source.

Inappropriate materials:

Hazardous solid bulk loads shall not be transported, transported or stacked to prevent dangerous interaction with unsuitable materials.

ANNEX-19.1 DANGEROUS MATERIAL OPERATION RESPONSIBLE TASK DEFINITION

1. Dangerous Goods Operation Officer is required to have the following qualifications.
a. Stop ship operation, process dangerous items in the start-up areas, and instruct the assigned port staff / subcontractors. must be duly authorized in writing.
b. The IMDG code should be trained and have relevant certifications.
c. It should have sufficient experience in the port operations.
d. Must have at least a college degree and must have a foreign language in the level where they can communicate with both the ships and foreign senders.

2. Examining the documents coming to the acceptance facility before the dangerous goods coming to the port facility arrive at the port facility:
a.Determines the name of the dangerous materials,
b. Handling of Hazardous Material will observe procedures related to drilling / unloading.
c. Determines the necessary safety precautions to be taken by studying the hazards arising from the dangerous material
d. It specifies the protective equipment for the staff to handle / evacuate and handle with regard to the dangerous substance
e. Do notify them by coordinating meetings with persons who will handle / handle and handle hazardous materials.

3. Prevention of accidents that may occur during the handling of dangerous cargoes helps to implement the "Accident Prevention Policy" established at the port facility in order to minimize the damage to people and the environment by ensuring the safety of life, property and the environment and possible accidents.

4. When handling dangerous goods, the handling operation is stopped when an inconvenience is detected, and the non-compliance is removed.

5 It constantly checks the fire, safety and safety measures taken on the premises and ensures that the deficiencies are eliminated immediately.

6. Provide coastal facility personnel and seafarers wearing protective clothing during loading, unloading and storage when handling dangerous goods.

7. Handling of hazardous materials ensures that fire-fighting personnel are equipped with fire-fighting equipment and fire-extinguishers and first aid units and equipment are ready for use at any time .

8. Coordinates the operation of the emergency evacuation plan for evacuation of ships and marine vehicles in offshore installations in emergency situations

9. Checks that persons engaged in the loading, unloading and handling of hazardous cargo have received hazardous material training and have a certificate. Inadequate personnel only allow short-term working of personnel with sufficient certifications.

10. Ensures that hazardous cargo is carried, handled, disassembled, stacked, temporarily suspended and inspected in a safe and proper manner by qualified, trained, occupational safety precautions personnel.

11. Check all of the compulsory documents, information and documents that need to be found in connection with the dangerous cargo. It does not allow handling of the burden when it detects a deficiency.

12. Inspect the relevant documents to confirm that hazardous cargo entering the facilities is properly identified, classified, certified, packaged, labeled, declared, safely loaded and moved

13. Keeps an up-to-date list of all hazardous loads on the premises.

14. We shall take the necessary safety measures for dangerous goods which are unsuitable, unsafe or dangerous to persons or the environment.

15. Provide emergency status registrations and inform all relevant persons in these matters.

16. Notify the port authority of dangerous cargo accidents

17. Provide the necessary support and cooperation in the controls made by the registrars.

18. Prevents vessels and marine vessels carrying dangerous goods from entering berths and berths without permission of the port authority.

19. In case of an accident caused by dangerous goods, EmS and Emergency Plan shall be taken into consideration and the necessary emergency intervention shall be initiated.

20. IMDG CODE and other documents shall be available at any time in relation to the loads handled in the liner facilities.

21. Allows the application of the hot work and process procedure, taking into account the prepared procedure for hot operations to be carried out during the handling and / or storage of hazardous materials at the lime plant.

22. It shall take necessary measures and precautions to prevent the dangerous cargo handled at the liquefaction facility from being infiltrated to the sea, soil, water or water draining areas.

23 Medical first aid will be transferred to the nearest hospital as soon as possible considering the persons affected by the damages of dangerous cargoes and the "Medical First Aid Guide (MFAG)" attached to the IMDG CODE supplement for persons requiring first aid after accidents involving these loads.

24. The hazardous material shall be inspected for the use and maintenance of all equipment used for handling and stacking operations and not powered or powered by the instructions specified in the instructions and transmitted to the relevant units.

25. Acts according to the checklists in ANNEX-19.3 and ANNEX-19.4.

ANNEX-19.2 DUTIES AND RESPONSIBILITIES OF WARNING DURING HAZARDOUS SOLID BULK MATERIAL HANDLING

1. Personnel equipped with necessary protective equipment check before operation.

2. Make warnings for trucks not to overload.

3. The drivers check that the vehicle is away from the vehicle during loading and unloading and that the chauffeur has the required protection equipment and certification.

4. The working area controls job security, equipment control, entry and exit of external persons, safe handling of loads, environmental cleaning and proper handling of these jobs

5. Organize the working order with Ship 2 Captain.

6. Coordinated with the Planning Specialist Ensures that the cargo is made according to the approved cargo plan.

7. It performs the necessary sorting according to the classes of hazardous loads.

8. When dangerous cargoes are carried, they take precautions to prevent access by unauthorized persons to transport areas.

9. If there is a problem with taking dangerous cargo into the cargo, it will enable the applicable steps to be taken to minimize the existing risks and negative effects on the environment.

10. In the event that the ship's evacuation is partially completed, it will make the gas measurements before commissioning for the evacuation.

11. Provide a tarpaulin between the ship and the dock during the handling of dangerous solid loads, and designate a responsible person for a clearance for the loads distributed around the area.

12. Regularly check the concentration of toxic or flammable gases and their possible emissions, which they may create, in the areas where dangerous solid bulk products emit toxic or flammable gas and which can be generated, with gas measuring devices and record the measurements.

13. Provides waterproofing of areas where dangerous materials such as coal are burned but not affected by water by storing the surrounding areas with water collecting and preventing burning.

14. Acts according to the checklists in ANNEX-19.3 and ANNEX-19.4.

ANNEX-19.3 SAFETY HANDLING OPERATION PROCEDURE FOR DANGEROUS GOODS (GENERAL)

NO	STATUS	OP.	SUPERVİSOR
1.	Operation meeting is held at least before unloading.	X	
2.	The SDS form is provided.	X	
3.	A ship carrying packed dangerous cargo is required to have a specific list or manifestation of dangerous cargo, sea pollutants and their location on board. (IMO FAL form 7)	X	
4.	The Certificate of Conformity for the ship carrying the dangerous cargoes will be checked.	X	
5.	Approved cargo handling / evacuation plan requested	X	
6.	Regarding dangerous cargoes to be accepted in Liman; 1. Risk from dangerous load 2. Interaction with existing hazardous cargoes at the coastal facility, 3. Interaction with the loads planned to be accepted in the near future to the coastal facility, 4. Stack conditions 5. Decomposition conditions 6. Material and equipment need for urgent intervention 7. Competence of Emergency Response teams 8. Neighbor facilities / den interaction The subjects are taken into consideration in the scope of current IMDG COD documents and acceptance / rejection or managerial decision is taken.	X	
7.	If it is decided to accept dangerous cargo, management, operation, storage, security, emergency response units are informed and preparation and acceptance process is started.	X	
8.	Useful equipment, cranes, crew, number of posts and dock are determined.	X	
9.	Information on the danger of injury to the personnel working in the operation and in case of emergency is provided and necessary protective equipment is provided.	X	X
1	The necessary warnings, warning signs are placed around the area being handled.	X	X

ANNEX-19.4 SAFETY HANDLING OPERATION PROCEDURE FOR DANGEROUS SOLID BULK CARGOCHECT LİST

NO	STATUS	OP.	SUPERVİSOR
1.	Warnings are issued to ensure that trucks do not overload the truck. After loading, the trucks will definitely be shut down.	X	X
2.	Drivers will be kept away from the vehicle during loading and unloading. The chauffeur will be checked that it has the necessary protection equipment.	X	X
3.	The working area will be checked for occupational safety, control of equipment, entry and exit of external persons, safe handling of the load, environmental clean-up, and proper handling of such work.		X
4.	Loading discharge control shall be carried out in accordance with the cargo plan.		X
5.	In the event that the ship's evacuation is partially completed, gas measurements will be made before commissioning for the evacuation of the burden remaining in the ship's hold.		X
6.	A tarpaulin is laid between the ship and the dock and a responsible person is designated for a clearance for the loads distributed around the area.	X	X
7.	When the areas handled according to risk of dangerous load are determined; administrative buildings, other neighboring facilities and the types of loads handled in these facilities, the characteristics of temporary loading and handling, and the most rapid and safe access to emergency situations	X	X
8.	The toxic or flammable gas concentration and the possible emission of toxic or flammable gas which may be generated in the areas where the dangerous solid bulk is released in the handling area will be regularly checked with gas meters and the measurements will be recorded	X	
9.	Irrigation operations will be carried out around the areas where the self-burning, water-free, hazardous materials are stored, such as coal, to prevent flooding and flooding. When a temporary storage area is declared, it will be taken into account whether the surrounding area has a drainage system to collect contaminated water.	X	X
10.	Stands that prevent dangerous bulk loads from falling into the sea during evacuation or loading into the ship will be kept between the ship and the dock during the operation.		X
11.	The hazardous solid bulk carrier will be picked up by the operation officer prior to the loading / unloading of the detailed loading / unloading plan for which the ship's captain is located, details of which are detailed with respect to the ship's position and amounts. A consensus will be reached between the shipbuilder's operational responsibility for the said loading / unloading plan.	X	

ANNEX-19.5 COAL, PETRO-COKE AND LIGNITE HANDLING PROCEDURE

Coal flammable atmospheres can create spontaneously can heat up , oxygen to exhaustion path can open , metal structures in corrosions From where can be . 5 mm Small 75% of the particles or above One at the rate presence in coal in their loads liquefaction visible . Coals flammable One gas the one which... methane can be removed . Between 5% and 16% methane including methane / air mixtures is explosive , electrical or without friction born sparks , matches crash or cigarette burning like spark or open flames explosion for sufficient Could be . Methane from the air It is light And This for this reason load in their volumes or other closed in volumes high at points accumulates . Load volumes of A lot tight unobstructed be in case of load to the volume adjoining closed to the areas methane leak it could be .

Coals oxidizable , load in volume Oxygen to exhaustion And carbon dioxide or carbon monoxide in their concentrations increase reason Could be carbon monoxide . from the air A little more light odorless One is a gas , with air between 12% - 75% by volume mixtures flammable . Inhalation in case of is toxic , in the blood hemoglobin 200 times more than oxygen more is connected .

Some coals load in volume spontaneously can get hot And spontaneously warming own yourself to burn path Carbon monoxide can open . including various flammable And toxic gases , emerge may appear .

Some coals with water to react by entering corrosion reason can be acids to the exit path can open . Hydrogen including various flammable And toxic gases emerge Hydrogen may come out odorless One is a gas from the air It is light And by air 4% to 75% by volume mixtures is flammable .

Evacuation before , below conditions in its place brought will be :

- Ship evacuation Operation before starting before Cargo Information from the captain and boat of its personnel course during daily aspect measured gas And heat measurements (Gas Monitoring- CH_4 - Temperature) to us These measurements should be given coal , ferrosilicon And ammonium nitrate Essential fertilizers evacuation before to our side is given And necessary reviews is done .
- Ship evacuation ship plan (discharging plan) Authorized with together by us is done .
- Evacuation pre- warehouse Covers by opening ventilation process will be done .
- Inside the warehouse temperature , carbon monoxide And methane values of control of by the Captain confirmation The temperature should be normal (max 55 ^{0} C degrees) , carbon monoxide value is 50 ppm max and methane the maximum value is 1% control (This process should be agency over can be done .) Boat personnel This values daily aspect measured should be .
- Of coal move during especially This with contact done be As a result of sincere inward combustion feature port to the staff should be reminded .
- METHANE gas from coal producing feature And this the result is POISONING, DEATH and explosion risk port to the staff should be reminded .
- In the warehouse combustion start of CARBON MONOXIDE formation reason will be for carbon monoxide 50 ppm above the amount being in the warehouse burning And sufficient in quantity oxygen does not exist sign he said port to the staff should be reminded .

To IMSBC suitable from the ship Lel-gas monitoring values we received are as follows : the ship arrival before From the Captain clear at intervals , and every day for 7 days prior to the ship's arrival , the following maximum values IN THE HOLD control that it was made Confirmation will be requested ;

1. HEAT : max 50 ^{0} C degrees should be .55 degrees on burning started could be must be understood .
2. METHANE: max 1%. (5 to 16 % in air) methane gas found , small One spark with to explode ready environment is formed sign This is called LOWER EXPLOSION LIMIT (LEL) . In air METHANE gas in the amount of 20% of this lower limit (i.e. 0.20 x 0.05 = 1% amount) is the maximum limit is determined . Even some resources this as 0.75%) METHANE gas colorless And odorless being feature It should be reminded that, on the other hand, poisoning A lot fast And sudden , dangerous in quantity methane gas the one which... One area , odor and colour warning because it is not carelessly And easily can be entered , this in case seconds inside poisoning can happen It should be reminded that ,
3. CARBON MONOXIDE: max 50 ppm. However measurements 3 days 30ppm throughout and over if it shows should be suspected And measurements should be increased
4. OXYGEN: In the air oxygen while the amount is 21% , coal in their transportation This amount serious in the sense This value falls below 10% . when the gas drops measurement on your devices reading mistakes may occur . If Oxygen value below 10% if it fell unnoticed One fire at risk opposite controls One times more is done .

All port personnel in warehouses METHANE and CARBON MONOXIDE gases that will be formed risks opposite warning should be done And boat on arrival warehouses ventilated to the warehouses to be entered should be provided . Combustion to the possibility of against , goods from the warehouse by taking to cool down as follows can be laid , stock field outside sure And suitable One area must be determined .

Evacuation during , below conditions in its place brought will be :

- The ship approaches the captain unacceptable warehouse their covers by opening to ventilation start must be reported .
- The captain's heat with relating to to their statements despite the evacuation before suspicious in cases again necessary measurements should be done . Heat measurement of however measurement close to the place where it was made One at the point combustion if it started effective could be remembering heat measurements must be repeated .
- In the port always board cooling system (pressurized This) , breathing device (in the warehouse will work in excavators) and first aid materials ready should be kept .
- Gas measurements Only in warehouses not , if study if it will be ; to the warehouse adjoining closed in areas , deck on it store , warehouse, portico , etc. closed in the fields should also be done . Port personnel should be informed about the measurement not done the one which... closed One to the field no reason with not to enter It should be reminded . Evacuation officers for whatever reason if it happens Let the warehouses be between them empty void space they should not enter .
- Methane gas from the air light because it is closed your department top on your side will accumulate . That 's why evacuation continue as you go in warehouses worker in excavators gas measurements to be done continue should be done .

- Never a work machine operator And warehouse in employees warehouse inside only should not be left in the warehouse. employees continually aspect warehouse from outside cox by is observed .
- No in this way warehouse between them empty void space , and measurement without being done deck on it closed to the areas not to enter about evacuation workers be warned .
- Always breathing device in the excavator should be kept .

EMERGENCY MEASURES TO BE TAKEN IN CASE OF FIRE

The Ship Arrives Before Combustion If it has started if boat port Nearby is On the expedition continued And to the pier approach planning if , immediately on the pier necessary preparations should be started . Emergency teams intervention to do ready aspect waits . When the ship arrives to the side cold This squeeze , barn their covers closed eclipse or by opening foam boredom to the transactions ready should be . Heated / burning the one which... coal from the warehouse by removing cool down as follows can be laid suitable stock field outside determined to the field transport preparations should be done in this area . cooling to the process continue This situation should be done by the Port Authority . And To Customs should be reported . Burning to the region And in its place according to the following precautions available ;

- Combustion to the surface close whereas This in the region coal to the beach by taking can be extinguished . On the beach coal flame took in this state whereas over busy This squeezing , foam boredom or sand throw away is suitable .
- Into the warehouse This should not be bored . However cooling for warehouse outside cold This boredom applicable .
- Warming up place uncertain whereas to the warehouses foam tightening of lids closure And Oxygen by being consumed burning stop can be expected .
- Burning end melting for warehouse their covers closing from outside boat on board This bored cooling process to be done with oxygen theme to obstruct for foam boredom should be applied .

MEDICAL FIRST AID

This article with relating to treatment for any situation that requires Amendment made current as it is Refer to the Medical First Aid Guide (MFAG) . Carbon monoxide gas increasingly It is poisonous because in the blood Oxygen its place takes . Severe In such cases the patient must be transported to land , because border system damage to see 2 weeks after exposure later visible .

Symptom And Findings	Treatment
Leather and Eyelash Contact with This gas skin for or eyelash for toxic It is not .	**Skin and Eyes Contact with** No.
Breathing Low concentrations numbness , mental confusion , stomach nausea , headache return And vomiting can create .	**Breathing** SIGNIFICANTLY DO NOT EXPOSE.
Skin extreme pink It may be , but severe in cases Generally gray it could be . High concentration fast consciousness with the loss of results.Suddenly can stand to respiration path can open . Pulse weak or stopped it could be . Convulsion occur may come Delayed symptoms last 2 weeks much One duration later emerge may occur . Delayed This symptoms between confusion in fingers And foot loss of feeling in fingers , weakness And rarely convulsions is found .	Oxygen Granting: See 8. 3.1 . Emergency Treatment : See 8. 3 . Convulsions : See 6. 3. 2 . Patient observation for should be transferred to shore . Exposed after staying after 3 weeks inside to the sea back should not return And medical permission must be taken .

ANNEX-19.6 IMSBC CODE PROVISIONS (COAL, PETRO -COKE, LIGNITE, SCRAP)

COAL

EXPLANATION

Coal (bituminous) And anthracite) amorphous carbon And from hydrocarbons occur incoming natural , solid , flammable One is material .

CHARACTERISTICS

SLIP ANGLE	BULK DENSITY (kg/ m^3)	STACKING FACTOR (m^3/t)
Valid not	654 - 1266	0.79 - 1.53
MATERIAL DIMENSIONS	**CLASS**	**GROUP**
50 mm much may come out	MHB	B (and A)

DANGERS

Coal flammable atmospheres can create spontaneously can heat up , oxygen to exhaustion path can open , metal structures in corrosions From where can be . 5 mm Small 75% of the particles or above One at the rate presence in coal in their loads liquefaction visible .

STACKING AND SEPARATION CONDITIONS

this section Belonging To the Annex see .

WAREHOUSE CLEANING

To the load specific dangers eyelash before by taking warehouses clean and should be kept dry.

PRECAUTIONS AGAINST WEATHER CONDITIONS

Moisture content from TML value more high be result in case of expedition during in load liquefaction risk promise subject when it is And Transporting This 7.3.2 of the Code In the paragraph stated conditions suitable special construction made or special equipped Ships outside One on board to be done be in case of the following conditions in its place brought will be :

1 During the voyage, the moisture content of the cargo shall be kept below the TML value;

2 Unless otherwise clearly stated in this section, cargo shall not be handled in wet weather conditions;

3 Unless otherwise stated in this section, during the handling of the cargo, all unused service/hatch covers of the cargo volumes in which the cargo is loaded or will be loaded shall be kept closed;

4 The cargo may be handled in wet weather conditions, provided that the measured moisture content of the cargo is low enough that the TML value is not exceeded even with any expected increase in precipitation ; and

5 Provided that all of the cargo in a certain cargo volume will be discharged at the same port, the cargo in that cargo volume can be discharged during rainy weather conditions.

LOADING

Load leveling shall be carried out in accordance with the requirements specified in Parts 4 and 5 of the Code .

If the load level is not leveled properly, vertical cracks extending into the coal load may allow oxygen circulation and create the possibility of self-heating.

MEASURES

Bilge wells shall be kept clean, dry and suitably covered to prevent cargo leakage. See Annex to this section .

LIGNITE HANDLING PROCEDURE (Lignite Briquettes)

EXPLANATION

Brown coal (lignite) briquettes are dried and pressed blocks in compressed lignite are particles .

CHARACTERISTICS

SLIP ANGLE	BULK DENSITY (kg/ m^3)	STACKING FACTOR (m^3/t)
Valid not	750	1.34
MATERIAL DIMENSIONS	**CLASS**	**GROUP**
The vast majority are 50 mm much	MHB	B

DANGER

Briquettes easily flammable , spontaneous flame can take And load in volume oxygen can consume .

STACKING AND SEPARATION CONDITIONS

This section Belonging To the Annex see .

WAREHOUSE CLEANING

To the load specific dangers eyelash before by taking warehouses clean and should be kept dry . Previous to transportation Belonging wedges load from their volumes cleaned up will be removed .

PRECAUTIONS AGAINST WEATHER CONDITIONS

Any One special condition does not exist .

LOADING

This section Belonging To the Annex see .

MEASURES

Machine its parts And life locality load dust opposite to protect for necessary measures will be taken . Load in their volumes found bilge wells load not to escape for Equipment will be protected . load dust opposite to protect for necessary care will be displayed . Load dust exposed can stay Persons protector glasses will wear or eyes for equivalent protection will provide dust filtered masks will use .

VENTILATION

This burden moved load in their volumes expedition during ventilation will not be done . This section Belonging To the Annex see .

TRANSPORTATION AND DISCHARGE

this section Belonging To the Annex see .

CLEANING

This burden evacuation Afterwards , the load volumes of bilge wells And syphilis in your holes any One blockage is It is not control to be done detection said blockages will be resolved .

EMERGENCY PROCEDURES

Possession necessary special emergency equipment There is no .

EMERGENCY MEASURES TO BE TAKEN IN CASE OF FIRE

The fire airless leave . Airless release fire control under to take for sufficient it could be .
Do not use water .

Expert opinion take , most close And suitable to the port orientation option eyelash in front keep

MEDICAL FIRST AID

See , amendment made current as it is Medical First Aid Guide (MFAG).

APPENDICES

Fire by eye is seen to what happened CO2 or inert gas to be used should not be applied .

Lignite Briquettes In handling Attention To be done Matters

DANGER

1. This burden easily flammable , spontaneous warming can do And load in volume oxygen can consume .
2. This burden oxidation possible , oxidation result load in volume oxygen while running out carbon dioxide at the rate of increase occur income (also see (chapter 3).
3. This load is closed in volume spontaneously warming can do And flame can take . spontaneously warming occur to arrive in carbon monoxide including various flammable And toxic gases emerge Carbon monoxide may be released . from the air A little more light odorless One is a gas , with air 12% by volume -

75% range mixtures flammable . Inhalation in case of is toxic , in the blood hemoglobin 200 times more than oxygen more Carbon monoxide binds for recommendation said exposed stay limit (TLV) is 50 ppm .

STACKING AND SEPARATION CONDITIONS

1. These loads moved load volumes of walls to the fire And liquid to leaks opposite resistant will be .
2. This load is divided into classes 1 (Section 1.4), 2, 3, 4 and 5. including is packaged in the situation products (see IMDG Code) and classes 4 and 5.1 including thick pouring " separate from materials " will be kept ".

Class 3 included in 5.1 of products packaged aspect or thick pouring in the situation This your burden on top or under to volumes to be loaded permission will not be given .

4. This burden Except for Section 1.4 Class 1 products are " longitudinally in a complete direction divide or with the warehouse will leave ".
5. this load hot to the areas adjoining will not stack .

LOADING

1. Loading before , loader or ration he said agency , Cargo characteristics And your burden loading And in transportation to be followed recommendation said safe handling procedures To your captain written aspect This written in the statement minimum level , load moisture percentage of sulfur rate And material dimensions In terms of contract specifications stated will be .
2. This burden 7 days of loading from before to start as follows stored This application will be following transportation , storage And handling in stages may be encountered spontaneously ignition risk important To some extent is decreasing .
3. This burden loading before captain the following conditions in its place brought will be :

Into the air open decks And warehouses their covers regularly closed is It is not control to be done , air leak-proof expedition along casing will be done .;

Load in their volumes And to these adjoining closed in volumes found all electric cables And

components durable It will be . Promise subject electric cables And components flammable and / or dusty in the atmosphere for use suitable safe in type will be or positive insulated This article will be provisions of load from the volume gas proof in nature One with curtain divided the one which... And in between no directly access not available machine in their apartments to the implementation necessary There is no .

4. Load in their volumes And to these adjoining in volumes cigarette to be drunk And open flame to be used permission will not be given , required warning signs is seen to places suspended This cargo will be including load volumes of Nearby And to these adjoining in the fields no in this way fire to be burned or open flame used welding , cutting And similar to transactions permission will not be given .
5. Loading during dust come out And thin grains occur to arrive like the negativities -most limb download drink This load One from meters more high from distance will not be released .
6. A burden to the volume to be done loading possible is Search without giving will be completed . Six from the day more (or weather temperature above 30°C be in more short duration) open held load in their volumes hot dots emerge may appear .
7. Load inside gas your pockets not occurring And briquettes to its structure weather influence to do for to the sea without opening before captain material surface of load volume of to their walls TRUE spreading sufficient degree flattened is will see . Load to the volume opened Covers sufficient degree weather proof in this way closed will be . Loader loading of the terminal to the captain need will hear cooperation to present recruitment will .
8. A burden to the volume done loading completion of behind possible the one which... -most short duration inside relating to load volume of Covers leakage It won't happen in this way will be closed And closed will be kept .

MEASURES

1. The ship is below values load to the volume to be entered necessary without being heard measurement for suitable to the hardware owner will be And expedition along This hardware works in the situation be recruitment will be done :

1.1 load above found in the atmosphere And load volume of at the exits methane concentration
1.2 load above found in the atmosphere oxygen concentration ;
1.3 load above found in the atmosphere carbon monoxide concentration ;
1.4 warehouse bilge pH value in samples .

These tools will be organised aspect service And calibration Ship's personnel will see This type your tools to be used about trained will be .
During the 2nd expedition load temperature of load to the volume to be entered necessary without being heard measurable temperature from 0°C to 100°C in the range of Monitoring able hardware possession recommendation is done .

.1 question seen load volumes of number ;
.2 carbon monoxide , methane And oxygen concentrations measurements ;
.3 data if any , load temperature , measuring was made location And used measurement method
.4 gas analysis of taken date / time (follow chart);
.5 questions happened load in its volume / volumes load amount ;
.6 loader statement basis by taking load about explanation And promise subject in the statement stated special measures ;
.7 loading date And going to the one which... evacuation to the port estimated arrival time (ETA) (port ordinary will be specified); and
.8 if any other comments or captain's to be notified should he thinks observations .

EVACUATION

Evacuation before And evacuation during :

1. Load volume evacuation until it starts much closed will be kept . Dust to reduce for in load with water thin One spray application will be done .
2. Load on top without testing the atmosphere load to the volume employee will not enter the atmosphere . oxygen below 21% of the level is One load to the volume will enter employee Tubed gas mask load to their volumes entrance before carbon dioxide And carbon monoxide of gases levels will also be tested . Carbon monoxide for recommendation said exposed stay limit (TLV) is 50 ppm .
3. Evacuation during the cargo hot to the points specific symptoms attention will be displayed (steam exit) A hot point detection to be done in case of word subject in the field thin This with spray cooling to be done And spreading to obstruct for hot point immediately will be cleaned . Hot from the point taken load dock on And your burden back in the rest far One on the ground will spread .
4. This burden to be released eight from the clock LONG duration Search if it will be given of the evacuation suspended to be taken before , load to the volume Belonging warehouse Covers And other all Ventilations will be closed .

PETROCOKE HANDLING PROCEDURE

PETROCOKE (calcined) or Calcined)

EXPLANATION

Dust And Small parts in the form of black , very thin shredded oil refining are the residues . In this section stated conditions while loading temperature below 55°C the one which... materials for should not be searched .

CHARACTERISTICS

SLIP ANGLE	BULK DENSITY (kg/ m^3)	STACKING FACTOR (m^3/t)
Valid not	599 - 800	1.25 - 1.67
MATERIAL DIMENSIONS	**CLASS**	**GROUP**
dust , small parts	MHB	B

DANGER

Loading And in transport This in the section stated conditions suitable movement not to be done in Calcined undeclared petroleum coke spontaneously warming can do , flame can take .
Big flammable It is not or fire risk is low .

STACKING AND SEPARATION CONDITIONS

" Separate from foodstuffs hold on ".
Class 1 , Divisions 1.1 and 1.5 all from products " longitudinal in a complete direction divide or with the warehouse will leave ".
All other dangerous from materials And dangerous from loads (packaged And thick pouring " in a complete state " divide or with the warehouse will leave ".

WAREHOUSE CLEANING

To the load specific dangers eyelash before by taking warehouses clean and should be kept dry .

PRECAUTIONS AGAINST WEATHER CONDITIONS

Any One special condition does not exist .

LOADING

1-This burden loading below 93°C flare to the point owner fuel or similar materials including One tank on place area load to the volume if it is to be done ; the load temperature of 55°C or more when high before temperature 44°C or under the one which... One amount load -most at least 0.6 m thick And loading to be done surface completely will cover in this way will be laid .

2-Load temperature 55°C or while on top above conditional suitable loading preparation after it is done then , back remainder hot your burden thickness of 1.0 m high if it's gonna be hot load loading before thickness between 0.6 m and 1.0 m the one which... One layer shaped will be done .

3-To the above paragraphs suitable layer / layers of laying behind to install normally continue will be done .

MEASURES

Your load temperature is higher than 107°C be in loading will not be done . Captain load to their volumes close to the areas This your burden temperature of high is Warnings will be hanged .

Ventilation , transport , evacuation And cleaning for special condition does not exist .

EMERGENCY PROCEDURES

Petroleum coke Handling during ;

Dust And Small parts in the form of black , very thin shredded oil refining are the residues . In this section stated conditions while loading temperature below 55°C the one which... materials for should not be searched .

- Petroleum coke in handling officer all employee protector clothes And their equipment complete aspect for use ready These are ;

Eyes: Extreme dusting in glasses should be used .

Leather : Gloves should be used .

Respiration : Dust / smoke / gas / fog / steam from breathing Avoid Dust mask dusting be in case of ready keep .

- Emergency situations oriented petroleum coke for additional protector hardware And equipment ready aspect handling in the field is kept .
- Emergency situations intervention for officer team duties in line with necessary Education from what you received sure . Emergency plan And medical first aid guide about to inform And This your guide How to be used about education didn't take employee This in operation not assigned .
- Petroleum coke handling with relating to necessary education And information non-employee This in operation not assigned .
- All port personnel in warehouses will occur carbon monoxide of gases risks opposite warning should be done And boat on arrival warehouses after ventilation later to be handled should be started .
- In operation officer employees for whatever reason if it happens Let the warehouses be between them empty They should not enter void spaces .
- Port personnel operation finally warehouse cleanliness for to the warehouse to be entered permission is given This condition outside closed One to the field no reason with not to enter is provided .
- In the port always board cooling system (pressurized This) , breathing devices (in the warehouse will work in excavators) and first aid materials ready should be kept .

• In warehouses worker in excavators gas measurements to be done work along continue Emergency situations for to be used protector clothes (fire resistant boots , gloves , overalls , hood equipment And gas mask administrative in the building for use ready in this state must be found .

• Never work machine operator And warehouse in employees only should not be left outside the warehouse. cox by continually should be observed .

• Handling from the queue food eating , drinking And cigarette Definitely Operation is prohibited . post- deformed the one which... And extreme contaminated personal protector materials take it out again without using before wash or operation to your boss information by giving the new one Procurement of provide .

ANNEX. 20. SCRAP CARGO HANDLING PROCEDURE

Aim:

Scrap cargo trustworthy One in this way handling , loading / unloading for " Contaminated Dead Radioactive The items From handling Responsible With " Staff " scrap loads in the operation duty will take of staff receivables safety precautions And they will implement Fundamentals is to determine .

Legislation :

a. International At sea Dangerous Substances Code (IMDG CODE)
b. Coast The facility Dangerous Cargo Conformity Certificate Arrangement About In Annex-5 of the Directive place Scrap Cargo Area In handling Requirements .
c. Port Areas Dangerous Your cargos With confidence Moving And Relating to Activities Over Revised Made Suggestions including MSC.1/Circ.1216
d. Radiation Measurement System Conformity Assessment Related Method And Fundamentals
e. Ministry of Environment The environment Protection In terms of Control Under Held Metal Scraps Imports Supervision Notification (Product Security And Audit : 2017/23)
f. Radiation Security Regulation

Scrap Cargoes Handling with Relating to Fundamentals :

a. port facility scrap loads safely handling with relating to from surgeries This in the guide stated dangerous article in the operation according to port to our facility future scrap loads safely handling for the purpose of radiation with relating to aspect the following matters in its place to be brought will be provided .

1) To our port facility incoming scrap loads at the first opportunity radiation measurement to be done , loads in core spontaneously to decay by dropping by ionizer radiation on foot isotope or isotopes including radioactive article or radioactive substances with contaminated material detection to be done " Radiation " Detection And In the " Quarantine " field will be taken .

2) Radiation detection said vehicle for to be done APPLICATION in article 4 is is like .

3) Radiation detection And quarantine in the field found And collection in your pool Accumulating with radiation contaminated dead powders , measurement to be done suitable into containers will be placed And suitable in this way disposal to do as follows in article 4 numbers TENMAK e found will be notified .

4) Radioactive source and / or with radiation contaminated dead substances temporary stored radiation well of located to the field noone will not be inserted And camera system with by being watched continually surveillance will be provided , special security of its personnel made is patrol in their duties your door locked is control will be done .

5) Scrap cargo operation by those responsible radiation measurement not done scrap loads port from the facility to be removed permission will not be given .

6) Made in measurements scrap loaded in the vehicle Level -3 status detection to be done in

vehicle , driver including to be as follows abandon to be done , urgent intervention until completed much vehicle quarantine in the field will be kept waiting , To the Authorities news will be given And the vehicle located area warning signs with will be marked .

7) Scrap cargo Operation by those responsible radioactive source and / or with radiation contaminated dead substances Detection in case of substances radiation to the well to be taken And radioactive resources number of And size , approx. weight -most late 24 hours It will be reported to TENMAK within .

8) Radiation quarantine to the region , from radiation protection with relating to trainings didn't take And suitable protector clothing , equipment , gear And hardware non- operators not to enter will be provided .

9) Radiation detection And quarantine field of radiation well of And collection of the pool cleaning As a result of emerge will come out wastes definitely radiation measurements to be done suitable in values be in case of facility outside to come out permission will be given .

b. To our port facility future scrap loads safely handling for the purpose of radiation outside of likely accident And urgent situations Prevention with relating to aspect the following matters in its place to be brought will be provided .

1) Scrap Cargoes handling during especially oil infected or damp while in the state
i. Spontaneously warming can do And flame can take ,
ii. Toxic gases : hydrogen sulphur , sulfur dioxide And hydrogen cyanide emerge may come out ,
iii. The powder explosion danger can create ,
iv. Load in volume oxygen can reduce , will be always eyelash in front will be kept .

2) Likely accidents to prevent for Protector clothes (fire resistant boots , gloves , overalls , hood), Scuba gas mask , Water spray nozzles etc. material ready will be kept . Such fires to prevent for - most suitable your method airless release will be will be considered .

3) Handling during scrap surrounding to the staff in a leaping / jumping manner etc. damage can give from the mind will not be removed And officer employee outside no of staff handling to the field to enter permit will not be done .

4) In handling officer personnel , suitable protector helmet , gloves And shoe with equipped will be .

5) Scrap handling during boat with dock Amongst to the sea to fall to prevent as follows Cranes to their alignment suitable net / tarpaulin or plate with closure will be provided .

6) Transport purposeful used trucks extreme to be prevented from being loaded , the load Transfer during scrap to the roads scattered danger creation will be prevented .

7) Port facility in transport during falling scrap of parts any One accident reason without immediately collection for employee And vehicle allocation will be done .

Radiation Warning In case of To be done What is required

Radiation warning in case of below those mentioned , from radiation protection officer by to be done And follow-up to be done is required .

1. Metal Scrap loaded intermediary about 5 km/ h quickly from the SRÖ device Radiation warning to be taken in case of vehicle 5 meters from the SRÖ device until Remove it And intermediary from the SRÖ device again pass .
2. SRÖ device second alarm times in case of intermediary quarantine to the field pulling TRÖ device with the vehicle around wandering around slow slow measurement to take start
3. Approximately as 40 µR / hour (0.4 µSv / hour) dose speed from its value more high values if readable , metal scrap pile in radioactive of the material vehicle inside its place approximately aspect detection Please note that radioactive the material bearing the vehicle facility outside to the exit

permission do not give (origin to the country return not including).

4. TRÖ device with continually aspect measurement by doing And dose speed values follow-up by saying scrap metal in the vehicle slow slow to discharge start . TRÖ device with easily examination can be done for metal scrap pile of thoroughly your publication And from the vehicle every pile emptied measure . TRÖ device with stack inside radioactive the material detection please .

5. Detection said radioactive the material from radiation protection principles eyelash in front by keeping stack from within Separate temporary storage to the well place .

6. Temporary storage in the well found materials , well stuffed in case of immediately , not filled in case of -most late One year inside from radiation protection principles eyelash in front TENMAK Drawer by keeping Nuclear Research And Education Central Radioactive Waste Management To the department your post .

7. Unloading the vehicle process during , dose rate of 2 mR / hour (20 µSv / hour) more to levels when you reach and / or closed radioactive source when found

a) Metal scrap pile of centre acceptance and TRÖ device indicator 0.1 mR / hour (1 µSv / hour) to the one who shows much walk away This from the point from people's This to the region approaching permission do not give .

b) With TENMAK contact instructions by going through (Table 1) in line with process your structure .

c) Made This process with relating to aspect report hold on And This report definitely record under by taking file .

To be created the one which... the report above in the articles each specified stage And process , also event date , time , vehicle license plate of the driver identity information , load Origin and at every stage taken in measurements read dose speed values contain The report is required . to the crop transactions during taken And found radioactive the material showing pictures Add the report to the radiation protection officer (Table 2) and document owner by Signing is required .

TENMAK CONTACT NUMBERS	
HELLO TENMAK	444 (444 82 35)
TENMAK DISASTER AND EMERGENCY MANAGEMENT CENTER	Phone: 0312 295 87 43 - 50 Fax : 0312 295 89 47

RADIATION PROTECTION OFFICERS			
SERIAL NO	**His duty**	**Ordinary Last name**	**Telephone**
1	From radiation Protection Officer	Eren Nuri Alkim	0536 5197369
2	From radiation Protection Officer	Turgay Durgun	0505 2354636

SCRAP METAL

EXPLANATION
The iron-containing metal residues transported for various reasons, primarily for recycling .
CHARACTERISTICS

SLIP ANGLE BULK DENSITY (kg/m3) STACKING FACTOR (m3/t)
Not applicable Miscellaneous Miscellaneous
MATERIAL DIMENSIONS CLASS GROUP
Miscellaneous Not applicable C

DANGER
It does not present any special hazard.
Except where the load contains chips, this load is not flammable or poses a low fire risk. Thin metal turnings are self-igniting. See the section on ferrous metal drilling waste, planing waste, turning or cutting chips in this Code .

STACKING AND SEPARATION CONDITIONS
There are no special conditions.
WAREHOUSE CLEANING
There are no special conditions.
PRECAUTIONS AGAINST WEATHER CONDITIONS
This cargo will be kept dry as much as possible before shipment, during loading and throughout the voyage. This cargo will not be loaded in rainy weather conditions. During the loading of this cargo, all unused service/hatch covers in the cargo volumes where this cargo is or will be loaded will be kept closed.
LOADING
the Appendix to this section .
MEASURES
the Appendix to this section .
VENTILATION
During the transportation of this load, only surface ventilation will be provided by natural or mechanical means if necessary.
TRANSPORT
Bilges shall not be pumped unless absolutely necessary in the volumes of cargo carried by this cargo. The bilge water of this cargo may contain a certain amount of dirt and oil from old machinery. See the Appendix to this section.
EVACUATION
When unloading this load with magnetic scoops or polyp scoops:
.1 The deck and deck components shall be protected from falling cargo parts; and
.2 After the evacuation is completed, the ship will be checked for any damage that may have occurred.
CLEANING
Before cleaning the cargo volumes in which this cargo is carried, personnel will be informed about the dangers that may arise from broken glass and sharp edges. Before washing the residues of this cargo, all petroleum (oil) residues in the tanktops and bilge wells in the volumes in which the cargo is carried will be cleaned.

ADDITIONAL

SCRAP METAL

In handling this load, magnets or polyp grabs are generally used depending on the material size.
The load contains objects ranging in size from automobile bodies to thin metal turnings (sawdust).
The weight of the parts also varies widely, from heavy machinery to tin cans.

LOADING

loading , the volumes will be prepared in accordance with normal loading practices, and areas that may be damaged by the cargo falling will be protected with wedges. Such areas include decks, hatchways and routes leading to cargo volumes. Removing the ship's railings is a recommended precaution.

the tanktop sheets to act as a cushion for any load parts that may fall during loading . Magnet and bucket operators will be instructed not to drop the cargo from too high.

The loading method generally used is to create a cargo pile rising on the centerline of the ship and to distribute the materials to the front, back and side surfaces of the holds by taking advantage of the slope here.

Special care should be taken to distribute the weight evenly between the wings and the tips . If this is not done, the light, bulky parts will roll towards the wings and the small heavy parts will accumulate in the middle . When pumping the bilge wells, the captain will bear in mind that dirt and oil spilled from old machinery may also be mixed in. Broken glass and sharp-edged objects may be present, and personnel working close to the scrap will be careful of these.

Before closing the service/hatch covers, the cargo volumes will be checked for sharp objects that could puncture the ship's side

ANNEX-21 ACCİDENT PREVENTİON POLİCY

Ekmar Port Facility has been determined to prevent fires and accidents, not to harm people and the environment, based on the Accident Prevention Policy, which will be implemented in full compliance with Occupational Health and Environmental Policy.

Particularly Hazardous Material Handling, During Sewage and Discharge:

- In all activities undertaken on the basis of the first priority is to completely prevent accidents or reduce risks to a minimum,
- Preventing the injury of our employees in work accidents or negatively affecting them,
- In the ships and in the working areas in our coastal facility; taking all kinds of precautions to ensure that our employees, customers, stakeholders and the environment are safe and secure,
- Monitoring the continuous improvement policy to put the best technologies available for the prevention of accidents into practice. Taking precautions to minimize the effects of accidents on life, property and environment safety by applying appropriate emergency response procedures in the event of an accident,
- Identification of all the activities that may lead to accidents in our facility and taking the necessary precautions to fulfill the obligations to prevent such accidents
- Critical processes that affect safety and security in operational business processes; appointing personnel with appropriate knowledge, skills, training and experience, o Risk assessment for identification and assessment of incidents
- We are committed to ensuring the continuous improvement of our personnel through training and to comply with relevant national and international legislation and standards and we undertake to fulfill the following requirements in order to reach these targets.
- Material Safety Data Sheet of all kinds of hazardous materials to be collected / handled at the Port Facility and handled shall be provided; specific requirements for handling, exposure to personal exposure, prevention measures in the event of harm to the environment, and the need to analyze in detail the issues to be addressed, such as the definition of the substance-specific hazard, first aid measures, fire precautions, intervention measures in case of leakage / spillage.
- The necessary equipment and equipment will be provided to prevent the potential harmful effects of such dangerous goods.
- In order to keep the dangerous substance handling areas under constant supervision by the relevant plant personnel and / or security officers, the necessary monitoring equipment shall be taken and the alarm systems shall be checked.
- In case of an emergency, adequate entry and exit will be provided to the areas where dangerous material is handled so that necessary intervention can be made.

Implementation of our policy is a basic duty for the employees of our facility and it is among our priorities that this policy is delivered to the other staff working with us.

12. DEFINITIONS AND ABBREVIATION

Handling: Dangerous cargo; loading and unloading, stacking, sorting, relocation, loading and unloading of the cargo transport unit, degassing, ventilation, replacement or repair of the cargo transport units and their packaging, and similar transportation transactions,

Temporary storage: For a temporary period of time at the coastal facility of dangerous goods subject to transport storage,

Accident: During the transportation of dangerous goods by sea or during their handling and/or storage in coastal facilities ; Incident or events that have harmful consequences such as death, injury, property damage and environmental pollution , originating from or involving dangerous substances your chain,

Coastal edge line: The natural border of sandy, pebbly, rocky, stony, reed, swamp and similar areas formed by water movements in the direction of land after the coastline in sea, natural and artificial lakes and streams ,

Coastal facility: The shore edge line defined in the Coastal Law No. 3621 , where ships or marine vessels can safely take or take shelter . sea on the side found temporary storage fields including dangerous load handling port, quay, wharf, berth, fuel oil, liquefied gas or chemical pipeline and buoy system or dolfen/platform

Existing coastal facility: The coastal facility that has been granted a coastal facility operation permit/coastal facility temporary operation permit within the scope of the Regulation on the Procedures and Principles Regarding the Granting of Operation Permit for Coastal Facilities published in the Official Gazette No. 26438 and dated 18/2/2007,

Incident: Occurring in a coastal facility in connection with operations and activities and endangering the safety of the facility, people in the facility or other persons, or the environment . or not corrected in case of endanger able to insert the one which... and accident outside remainder event or events sequence,

Hot work: Done by people certified by the relevant authority; the use of open fires and flames, power tools or hot rivets, grinding, soldering, burning, cutting, welding , or any work involving heat or sparks,

Dangerous Cargo conformity certificate (TYUB): Coastal facilities engaged in dangerous goods handling and temporary storage activities are obliged to take under the regulation and regulated by the Administration. document,

Dangerous Goods (dangerous goods): Dangerous load;

1) Oil and petroleum of the International Convention for the Prevention of Pollution of the Seas by Ships (MARPOL) 73/78 Annex I, Attachment 1 their products,
2) packaged goods given in Part 3 of the IMDG Code and objects,
3) "B" and "A and B" in the group box in the characteristic table of the loads given in IMSBC Code Attachment 1 bulk cargoes,
4) Liquid with the words "S" or "S/P" in column "d", titled " hazards" of the table given in Chapter 17 of the IBC Code substances,
5) gaseous state given in IGC Code Chapter 19 substances

Port Authority: Each port authority established by legislation in our country,

IMSBC Code: International Maritime Solid Bulk Cargoes Code,

IMDG Code: International Maritime Dangerous Goods Code,

IBC Code: International code on the construction and equipment of ships carrying dangerous chemical cargo in bulk,

IGC Code: International code for the construction and equipment of ships carrying liquefied gas in bulk,

ISPS Code: International ship and port facility security code,

Grain Code: International code for the safe transportation of bulk grains

VHF : Radio communication made over very high frequency,

CTU: Freight Transport Unit

IMO: International Maritime Organization

UN: United Nations

MSDS: Material Safety Data Sheet

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

DGHG : Dangerous Goods Handling Guide

13. PRESENTATION

This guide is published by the Ministry of Transport and Infrastructure; It has been prepared within the framework of "Regulation on the Transport of Dangerous Goods by Sea and Loading Safety dated 14 November 2022 and numbered 31659" and "Dangerous Cargo Handling Guide Implementation Instruction no 281879 dated 20 April 2022" .

This Guide applies to the entry and presence of dangerous goods in port areas, both on board and on shore. These are intended to be made applicable to all ships visiting a port, regardless of their flag.

It should not be applied to ships' stores and equipment, or to troop transports and warships. It is to help the persons and institutions that prepare the legal requirements to ensure that these requirements are made as effective as possible by specifying all possible situations of dangerous goods in the cargo areas, but without creating validity for exceptional situations.

This guide and its content can never be in violation of the requirements of national and international legislation and do not remove the responsibilities of the parties within the framework of national and international legislation. When there is a conflict between this guide and the relevant national and international legislation, the relevant national and international legislation provisions are valid.

It is obligatory to follow up the matters specified in this Dangerous Goods Handling Guide (DGHG) by the ship's captains and cargo officials in accordance with the changing national and international provisions. This guide has been prepared only as a guide and it is the legal responsibility of the relevant parties to take the necessary preventive measures/measures, even if they are not specified in this DGHG.