TOSYALI DEMİR VE ÇELİK A.Ş.

TOSYALI İSKENDERUN PORT FACILITY DANGEROUS GOODS GUIDE

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Serhat NEMUTLU
Port Facility Manager

REVISION PAGES

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				Name and surname	signature
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1. INTRODUCTION:

When all dangerous cargoes are handled or stored at the port and port areas, security measures should be taken and the protection of the surrounding area should be checked for all persons in or near the harbor area where the general safety and security is provided.

1.1 General information about Tesise:

FACILITY INFORMATION FORM

1	Facility operator name / title	TOSYALI Demir ve Çelik A.Ş.		
2	Contact Information of facility operator (address, phone, fax, e-mail and web page)	TOSYALI Demir ve Çelik A.Ş. Org. San. Böl. Sarıseki İskendurun/HATAY Tel : 0 326 656 28 90 Faks: 0 326 656 21 00 www.tosyaliholding.com.tr		
3	Name of facility	TOSYALI port		
4	Province of the facility	HATAY		
5	Contact Information of facility (address, phone, fax, e-mail and web page)	TOSYALI Demir ve Çelik A.Ş. Org. San. Böl. Sarıseki İskendurun/HATAY Tel : 0 326 656 28 90 Faks: 0 326 656 21 00 www.tosyaliholding.com.tr		
6	Geographical area of facility	EAST AKDENİZ		
7	Port Authority of facility and contact details	İskenderun Liman Başkanlığı Adres: Çay Mah. 5 Temmuz Cad. İskenderun Tlf :0 326 613 27 40 – 614 11 92 Fax : 0 326 614 02 26		
8	Mayor ship of facility and contact details	HATAY B.B. İskenderun Belediyesi Tel : 0 326 614 16 66		
9	Free Zone or Organized Industrial Zone of facility	İskenderun 2. Organized industrial Zone		
10	Validity date of shore facility Operating Permit/Provisional Operating Permit	24.10.2019		
11	Facility operating status (X)	Own and additional 3rd party (X)	Own burden (…)	3. person (….)
12	Name and surname of facility responsible person, contact information (phone, fax, e-mail)	Serhat NEMUTLU Tel : 0 532 371 84 35 Faks: 0 326 656 21 35 serhat.nemutlu@toscelik.com.tr		

		www.tosyaliholding.com.tr		
13	Name and surname of responsible person for dangerous goods operation of facility, contact information information(phone, fax, e-mail)	Mehmet Selçuk DÖNMEZ (Operasyon Şefi) Tel: 0 533 930 89 94 selcuk.donmez@toscelik.com.tr		
		Vural PEKGENÇ (İş Güvenliği Uzmanı) Tel: 0 543 749 13 69 vural.pekgenc@toscelik.com.tr		
		Hüseyin ÖZTOPRAK	S.Supervisor	Tel: 0532 450 20 14
		Fatih BİLGİN	S.Supervisor	Tel: 0535 711 87 41
		Alper Alpaslan SOYLU	S.Supervisor	Tel: 0 530 924 00 95
		Murat ALKIS	S.Supervisor	Tel: 0 532 665 06 45
14	Name and surname of the facility's Dangerous Goods Safety Consultant, contact details (telephone, fax, e-mail)	Hasan AKDEMİR Tel: 0 534 368 73 75 hasan@atasartmgd.com .		
15	Marine coordinates of the facility	38°41'42 N - 36° 11' 10" E		
16	Types of dangerous goods handled in the facility (MARPOL Annex-I, IMDG Code, IBC Code, IGC Code, IMSBC Code, Grain Code, TDC Code and loads of asphalt / bitumen and scrap)	IMSBC code within: • **FERROUS METAL BORINGS,(UN- 2793)** • **FERROSILIKON (UN – 1408)** • **COAL** • **SCRAP**		
17	Plant species that can be docked ship	General Cargo, Bulk Solid		
18	Facility's distance to main road (kilometer)	2 km		
19	Facility's distance to railway (km) or railway connection (Yes/No)	no		
20	Name and distance to nearest airport (km)	Adana Airport 130 Km. Hatay Airport 80 km		
21	Load handling capacity of the facility (Ton / Year; TEU / Year; Vehicle / Year)	8.000.000 (Tons / Year)		
22	Whether a scrap handling has been made at the plant	In progress		
23	Is there a border gate? (Yes No	YES		
24	Is there a bonded area? (Yes No)	YES		
25	Load handling equipment and capacities	LIEBHERR LHM 420 – 1 adet SENNEBOGEN 880 – 2 adet SENNEBOGEN 870 – 2 adet SENNEBOGEN 835 - 1 adet		
26	Storage tank capacity (m3)	NO		
27	Open storage area (m2)	45000(m^2)		
28	Semi-closed storage area (m2)	0 (m^2)		
29	Closed storage area (m2)	16100 (m^2)		
30	Determined fumigation and/or decontamination from fumigation area (m2)	NO		

31	Name / title contact details of the guidance and towing services provider	UZMAR/ANKAŞ GUIDENCE	
32	Is a Security Plan created? (Yes No)	Yes	
33	Capacity of Waste Acceptance Facility	Waste Type	Capacity
		Sludge	120 (m^3)
		Bilge	120 (m^3)
		Dirty water	60 (m^3)
		Garbage	36 (m^3)
		Waste oil	60 (m^3)
34	Characteristics of berth/jetty etc. Areas		

Berth/Jetty No	Height (meter)	Width (meter)	Maximum water depth (meter)	Min, mum water depth (meter)	Tonnage and height of The largest ship berthed (DWT or GRT - meter)
1	250	35	26	20	200.000 DWT
2	250	35	26	20	200.000 DWT
3	240	35	20	13	120.000 DWT
4	240	35	20	13	120.000 DWT
5	290	35	13	7,4	60.000 DWT
6	290	35	13	7,4	60.000 DWT

Pipeline name (if Tesiste is present)	Number (pieces)	Height (meter)	diameter (inch)
Not Available			

1.2 Procedures for Collection / Handling and Storage of Hazardous Loads Handled and Temporarily Stored at the Port Facility:

The Handling Procedure of Hazardous Solid Bulk Cargoes Handled in our Facility is as in ANNEX-19.

In our facility, dangerous solid bulk cargoes are not stored in a closed area.

Scrap cargoes are handled at our facility and it looks like the Scrap Load Handling Procedure Procedure is in ANNEX-20.

1.2.1 Handling of our Coastal Facilities according to IMDG Code and IMSBC Code Dangerous Loads:

It's like the one below.

UN	NAME AND DESCRIPTION	CLASS	PACKING GROUP
UN 2793	IRON (III) METAL CUTTINGS	4.2	III
UN 1408	FERROSİLİKON	4.3	III
MHB	COAL (KÖMÜR)		

1.2.2 Accrual / Discharge Procedure for Handled and Temporary Storage Loads.

1.2.2.1 The hazards of Hazardous Solid Bulk Carriers to be handled at the Port Facility are indicated in the relevant MSDS and in the IMSBC Code Book. However, regardless of the nature of the dangerous cargo, the following general aspects will be respected;

- In the case of safe handling of scrap cargoes, the Rules for the Use of the Imported Scrap Radiation Detection System and the Directive on the Arrangement of the Dangerous Goods Conformity Certificate comply with the requirements specified in ANNEX-5.
- There are no customs warehouses in our port facility and warehousing services are not provided.
- All of the cargo handling facilities in the port facility are in the form of a supermarket, and as storage services are not provided, the loading and unloading operations are carried out directly to the ship or ship.

  In our port facility, dangerous goods are not stored in a closed area.
- Under the Tosyalı Harbor general rules, the Safety Data Sheet is not taken to a dangerous cargo or hazardous cargo port facility not previously provided.***Tehlikeli Katı Dökme Yükler (Genel):***

1.2.2.1.1 Emissions of Hazardous Dusts:

Where transport and transport of hazardous bulk solids may cause 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, will be given to employees during respiratory protection and by providing protective creams when needed.

1.2.2.1.2 Hazardous Steam Emissions / Oxygen Inadequacy:

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

Appropriate tools will be available to measure toxic or flammable vapor concentration when hazardous solid bulk cargoes, which may release toxic or flammable vapors, are carried and transported.

1.2.2.1.3 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.

The precautions to be taken include the prevention of ignition sources to limit the concentration of dust in the atmosphere and the extreme hose withdrawal.

1.2.2.1.4 Simultaneously 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 loads will only be transported under dry weather conditions.

1.2.2.1.5 Oxidizing 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.

1.2.2.1.6 Ineligible Materials:

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

1.2.2.2 Coal:

Coal (bituminous and anthracite) is a natural, solid, combustible material that comes from amorphous carbon and hydrocarbons.

- Coals can remove methane, which is a flammable gas. Mixtures of methane / air containing between 5% and 16% methane are explosive, sparks or open flames, such as electrical or abrasive sparks, matchsticking or cigarette burning, may be sufficient for an explosion. Methane is airborne and therefore accumulates at high points in load volumes or other enclosed volumes. If the load volumes are

not very tightly closed, the closed spaces adjacent to the load volume may have methane leaks.

- 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. A variety of flammable and toxic gases, including carbon monoxide, may emerge.

- Some coals may enter the reaction with the water, leading to the release of acids which can cause corrosion. A variety of flammable and toxic gases, including hydrogen, may arise. Hydrogen is an odorless gas, amenable to air and flammable with 4 to 75% by volume of air.

- Cargo Information at the Captain and Gas Monitor (CH4 - Temperature) measured daily by the ship's personnel during cruise should be provided before the ship evacuation operation begins.

- These measurements are made before the release of the coal, ferro silicon and ammonium nitrate based fertilizers and necessary inspections are made.

- The discharging plan is done by us together with the ship's authority.Hatch covers will be opened and ventilation will be done before evacuation.

SLIP ANGLE	BULK DENSITY (kg/m³)	STATISTICAL FACTOR (m³/t)
It is invalid	654-1256	0.79-1.53
MATERIAL DIMENSIONS	**CLASS**	**GROUP**
50 mm. It can go up	MHB	B (ve A)

1.2.2.2.1 Hazards:

Coal can form flammable atmospheres, can become self-heating, cause oxygen depletion, metal structures can cause corrosion. Liquefaction may occur in coal loads if 75% or more of the particles smaller than 5 mm are present .

1.2.2.2.2 Stacking and Separation Conditions:

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

1.2.2.2.3 Precautions against ventilation conditions:

Dangerous Solid Bulk Cargoes that require ventilation requirements at our port facility are not handled or stored.

1.2.2.2.4 Measures:

In the event of a fire, the measures specified in Article 8 of this document and in the Dangerous Goods Emergency Plan shall apply.

The Ship Captain must be informed of the start of ventilation by opening the hatches of the hatch.

Despite the Captain's declaration of temperature, the necessary measurements should be made again in case of doubt before the evacuation. The temperature measurements should be repeated, remembering that the heat measurement can only be effective if burning has started at a location close to the measurement point.

The luggage compartment must always be equipped with on-board cooling system (pressurized water squeeze), breathing apparatus (on excavators working in the ambassador) and first aid materials

Gas measurements are not only in warehouses; the ambaree should also be built in enclosed areas adjacent to the deck, such as a storeroom, storage area, portuguese area. Port staff should be reminded that they should not enter a closed area without measurement on any grounds. For whatever reason, evacuation officers should not enter void spaces between warehouses.

If it is close to the burning surface, coal in this area can be extinguished by taking the coast. When coal is ignited on the beach, it is suitable to be drenched with water, foam or sand.

Water should not be poured into the warehouse. However, cold water can be applied to the outside of the warehouse for cooling purposes.

If the location of the heating is unclear, it may be expected that foam is tightened in the holders, the covers are closed and the oxygen is consumed

Closing the hatch covers for the end of the burner, externally cooling the water by squeezing water from the outside of the shipboard, and applying foam to prevent contact with oxygen.

1.2.2.3 Scrap Loads:

The procedure for dangerous cargoes covered by the IMDG Code handled at our Port Facility is below. In addition, the Handling Regulations for the use of the Imported Scrap Radiation Detection System and the Directive on Regulation of Dangerous Goods Conformity Certificate are handled in the handling of scrap cargoes as specified in ANNEX-5.

Regarding the dangerous cargoes in the scope of IMDG Code to the future Liman;

- Dangerous cargo handling time at the coastal facility,
- The necessity of protective clothing during handling and clothing characteristics
- In case of emergency response (Fire and Spill), the possibility of intervention and the risk that may arise,
- Issues such as whether or not special precautions should be taken regarding the load should be agreed and emergency intervention procedures should be considered so that emergency equipment can be intervened within terminal facilities using specified equipment and clothing during handling.

In the case of radioactive material found in IMDG CODE within the future scrap material of Lima;

- A special area has been set up where necessary safety and security measures are taken for temporary storage in case of radioactive material disposal of scrap materials during shipment during shipment at shore facility.

- The temporary storage area of radioactive material is enclosed with wire fences to prevent unauthorized access and the entrances arecontrolled.

- The administrative buildings where the radioactive waste is located are located at a safe distance from other facilities adjacent to the facility and provide road facilities to carry out all kinds of first aid and urgent intervention.

1.2.2.4 FERROSILICONE (UN 1408) Special considerations when handling the load;

a. General properties of ferrosilicon charge,

SPECIFICATIONS

SLIP ANGLE	BULK DENSITY (kg/m3)	STATISTICAL FACTOR (m3/t)
It is invalid	1389 - 2083 (For briquettes 1111 - 1538)	0.48 - 0.72 (For briquettes 0.65 - 0.90)
MATERIAL DIMENSIONS	**CLASS**	**GROUP**
Briquettes up to 300 mm	4.3 - 6.1	B

DANGER: In case of contact with water, it may cause the release of hydrogen, a flammable gas which can form explosive mixtures with air. It can also remove the highly toxic substances phosphine and arsenic under similar conditions. It is not the cargo fighter or the risk of fire is low.

CONDITIONS FOR SEPARATION AND SEPARATION: Foodstuffs and Class 8 liquids shall be kept in such a way as to "not touch".

WAREHOUSE CLEANING: Warehouses should be kept clean and dry, taking into consideration the specific hazards.

MEASURES FOR AIR CONDITIONS: This load shall be kept as dry as possible before shipment, during loading and during the expedition. This burden will not be loaded in rainy weather conditions. During the loading of this load, all service / hatch covers which are not used in the load volumes to which this load is to be loaded or loaded shall be closed.

LOADING: Load leveling shall be carried out according to the requirements specified in sections 4 and 5 of IMSBC Code. Due to the extremely high bulk density, the tank top plates can be exposed to excessive stress if there is no spreading to provide a uniform weight distribution. During the loading and during the voyage, care shall be taken not to subject the tanktop sheets to excessive stress due to the accumulation of load.

PRECAUTIONS: A certificate will be given by the manufacturer or the loader to the captain that the load is stored in a covered condition after production, but is ventilated (dry) at least 3 days before the shipment.

VENTILATION: During the voyage, the cargo volume to which this load is carried shall be constantly mechanically ventilated. In case of continuing the ventilation is dangerous to the ship or cargo, the ventilation can be interrupted, provided that there is no risk of explosion or similar danger due to the ventilation being cut off. However, in every case mechanical ventilation shall be carried out starting from an appropriate time before the evacuation.

TRANSPORTATION: When this load is carried, the detectors suitable for the measurement of each gas or mixtures of these gases, separately for the measurement of hydrogen, phosphine and arsenic gases, will be in operation on board. Detectors will be certified to be in safe working mode in environments with explosive mixtures. During the voyage, the concentrations of the gases mentioned in the load volumes carried by this load will be measured regularly. The results of the measurements will be recorded and kept in the ship's archive.

DISCHARGE: After the load vessel containing the ferrosilicon load arrives at our facility, put the following sheet on board.

Before evacuation, the following conditions will be fulfilled:

• It will be checked by the business that it is dry in the room before the load is released.

• The operation of this burden will not be started in rainy weather conditions.

• Fetch gas monitoring - cargo information will be requested before starting Ferrosilis operation.

• Detectors suitable for the measurement of individual gases or mixtures of these gases, in order to measure hydrogen, phosphine and arsenic gases while carrying this charge, shall be in operation on board. Detectors will be certified to be in safe working mode in environments with explosive mixtures. During the voyage, the concentrations of the gases mentioned in the load volumes carried by this load will be measured regularly. The results of the measurements will be recorded and kept in the ship's archive. When requested we will be provided with gas measurement records.

• On board the vessel will also be equipped with lifeguards and gas detectors as well as tubular gas mask kits and will be kept ready for immediate use,

• Before the evacuation begins, it will be tested whether toxic and flammable gases are present in the load area atmosphere.

During evacuation, the following conditions will be fulfilled:

- During the voyage, the results of the measurements shall be recorded on all ventilators and in all areas adjacent to the cargo area where this burden is carried, gas concentrations shall be measured at least eight hours. It will be possible to measure precise gas in the outlet ventilator without any danger to the operator.

- As the ventilation fans start to load, all the ferrosilicon in the load area will be operated continuously until it is completely discharged.

- Bilge wells will be clean and dry before loading. The bilge pliers are in good condition and will be covered with double sack cloth (tarpaulins).

- The bilge wells will be opened and the cargo area will be cleared. The gas will be checked before cleaning.

- All pipelines passing through the cargo area will be in good condition and in good condition. Units receiving samples from the barn atmosphere will be protected from external influences.

- The electrical connection to the system of electrical equipment located in the cargo area but not suitable for use in an explosive atmosphere shall be cut off by the appropriate means outside the fuse

- At least two separate fans shall be ventilated in the load areas that are not affected by the explosion and ventilation shall be ensured that the exhaust gases do not come into contact with the electrical cables and electrical components. The ventilation system will be in a capacity to make air changes at least six times the idle volume of the cargo space in one hour, and crews will not be allowed to enter and operate in the cargo area if ventilation conditions are not met.

- The ventilator housings will be in good condition and will be placed in such a way as to prevent the atmosphere of the cargo area from reaching other cargo areas, living areas or work areas.

- Smoking or open flames shall be prohibited in the cargo area during loading or unloading, or in areas close to cargo area on the deck.

- It is not allowed to enter when there are personnel in the load area. Only at the end of the cargo evacuation can the cleaning process be progressively entered when no dangerous substances remain (no risk).

- The load will be kept dry, in rainy weather load handling will be interrupted, hatch covers will be closed and closed.

CLEANING: After this load is removed, the load volumes will be cleaned twice by sweeping. Water will not be used for the cleaning of the load volume carried by this burden due to the gas danger.

EMERGENCY PROCEDURES:

SPECIAL EMERGENCY EQUIPMENT REQUIRED TO INCLUDE Tube gas mask.

EMERGENCY PROCEDURES Install a tubular gas mask.

EMERGENCY MEASURES TO BE TAKEN IN FIRE Leave the fire unattended and use CO2 if present. Do not use water.

MEDICAL FIRST AID The Medical First Aid Guide (MFAG) will be taken into account.

GENERAL CONDITIONS FOR THE TRANSPORT OF FERROSILICONE

1. The fire fighting clothing, all chemical protective clothing and the gas mask of the tube as required in SOLAS Chapter II-2, which is normally required on board, shall be kept.

2. During the voyage, the results of the measurements shall be recorded on all ventilators and in all areas adjacent to the cargo area where this burden is carried, gas concentrations shall be measured at least eight hours. It will be possible to measure the precise gas in the outlet ventilators without causing any danger to the operator.

3. As the ventilating fans start to load, all the ferrosilicon in the load area will be operated continuously until completely discharged.

4. The bilge wells will be clean and dry before loading. The bilge pliers are in good condition and will be covered with double sack cloth (tarpaulin).

5. After the evacuation, the bilge wells will be opened and the cargo area cleared. Gas check will be done before cleaning.

DETAILED CONDITIONS: Prior to loading, the machine shall be inspected and approved by a competent authority to certify that the adjacent curtains are gas-tight, and that the bilge pumping system is also safe and approved by the competent authority. It will not be nice to pump from machine spaces.

(i) Valve will be checked in case of bilge traction valve located in machine zone, valve cover and nest will be polished and cleaned if necessary. Once the valve is in place, it will be locked and a warning will be posted next to the valve to prevent it from opening without the captain's permission,

(ii) All pipes passing through the load area will be in good condition and will perform their full duty. Units receiving samples from the barn atmosphere will be protected from external influences.

(iii) The electrical connection to the system of electrical equipment located in the cargo area but not suitable for use in an explosive atmosphere shall be cut off by the appropriate means outside the fuse,

(iv) Unloaded areas shall be ventilated with at least two separate fans which shall be careful not to contact the electric cables and electrical components in ventilation. The ventilation system will be in a capacity to make air changes at least six times the empty volume of the cargo area in one hour,

(v) Ventilator housings will be in good condition and will be placed in such a way that the atmosphere in the cargo area will not be accessible to other cargo areas, living areas or work areas.

OPERATING CONDITIONS:

(1) Smoking or open flames shall be prohibited in the cargo area during loading or unloading, or in areas close to cargo area on the deck,
(2) all portable lighting elements will be of a safe type, suitable for use in explosive atmospheres,
(3) Load will be kept dry, load handling will be interrupted in rainy weather conditions, hatch covers will be closed,
(4) On board the lifeguard rope and gas detector together with a set of gas mask masks will be available and will be kept ready for immediate use,
(5) Before discharge, it shall be tested whether toxic and flammable gases are present in the atmosphere of the cargo area.
(6) the concentration of hazardous gases will be checked every 30 minutes while there are personnel in the load area,
(7) will not be allowed to enter the cargo area if the gas concentrations exceed the threshold values for phosphine (0.3 ppm) and for arsenic (0.05 ppm) or if the oxygen level falls below 18%.

GAS FROM THE VARIOUS INTERACTIONS OF FERROSILICON:

(i) Arinsin It is a toxic, colorless gas that smells like arsenic garlic.

Toxicity Toxic effects on the nervous system and blood of the liver. There is usually a period of time (up to a day) between the onset of symptoms and the onset of symptoms. The symptoms are initially uncertain.

Symptoms 1 Discomfort, difficulty in breathing, severe headache, dizziness, fainting seizures, nausea, vomiting, and deterioration of the digestive system. 2 In severe poisonings, vomiting is very obvious, mucous membranes get a bluish appearance, urine is dark and bloody. Severe anemia and jaundice occur after about a day or so.

Concentration A concentration of 500 ppm is sufficient to kill a human in a matter of minutes. Exposure to 250 ppm concentrations for more than 30 minutes will pose a life threat. Concentrations ranging from 6.25 to 15.5 ppm will cause life-threatening exposure for 30 to 60 minutes. The maximum long-term exposure threshold is 0.05 ppm.

(ii) Phosphine Phosphine is a colorless, flammable and highly toxic gas with a rotten fishy smell.

Toxicity Phosphorus acts on the central nervous system and blood.

Symptoms Symptoms of phosgene poisoning include chest tightness, headache, dizziness, fatigue, loss of appetite and severe thirst. Exposure to concentrations of about 2000 ppm for a few minutes, to concentrations of about 400 to 600 ppm is a life threatening hazard. 0.3 ppm The maximum concentration that can be exposed for several hours without symptoms. This container will not be allowed to undergo any long-term exposure.

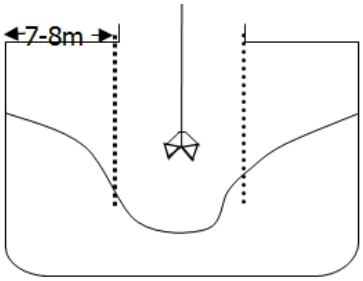
b. Procedure for safe handling of ferrosilicon load:

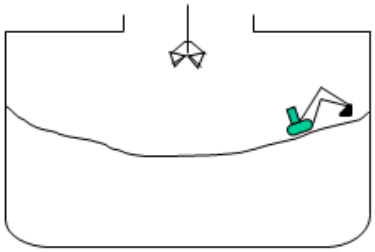
(1) Knowing the hazards that may occur in the ferrosilicon evacuation and making the operation healthy.

(2) **SCOPE:** This includes ferrosilicon evacuation in bulk. Shift is applied by Amiri, Puantör, Crane Operator, Work Machine Operator and Port Operators.

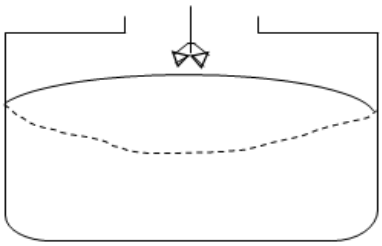
(3) **RESPONSIBILITY:** All employees and sub-contractors involved in our Port Facility are responsible.

(4) **Application:**

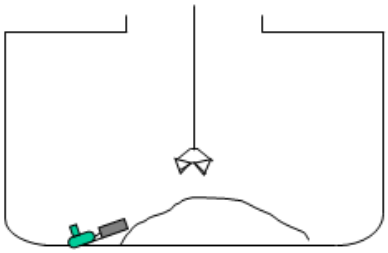




As seen in the first drawing on the side, the crane scoop works in the range shown by the dotted lines between the hatch covers. If the load is not fluid, the middle of the warehouse is pitted over time and the material remains on the edges. For the material left on the edges, as shown in the second drawing, the pavement excavator should be given. In this way, the shovel does not need to be shaken too much. The load in the places where the crane bucket can not reach is being moved to the middle of the warehouse by the excavator and evacuation continues. The crane operator and the excavator operator have to work in a harmonious, careful and efficient manner.



If the load has a fluid structure, the dotted line in the figure on the right side decreases as the line is discharged. The duration of evacuation and cleaning is shortening.



Warehouse general cleaning, stair cleaning, mail intervals etc. places are made with the help of a sufficient number of labor force. As shown in the drawing on the side, the work machine supplied with the air cleaner is collected in the middle of the warehouse. After the picked material is taken with the crane, the warehouse evacuation is completed.

Some important safety rules to be followed by all personnel and safety precautions to be taken are given below.

a) Properties of Ferrosilicon:

   a. Hazard Class 4.3: Substances that Release Gas when Contact with Water

   b. Hydrogen, which is a flammable gas, is released into the atmosphere or when it is humidified..

b) The main hazards to which port personnel should pay attention are:

- After the hatches have been opened, they will be checked with the gas appliance.
- The danger of falling over the covers or the cargo in the warehouses;
- Fall of non-stationary load;
- Congested work areas;
- Uneven working surface on load;
- Danger of falling by hanging;
- Hand transport hazards;
- Crane, loader and so on. unclear or insufficient communication with operators;
- Shaking loads;
- Falling objects;
- The way in which motorized equipment and vehicles work and their fumes.

(i) All personnel should wear work clothing, safety shoes, safety helmet, safety gloves, safety glasses, dust mask, etc. you must use personal protective equipment.

(ii) Protective personal equipment suitable for the job is used during handling of dangerous bulk cargo (hazardous gas generating, poisonous gas when in contact with water, etc.).

(iii) Cleaning of hatch covers, hatches, etc. parachute type safety belts and so on during working in risky areas. it is necessary to use.

(iv) Crane and work machine operators operate carefully during operation.

(v) A selection of beakers, locks and hooks shall be chosen to fit the physical characteristics and weight of the work machine to be supplied or received from the ambassador, and safety checks shall be made absolutely. Cracked, broken, bent, etc. material that has suffered physical damage will never be used.

(vi) It does not absolutely stop under the lifting load.

(vii) All work machines (cranes, loaders, shovels, etc.) on the move will be safe.

(viii) During the operation, work machines, cranes, etc. stop at a safe distance outside the domain.

(ix) dock, ship mooring and ship warehouse etc. The staff must be careful in order to avoid accidents that may occur as a result of printing on rubbish materials (pellets, pieces of cement, coal etc.) that may be found in the areas. Particularly because the structure of the pellet charge is rounded, the risk of slippage is high as a result of being printed on it.

(x) No hand or foot is placed on the ship's rope or in the eyes, and the ropes under tension are not accessible.

(xi) Fathers around the ship ropes are kept fit and clean.

(xii) There may be slippery and protruding surfaces on the ship. Be careful.

(xiii) It is used after checking that the warehouse ladders and covers are safe.

(xiv) When working at night, the ship must be illuminated sufficiently.

(xv) Potentially ventilated enclosed spaces are ventilated.

1. The ship's staircase and scaffolding must be safe; should not be on the walkways of the harbor cranes.
2. The Personnel shall comply with all technical and safety rules, both written and visual, on board and on the dock.

3. No work is carried out other than the knowledge and knowledge of the watchmaker. Unsafe, risky, dangerous, etc. situations are reported.

A. NECESSITY TO BE CAREFUL:

1. During docking and dismounting of vessels, harbor cranes are positioned so that they can not hit the ships and necessary safety precautions are taken.
2. The evacuation / loading process is done in accordance with the plan. Any modifications required to be made must be accepted by both the ship and the port representative.
3. Selection of buckets and bunkers according to the physical characteristics and density of the bulk cargo to be handled.
4. The balance of the gates (without tipping over the pier or crane etc.) is evacuated without deterioration.
5. An excavator is used to shorten the discharge time of the bulk cargo and to collect the load at places where the crane bucket can not reach. Machine should be given on time.
6. Cleaning of decks and decks of warehouses that have been discharged / unloaded is done quickly and safely without losing time.
7. The rash materials that have been collected during the operation are recovered without delay; is sent to the relevant stock area.
8. During the operation, check that there is no obstruction or damage to the crane tracks.
9. Immediate notification of ship damage; necessary measures are taken on time.
10. The staff, the work machine and the crane should always work and be in a position to communicate and see each other during the cleaning operation.
11. All units concerned with the cargo will be notified if the evacuation is to be carried out using the area on the berth. In addition, the Job Security Directorate is also informed. Pay attention to the following points:
12. Safety vehicle passage is ensured by adapting the road entrance and exit roads to traffic.
13. During the operation truck and crane work is observed. Adverse events are reported to the watchkeeper and necessary precautions are taken.

14. All operators should exercise care during cranes, work machines and truck shipment work on the berth. In cases where the interview is limited and traffic is intense, a staff member is always required as a marker.

1.2.3 Storage Procedures for Handling Hazardous Loads at Our Facility:

All hazardous cargo arriving and handled by sea to our facility is handled as a supporter and is not stored.

2. RESPONSIBILITIES.

2.1 Responsibilities of Cargo:

- **All measures shall be taken in our facility to make the carriage safe, safe and harmless to the environment, to prevent accidents and to reduce the damage as much as possible in the event of an accident, and the responsibilities of these authorities as well as the responsibilities of these authorities are as follows.**
- To prepare and prepare all compulsory documents, information and documents related to dangerous cargoes and to ensure that these documents are carried together in the carriage activity.
- To ensure that hazardous cargoes are classified, identified, packaged, marked, tagged, placated.
- Ensure that hazardous cargo is safely loaded, stacked, secured, transported and evacuated to approved and regulated packaging, containers and freight transport units.
- Ensure that all relevant personnel are trained in the hazards of dangerous cargo carried by sea, safety precautions, safe operation, emergency precautions, safety and similar matters, and keep training records.
- Ensure that safety precautions are taken for unsafe, unprotected, or hazardous items that are hazardous to persons or the environment.
- Provide the necessary information and support in case of emergency or accident.
- Notifying the Administration to dangerous cargo accidents occurring in the area of responsibility.
- Provide the required information and documents at the controls carried out by the official authorities and ensure the necessary cooperation.

2.2 Responsibilities of Coastal Operator:

- To prepare and prepare all compulsory documents, information and documents related to dangerous cargoes and to ensure that these documents are carried together in the carriage activity.
- To ensure that dangerous cargoes are classified, identified, packaged, marked, tagged and flagged.
- Ensure that hazardous cargo is safely loaded, stacked, secured, transported and evacuated to approved and regulated packaging, container and freight transport unit.
- Ensure that all relevant personnel are trained in the hazards of dangerous cargo carried by sea, safety precautions, safe operation, emergency precautions, safety and similar matters, and keep training records.
- Ensure that safety precautions are taken for unsafe, unprotected, or hazardous materials that are hazardous to persons or the environment.
- Providing necessary information and support in case of emergency or accident.
- Notifying the Administration to dangerous cargo accidents occurring in the area of responsibility.
- Provide the required information and documents at the controls carried out by the official authorities and ensure the necessary cooperation.
- Ensuring that vessels are docked and secured in a convenient, sheltered, safe manner.
- Ensure that the entry-exit system between the ship and the shore is appropriate and safe.
- To ensure that persons engaged in the loading, unloading and handling of dangerous goods are trained.
- Ensure that hazardous cargo is carried, handled, disassembled, stacked, temporarily suspended and inspected in a safe and proper manner by appropriately qualified, trained, occupational safety precautions personnel.

- Requesting all obligatory documents, information and documents related to dangerous cargoes, ensuring that they are in charge.
- Keep an up-to-date list of all dangerous cargo on the premises.
- Ensuring that all operational personnel are trained in the hazards of handling hazardous loads, safety precautions, safe operation, emergency precautions, safety and similar issues, and keeping training records.
- Inspecting the relevant documents to ensure that hazardous cargo entering the facilities is properly identified, classified, categorized, certified, packaged, labeled, declared, and loaded in a safe and proper packaging, container and freight transport unit and transported.
- Informing the port authority of necessary safety precautions for unsafe, unsafe or risky persons or risk to the environment.
- Ensure that emergency arrangements are made and that all relevant persons are notified.
- Notifying the port authority of dangerous cargo accidents occurring in the area of business responsibility.
- Provide the necessary support and cooperation in the controls made by the official authorities.
- To carry out activities related to dangerous goods in berths, berths, depots and warehouses established in accordance with these works.
- To ensure that hazardous materials which are not allowed to be temporarily suspended or not allowed to be transported outside the coastal premises as soon as possible without waiting.
- Do not allow vessels and marine vessels carrying dangerous goods to approach the pier and crew without the permission of the port authority.
- To establish a suitable storage area for the separation and stacking rules for containers carrying dangerous goods and to take the necessary fire, environment and other safety precautions in this area. Taking necessary safety measures against ships, loading and unloading or limbo-operators, particularly against heat and other hazards during hot seasons, when loading, discharging or limbo of dangerous goods to ships and marine vessels. Keeping flammable materials away from sparking operations and not operating tools or tools that create sparking hazardous load handling.
- Prepare an emergency evacuation plan for evacuation of ships and marine vessels from coastal facilities in an emergency.

2.3 Responsibilities of the Ship Captain:

- Ensure that the ship's equipment and equipment are in compliance with dangerous freight transport.
- Request all compulsory documents, information and documents related to dangerous cargo from coastal facilities and cargo, to ensure that they are accompanied by dangerous cargo.
- To ensure that the safety measures regarding the loading, unloading, handling, transporting and discharging of dangerous cargoes on board the ship are carried out and maintained, and carrying out the necessary inspections and inspections.
- check that hazardous cargo entering the ship is properly identified, classified, categorized, certified, packaged, marked, labeled, declared, secured and properly packed in container, container and freight transport unit and transported.
- Ensure that all ship personnel are informed and trained about the hazards of transporting, loading and discharging dangerous goods, safety precautions, safe operation, emergency precautions and similar matters.
- Ensure that persons who have received appropriate and necessary training in the loading, handling, discharging and handling of dangerous cargoes are provided with occupational safety measures.
- Do not leave the area allocated to him without permission of the port authority, do not anchor, do not approach the pier and cliff.
- To implement all rules and precautions during navigation, maneuvering, mooring, berthing and separation in order to ensure that the ship carries dangerous cargo safely.
- Provide safe entry and exit between ship and dock.
- To inform personnel about the practices, safety procedures, emergency measures and intervention methods of dangerous goods on board.
- Keep up-to-date lists of all dangerous cargo on board and declare interest.
- Informing the port authority of any unsafe, unsafe, unsafe conditions, safety precautions for dangerous goods that may pose a risk to the ship, persons or the environment.
- Notifying the port authority of dangerous cargo accidents on board.
- To provide the necessary support and cooperation in the shipboard controls by official authorities.

2.4 Dangerous Goods Safety Advisor Responsibilities.

- Monitor compliance with the requirements for the transport of dangerous goods.
- Providing recommendations to the coastal facility for the transport of dangerous goods.
- Prepare an annual report to the coastal facility regarding the activities of the coastal facility operator in the transport of dangerous goods. (Annual reports are kept for 5 years and submitted to the registrar upon request).
- To check the following practices and methods;
  - Procedures for the identification of dangerous goods in compliance with dangerous goods, the use of proper shipping names, certification, packaging, packaging, labeling and declaration of hazardous cargoes, safe loading and handling of approved containers, containers or cargo handling units, and reporting of control results .
  - The handling / evacuation procedure for dangerous cargoes handled and temporarily stored,
  - whether or not the offshore installation takes into account the specific requirements relating to the dangerous goods being transported while the means of transport for dangerous cargoes are purchased,
  - Control methods of equipment used in loading and unloading of hazardous materials,
  - whether the offshore employees, including the changes made in the legislation, have received appropriate training and whether these training records have been kept,
  - The suitability of emergency methods to be applied in the event of an accident or an event affecting safety during transport, loading or unloading of dangerous goods,
  - Compliance with the reports prepared for serious accidents, incidents, or serious violations occurring during the transportation, loading or unloading of dangerous goods,
  - Determination of what measures are necessary to prevent accidents, incidents, or serious violations from occurring and evaluation of the implementation,
  - the extent to which the rules governing the selection of Sub-contractors or Parties and the transport of dangerous goods are taken into account,

- Determination of whether the employees involved in the transport, handling, storage and disposal of hazardous materials have detailed knowledge of operational procedures and instructions
- Compliance with the measures taken to prepare for the risks of transporting, handling, storing and picking up / transporting dangerous goods
- Procedures for what all compulsory documents, information and documents related to dangerous substances are.
- Procedures for docking, connecting, loading / unloading, sheltering or anchoring of ships carrying dangerous goods to the coastal facility safely day and night.
- Procedures for additional measures to be taken in accordance with seasonal conditions for the disposal, release and limbo operations of dangerous goods.
- Procedures for fumigation, gas measurement and degassing operations and processes. Procedures for keeping records and statistics of dangerous goods,
- the correctness of the matters relating to the availability, capability and capacity of coastal installations to respond to emergencies,
- the suitability of the regulations for the first interventions against the accidents involving dangerous substances,
- Procedures for handling and disposal of damaged hazardous cargo, hazardous cargo contaminated wastes,
- Information on personal protective clothing and procedures for their use.

2.5 For the third persons operating in the coastal facility, the Cargo / Ship Agency etc. responsibilities;

- Staff to work at the coastal facility. To take the trainings specified in the Regulations of the Ministry of Transport, Maritime and Communication,
- To comply with the rules set out in the IMDG Code at the coastal facility,
- To comply with the Hazardous Substance Directive established by the coastal facility and the procedures for hazardous substances,
- report any incidents of non-compliance to the handling, transport and storage of dangerous goods at the coastal facility,

- The Occupational Health and Safety Occupational Health Scale (MSDS), which is an important part of the work to eliminate the risks of occupational health hazards that may arise during the use and storage of dangerous substances and which is prepared to inform the user accurately and adequately, including the hazards and risks of the relevant hazardous substances and other information (MSDS) send.

The handling of hazardous solid bulk cargo at our port facility is subject to the responsibility for the operation of the loading and unloading;

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Mehmet Selçuk DÖNMEZ	Operation Supervisor	Tel: 0 533 930 89 94
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Hüseyin ÖZTOPRAK	Vardiya Amiri	Tel: 0532 450 20 14
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Hasan AKDEMİR	Dangeros Goods Safety Advisor	Tel: 0 534 368 73 75

3. MEASURES TO BE APPLIED / APPLICABLE BY THE COASTAL PLANT AND THE RULES TO BE TAKEN:

3.1 Rules to be followed by Coastal Operators:

Operators of coastal facilities with the Dangerous Goods Conformity Certificate will comply with the following rules.

- Coastal facility operators ensure that dangerous goods are transported out of coastal premises as soon as possible without being kept in the port area where they are evacuated at the quay or pier.
- Wear protective clothing in accordance with the physical and chemical properties of the load during loading, unloading and storage of coastal facility personnel, seafarers and other cargo officers engaged in the handling of dangerous goods.
- Handling hazardous materials will be equipped with fire-fighting equipment, fire-fighting equipment and fire-extinguishers and first aid units and equipment ready for use at any time.
- Coastal facility operators prepare an emergency evacuation plan for the evacuation of ships and marine vessels in coastal facilities in case of emergency and submit it to the port authority for approval.
- Coastal operators are obliged to take fire, safety and safety precautions.
- The operators of the coastal facility announce the points specified in this item by approving the port authority.
- does not permit personnel who do not have the necessary training and certification in accordance with the Training and Authorization Regulations in the Scope of International Code on Dangerous Loads Carried by Sea to enter and operate hazardous cargo handling operations and areas where these operations are conducted.

3.2 Measures to be Taken for Facility Operators:

The measures taken in relation to the rules set out in Article 19 of the Regulation on the Transport of Dangerous Goods by Sea and the Article 19 of the "Port Regulations" stated by the Administration are as follows.

3.2.1 Wharf, berths, warehouses and warehouses reserved for explosive, flammable, combustible and other dangerous goods Wharf and berths reserved for the loading and unloading of vessels carrying dangerous goods:

3.2.1.1 docks and docks reserved for the loading and unloading of vessels carrying dangerous goods:

There is 1 scaffolding for Hazardous Handling in our shore facility. The features are as below.

Pier / Pier No	Length (meters)	Width (meters)	Maximum water depth (meter)	Minimum water depth (meter)	Largest ship tonnage and size (DWT or GRT - meter)
Pier No: 1	780	35	26,00	7,50	200.000 DWT

We accept ship in day and night.

3.2.1.2 Reserved Warehouse and Warehouse for Dangerous Goods:

There are no warehouses or warehouses reserved for hazardous materials in our facility.

3.2.2 Hazardous Material Handling Equipment and Installations:

Hazardous materials coming to our shore installation are being provided with mobile cranes.

3.2.3 Actions to be taken if the storage of dangerous goods in the area evacuated on the berth or wharf is not possible.

Hazardous materials that are handled in the coastal facilities are transported from the ship directly onto the land vehicles to be transported out of the coastal facility as soon as possible without waiting.

Packing and packaging of dangerous substances and information concerning risk and safety precautions:

Since our dangerous cargoes are not handled within the scope of the IMDG Code in our coastal facilities, they are not packed or packaged.

3.2.3 Protective clothing used by shore installation personnel, seafarers and other authorized persons in charge of handling dangerous goods during loading, unloading and storage:

- Helmet,
- Trousers,
- Dust mask,
- T-shirts,
- Reflective vest,
- Work shoes,
- Gloves,
- Protective dress.

3.2.4 The teams to deal with the dangerous substance handling fire, the equipment of these teams, fire extinguishing systems and first aid units:

The list and duties of firefighting personnel, fire fighting systems and first aid teams and their roles are as in the "Hazardous Material Emergency Plan".

The fire fighting team in our facility is equipped with fire fighting equipment and fire extinguishers and first aid units and equipments are ready to use at any time.

Information on fire protection systems in our coastal facilities is as in the Dangerous Substances Directive Article 8.10, 8.11, 8.12 and the Dangerous Goods Emergency Plan.

3.2.5 Prepare an emergency evacuation plan by coastal facility operators to discharge ships and marine vessels from coastal facilities in an emergency:

Emergency evacuation procedures for removal of ships and marine vessels from coastal installations in an emergency are as if they were in the Dangerous Goods Emergency Plan.

3.2.6 Items related to fire, safety and safety measures to be taken by coastal facility operators:

Measures taken in relation to fire in our facility are as in the "Emergency Action Plan", the measures to be taken against the fires arising from dangerous cargo are as in the "Dangerous Goods Emergency Plan".

The measures taken in relation to security in our facility are like those in the "Port Facility Security Plan" prepared within the scope of ISPS Code.

The matters pertaining to the safety measures taken in our facility are as in "Hazardous Substance Directive" Article-9.

3.2.7 Training and certifications required by the Regulation on Training and Authorization under the International Code of Dangerous Shipments Carried by Sea:

The "General Awareness Training, Occupational Training, Safety Training" was planned and trainings were carried out according to the subject matter regulation of facility personnel and subcontracting personnel who took part in dangerous cargo handling operation.

In no way dangerous cargo trained personnel will not be involved in the handling of dangerous goods.

4. DANGEROUS GOODS CLASS, TRANSPORTATION, ANNUAL / DISCHARGE, MANUFACTURING, DISTRIBUTION, STOPPING AND STORAGE

4.1 Classes of Hazardous Materials:

The information we need about hazardous materials handled in our port is as follows.

UN	NAME AND DESCRIPTION	SINIF	PACKING GROUP
UN 2793	IRON (III) METAL CUTTINGS	4.2	III
UN 1408	FERROSİLİKON	4.3	III
MHB	COAL (KÖMÜR)		

4.2 Hazardous Materials Packs and Packages:

There is no packaging or packing of dangerous goods subject to IMSBC Code provisions in our territory.

4.3 Plates, Plates, Markers and Labels on Hazardous Materials

The signs for hazardous loads handled in our port are as follows.

4.4 Marks and packaging groups of dangerous goods:

Where dangerous cargoes, marking and packing groups are handled in our facility.

UN	NAME AND DESCRIPTION	SINIF	PACKING GROUP
UN 2793	IRON (III) METAL CUTTINGS	4.2	III
UN 1408	FERROSİLİKON	4.3	III
MHB	COAL (KÖMÜR)		

4.5 Ship and Port Breaking Tables According to Classes of Hazardous Materials:

Dividing table of dangerous substances in port is as in the Procedure for Annex-19 Handling Dangerous Solid Bulk Loads.

4.6 Decomposition distances of dangerous goods in warehouse storage and decomposition

Dangerous goods handled by sea and handled by the sea are not handled or stored in open areas only. There is no closed storage area in our facility.

4.7 Hazardous Load Documentation:

Documentation, control, recording work and procedures for handling hazardous loads at our ports are detailed in Part 7 of this guidance.

5. HANDBOOK ON DANGEROUS LOADS HANDLED IN THE COASTAL PLANT

The port facility, which is in dangerous cargo handling activity, has been established to contribute to the safe fulfillment of such activities;

- Classes of dangerous substances,
- Packages of hazardous materials,
- Packaging,
- Labels,
- Signs and packaging groups,
- According to the class of dangerous cargoes,
- Separation distances of hazardous cargoes in warehouse storage,
- Decomposition terms,
- Hazardous cargo documentation,
- Hazardous loads include emergency response action flow diagram topics,

The Hazardous Material Handbook is as shown in ANNEX-10.

6. OPERATIONAL ISSUES.

6.1 Procedures for the safe and secure connection of ships carrying dangerous goods, day / night, loading / unloading, accommodation or stowage:

- Vessels carrying dangerous goods shall be docked with pilots and trailers during the day during the preferred day, as specified in the Port Regulations, during the night if permitted by the Port Authority.
- Guide The pilot will be informed about the dangerous cargo on board before maneuvering.
- Taking into account the position of the dangerous cargo, the docking will be planned following the removal of the cargo at risk.
- If the application of the Ship Captain is not considered safe for the port in relation to the ship's connection, the Ship Captain will be required to attach the ship with additional ropes.
- Where conditions such as unfavorable weather conditions, currents and winds are considered to render the loading / unloading unsafe, measures shall be taken such as stopping the activity or even removing the vessels by lifting the vessels.

6.2 Procedures for Additional Measures to be Taken for Seasonal Conditions for Dumping, Dumping and Limbo Procedures of Hazardous Materials.

- In the case of loading, unloading or limbo of dangerous goods on ships and marine vessels, the shipbuilders, loading, unloading or limbo operators will take necessary safety measures against heat and other hazards, especially during hot seasons
- Seasonal conditions must be taken into consideration when discharging hazardous materials. The handling of flammable, explosive loads during periods of extreme heat, extreme cold, extreme rainy weather and visibility conditions, lightning, and electrically charged weather should be delayed or stopped for a while.
- On unfavorable conditions, it should be planned to keep the loading / unloading or to keep the fire, firefighting, fire fighting trailers, emergency response teams on conditions that can intervene in a short time to a possible undesirable situation.
- In case of continuity of similar conditions, the personnel who are employed should be chosen from experienced personnel, frequent planning of rest periods during extreme work, measures must be taken

6.3 Procedures for not operating the sparking / generating device, equipment or tools in the handling and storage of dangerous load handling, stacking and storage of combustible, flammable and explosive materials from sparking / forming operations:

- It is forbidden to carry out sparking operations such as smoking, fire, welding, etc., in the dock in the dock where the freight forwarders and docks of dangerous cargo hold vessels and hazardous cargoes are handled at the port facility.
- Flammable materials are kept away from spark-forming operations, and no dangerous car or vehicle is sparking on the handling surface.
- In dangerous cargo areas, especially when handling dangerous cargoes with flammable, combustible and explosive materials;
  - Failure to carry out fire works (welding, cutting, etc.), control work by taking technical safety precautions in necessary situations,
  - Use of non-sparking hand tools,
  - Working with experienced personnel,
  - Informing the related units before the work,
  - Briefing of personnel to work in the field,
  - Performing measurements of poisonous, suffocating gases and sufficient oxygen, especially in load handling areas, and keeping the measuring devices ready for use,
  - Preservation measures such as water curtain, protective separation, mechanical ventilation and availability of equipment,
- Ensure that the personnel to do such HOT WORK work absolutely with protective clothing and equipment and, if necessary, with closed circuit breathing apparatus.
- Emergency teams to be intervened in a short period of time should be ensured in such an investigation.
- In addition, it should be ensured that the requirements set out in Annex-10 should be met in accordance with the "Directive on Regulation of Dangerous Goods Conformity Certificate". Our Hot Processing Procedure is as shown in ANNEX-20.

6.4 Procedures for Fumigation, Gas Measurement and Purge Operations and Procedures:

Fumigation, gas measurement and degassing work and operations are not carried out in our port facility.

7. DOCUMENTATION, CONTROL AND REGISTRATION:

7.1 Procedures related to the provision and control of all compulsory documents, information and documents related to dangerous goods, by their concerns:

7.1.1 The following documents relating to dangerous goods are kept up-to-date by the Coastal Facilities.

- SOLAS 1974
- IMDG Code Volume 1, 2 and Appendix Book,
- IMSBC Code, Solid Bulk Carriers Moved at Sea International Code
- Application Code for Safe Loading and Discharge of Bulk Cargoes (BLU CODE)
- Regulation on "Loading and Discharging Bulk Carriers in a Safe Way" published in Official Gazette dated 31/12/2005 and numbered 62040
- IMO-MSC / Circ.1306, IMO-MSC.1 / Circ.1356) for loading and unloading of solid bulk cargoes for terminal exhibitors.)

7.1.2 Certain prior documents are required to ensure that the Coastal Facility can safely handle hazardous cargo arriving from the facility and take appropriate precautions. These documents are as follows;

I. Dangerous Freight Notification Certificate
ii. Documents Required on Board
iii. Other Required Documents and Information
iv. Multi Model Hazardous Load Form

Port The operation registration system used in our facility and the lists of all dangerous cargo entering our port facility are recorded as of the date of entry and exit.

7.1.2.1 Dangerous Freight Notification Certificate:

The shipping documents prepared by the sender shall include a "Signed Certificate or Dangerous Freight Notification Document" stating that the shipment to be transported is properly packed, marked, labeled and in good condition for shipment.

The vessel carrying the dangerous cargo and the sea vessel must be at least twenty four hours before entering the port administrative area; ships and marine vessels that are less than twenty-four hours of cruising time to enter the port area shall submit the notification document containing details of their cargo immediately after the departure from the coastal facility in writing to the port authority.

The cargo-related person is obliged to notify the coastal facility at least 3 hours before entering the coastal facility in connection with the dangerous cargo coming from the road.

Failure to comply with the notification obligation, or if the notifications do not contain accurate information, administrative action may be taken against the notifier and, if so, it may lose the order of docking, getting up, and passing.

When the Dangerous Freight Notification Document is provided with the carrier EDP (Electronic Data Processing) or EDI (Electronic Data Exchange) techniques, the sender information can be generated without delay as a printed document in the order required in this section.

Dangerous Freight Notification Document may be in any form provided that it contains all the information specified in Section 5.4 of the IMDG Code.

7.1.2.1 Documents to be found on board

Each vessel carrying hazardous materials and marine pollutants will have a specific list, manifest or stack plan for the names and locations of dangerous substances and marine pollutants. This special list and manifest will be based on the documents and certifications required in the IMDG Code.

A detailed stacking plan of the class, showing the locations of all the dangerous substances and sea pollutants, can be used instead of this specific list or manifesto.

For sending dangerous goods; appropriate information will be available at any time to be used for any accidents involving dangerous substances during transportation and emergency intervention to be carried out against them. This information will be away from packages containing hazardous substances and will be immediately available in case of an incident. Information to be used in the emergency response will be found in the following documents.

- Within a special list, manifesto or declaration of dangerous goods,
- Within a separate document such as the safety data sheet,
- Separate documents such as the Medical First Aid Guide (MFAG) for use in Accidents involving Dangerous Materials (MFAG) and the Emergency

Response Procedures for ships carrying dangerous goods (EMS Guidelines), which will be used in conjunction with the transport document.

7.1.2.2 Other necessary information and documents.

In certain cases, the following special certificates or documents will be required.

- An air wear certificate, as requested on certain entries in the Dangerous Goods List
- material, object or object; A certificate that excludes the provisions of the IMDG Code (such as charcoal, fish meal, see separate entries for seed tub);
- A notification made by the competent authority of the country of origin about approved classification and transport conditions for new formulations of new self-reactive substances and organic peroxides or currently allocated self-reactive substances and organic peroxides.

7.1.2.3 Multi-Mode Hazardous Material Form.

The Multimodal Dangerous Goods Form is a form that can be used as a combined declaration of dangerous goods and container packaging for the transport of dangerous goods in multiple modes.

The Multi-Modal Hazardous Material Form is like the one in Appendix-18.

7.2 Regular and Complete Checklist of the Current List of All Hazardous Materials in Coastal Facilities and Other Related Information:

a. Procedures for keeping a list of dangerous goods handled in our facility:

The port facility is obliged to submit to the interested when requested at any time a request for information indicating the class, quantity, method of emergency response and location of all dangerous cargo present at the port facility.

Records of hazardous cargo handled in our port will be kept by the operation department to include the following information.

- UN Number,
- PSN name (Proper Shipping Name),
- Class (with sub-hazards),
- Packing Group (Class 3, 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9),
- whether it is Marine Pollutant,
- The recipient
- he sender,

- Additional information (information on ignition grade, viscosity, etc.),
- Limousine stay,

This information is displayed on the computer or in the file system only when authorized personnel can access it and when requested.

The port facility keeps the class and quantity information of the dangerous cargo handled throughout the year in an up-to-date manner and reports it to the port authority in 3-month periods.

b. Procedure for instantaneous delivery of information on dangerous cargoes located on vessels approaching the ship or ship

(1) Purpose

Bu Prosedürün amacı Liman Tesisimize yanaşmış veya yanaşmakta olan gemilerden istenilmesi halinde tehlikeli yüke ait bilgilerin nasıl ve kimler tarafından istenileceğini belirlemektir.

(2) Scope

Bu prosedür Liman Tesisinde bulunan gemilerden tehlikeli yük bilgilerinin istenilmesi halinde uygulanır.

(3) Application

- MSDS forms are requested and examined by us before acceptance of the hazardous load by our port. Information about the dangerous cargo is requested from the cargo owner before the meeting.

- Before the dangerous cargoes are accepted in the limousine A coordination meeting is held on the matters on the general basis of operation of the dangerous solid cargoes specified in the Safe Handling Procedure of Dangerous Solid Cargoes.
- After the acceptance of the load, if the information about the dangerous cargo is requested before the ship is approaching the port, the cargo declaration is requested.

- In addition, if the ship is requested to provide information regarding dangerous cargo before or after approaching the port, the port guard is requested by the ship's master directly on the VHF Channel 14 / VHF Channel 16 by the watchman.

o In case of on-demand loading / unloading plan is also required during unloading.

instant information about dangerous cargo when required by the port shift supervisor may be requested from the weighbridge officer or from the ship's captain.

7.3 Hazardous Materials Identified Properly, Hazardous Materials Properly Used, Certified, Packaged / Packaged, Labeled and Declared Hazardous Loads, Certified and Properly Packed, Container or Freight Transport Unit Loaded and Moved in a Safe Way, Moving, Controlled and Control Results Reporting Procedure:

7.3.1 Planning checks the correctness of the following information on the hazardous cargo by the shipper of the dangerous cargoes to be accepted as lima to the operation coordinated;

o UN Number,
o PSN name (Proper Shipping Name),
o Class (with Class 3, 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9 altitude hazards),
o Packing Group (I, II, III),
o whether it is Marine Pollutant,
o Additional information (information on flammability grade, viscosity, etc.)

This information is conveyed through the ticket offices, field supervisors, warehouse personnel, HSE and the personnel terminals / papers that need to know, to control the dangerous load.

If the information from the operation carries different information, the operation will be informed promptly and the order of correcting the information about the dangerous cargo / vehicle / container of the Shipper,

7.3.2 Maintenance of vehicles, equipment and equipment used in handling and stacking of dangerous cargoes in our facility:

Maintenance, attitude operations of all kinds of tools, equipments and equipments used in the handling and stacking of hazardous cargoes after the first production are made and the transactions are recorded.

7.4 Procedure for the Establishment and Maintenance of the Dangerous Goods Safety Data Sheet (MSDS):

As of 1 January 2014, it is compulsory to have a Dangerous Goods Safety Data Sheet (MSDS) with the following information together with the dangerous cargo to be transported in all modes of transport (by Road, Railway, Air and Sea).

- UN Number,
- PSN name (Proper Shipping Name) (Required for Sea Transport)
- Class (with Class 3, 4.1, 4.2, 4.3, 5.1, 6.1, 8, 9 Sub-Hazards)
- Packing Group (I, II, III)
- whether it is Marine Pollutant,
- Tunnel Restriction Code (Required for road transport).

For all hazardous cargoes to be accepted to the port, this document is checked for presence with the dangerous substance and the forms are filed by the port shift supervisors.

7.5 7.5 Procedure for Recording and Statistics of Dangerous Goods:

A report containing information on dangerous cargo handled in the port facility by the Administration was requested to be reported to the Port Authority in 3-month periods.

The statistical evaluations are carried out by the trade and operations departments on the records of dangerous loads handled annually in our port.

Monthly counting and control reports of hazardous substances stored in our port are presented by the operation department.

Records and reports are archived by departments for 5 year periods.

8. EMERGENCY DISEASES, PREPARATION AND EMERGENCY IN EMERGENCY DISEASES:

8.1 Procedures for Intervention in Hazardous Situations involving hazardous substances and dangerous substances which may create / create risks to the property,:

Hazardous cargoes that come into the coastal facility and are handled constitute peculiar hazards such as explosion, fire, abrasion, poisoning, infectious disease, radiation. For this reason, there are many types of emergency that the coastal facility will face. It is crucial that the Dangerous Goods Emergency Plan developed, published and implemented in cooperation with local emergency teams in order to deal with these hazards.

For this purpose, the accident prevention policy (PPP) prepared by our port facility in order to prevent accidents caused by dangerous substances is stated in ANNEX-21.

The following aspects will be taken into account in the formulation of the emergency strategy at the coastal facility;

- Prevention of Accidents
- Preparing the Emergency Plan
- Implementation and Exercise of Emergency Procedures
- Regular Control of Emergency Equipment
- Implementation of the Plan in case of Emergency Situation
- Analyze and report the case thoroughly to prevent duplication

IMDG Code Emergency Guide (EmS Guide) to prevent fire and pollution from hazardous material operations; Emergency Measures for Fire (Ems For Fire) against fire, which may be generated by the dangerous substances listed in the IMDG code, will be interfered with according to the specified procedures. The incident is reported to the Harbor Master.

8.2 The possibility, capability and capacity of coastal installations to intervene in emergencies:

8.2.1 Possibility, capability and capacity to intervene in the fire:

It looks like it's on the Dangerous Goods Emergency Plan.

8.2.2 Possibility, capability and capacity for leakage and spillage:

It is as in ANNEX-14.

8.3 Regulations for the initial intervention of the accident involving dangerous substances:

Accidents that dangerous goods may create in our port facility are in the form of fire and leakage / leaking / spillage.

8.3.1 Measures to be taken against the fire that the Dangerous Goods may create:

- In the event of an accidental fire involving dangerous goods handled at the port facilities, the Emergency Plan (EMS) and the IMSBC code schedule in the IMDG Code Code shall be taken into account.
- The measures to be applied in the Dangerous Goods Emergency Plan for Fire resulting from Hazardous Loads (UN numbered loads) covered by the IMDG Code are as follows.
  - F-A (General Fire Plan)
  - F-B (Explosive Materials and Objects)
  - F-C (Non-Flammable Gases)
  - F-D (Flammable Gases)
  - F-E (flammable gases that do not react with water)
  - F-F (Temperature Controlled Self-Reactors and Organic Peroxides)
  - F-G (Material Reacting with Water)
  - F-H (Explosive Potential Oxidized Compounds)
  - F-I (Radioactive Material)
  - F-J (Self-reactive Reactants and Organic Peroxides that can not be controlled by temperature)

- • If the cargoes handled at our port facility are involved in an accident and there is a fire, the IMDG Code and the IMSBC Code supplement tables will be taken as below.

UN	NAME AND DESCRIPTION	EMS (FIRE))
UN 1408	FERROSİLİCON	F-G
UN 2793	FERROUS METAL BORİNGS	F-G
MHB	COAL	Fire intervention according to IMSBC Code Annex-1

8.3.2 Measures to be taken against leakage / spillage / spillage that may be generated by Dangerous Goods:

- Emergency Plan (EMS) in the IMDG Code shall be taken into account in case of an accidental leakage / spillage of hazardous materials handled at the port facilities.
- The measures to be applied in the emergency plan for inflow / outflow / spill are generally as follows.
  - S-A (Toscers)
  - S-B (Corrosive Substances)
  - S-C (Flammable, Corrosive Liquids)
  - S-D (Flammable Liquids)
  - S-E (Flammable Liquids, Floating on Water)
  - S-F (Water-Soluble Marine Pollutants)
  - S-G (Combustible Particles and Rejected Items)
  - S-H (Flammable Particles "Solventing Materials")
  - S-I ((Flammable Particles "Re-Packing Possible")
  - S-J (Wet Explosives, Some Self-Heating Matter)
  - S-K (Temperature Controlled Self-Rejected Items)
  - S-L (Suddenly Burning and Reacting with Water)
  - S-M (Ani Yanmanın Damage)
  - S-N (Active Substances Reacting with Water)
  - S-O (Items That Are Dangerous When Wet "Items That Can not Be Collected")
  - S-P (Items Dangerous When Wet "Items Collected")
  - S-Q (Oxidized Compounds)
  - S-R (Organic Peroxides)
  - S-S (Radioactive Material)
  - S-T (Hazardous Substances with Biological Hazards)
  - S-U (Combustible, Toxic and Corrosive Gases)
  - S-V (Flammable and Non-Toxic Gases)
  - S-W (Oxidized Gases)

- S-Y (Explosive Chemicals)
- S-Z (Toxic Explosives)

- In case of handling of the handled cargo in the port facility and in case of leaking / leaking / spillage, IMDG Code shall be taken into consideration from the supplement tables as follows.

UN	NAME AND DESCRIPTION	EMS (BOLT / LEAK / DOUBLE)
UN 1408	FERROSİLİCON	S-Q
UN 2793	FERROUS METAL BORİNGS	S-J
MHB	COAL	IMSBC Kod EK-1'e göre sızıntıya müdahale et

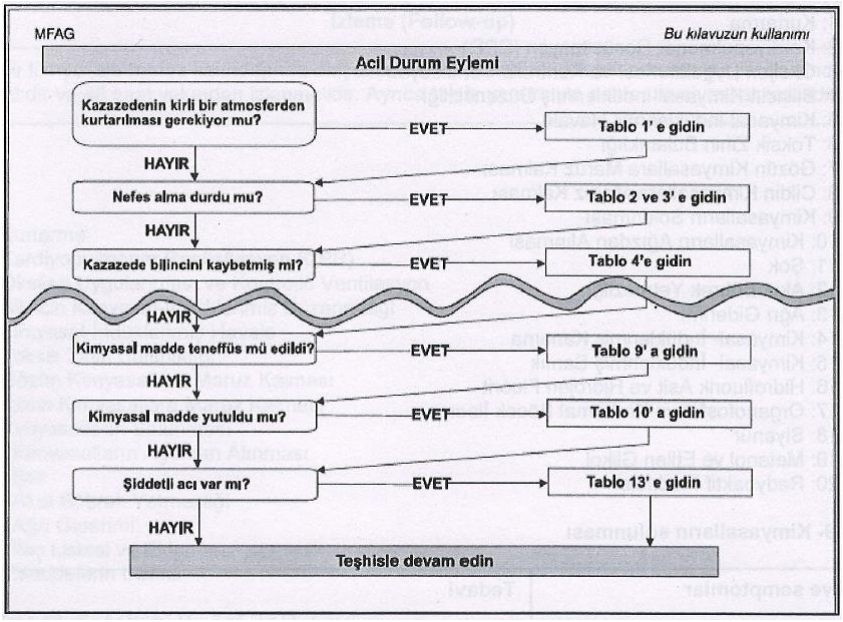
8.4 Medical First Aid Guide (MFAG) for Hazardous Material Conflicts:

Things to note when using the manual are as follows.

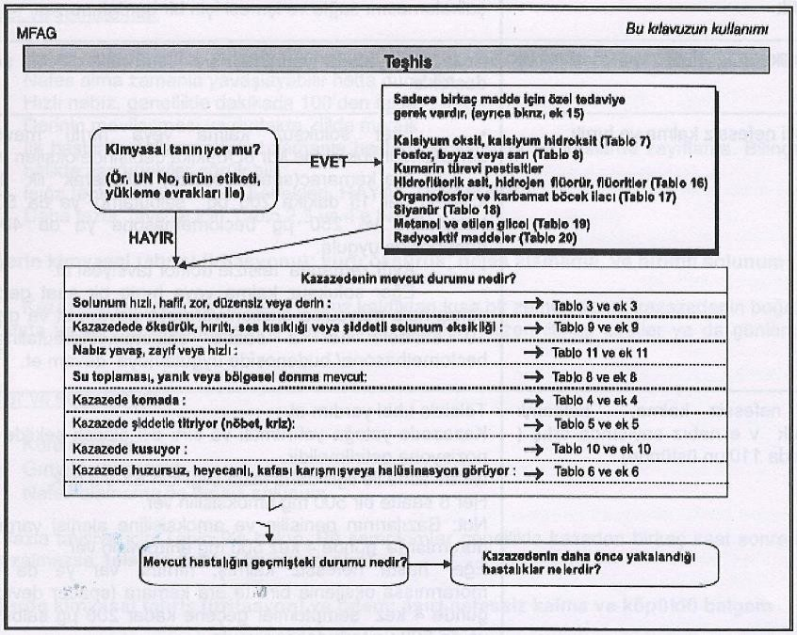
• Emergency intervention will be performed first when exposed to dangerous substances.
• The medical first aid guide will be applied in 3 steps.

Step 1: Emergency response and diagnosis Start here!
Step 2: Consider the tables. Tables special cases
Short instructions for comprising.
Step 3: Consider Attachments Attachments of drugs and exposure can be bold
About chemicals
contains detailed information.

8.4.1 Use the following table when performing an Emergency Response.



8.4.2 Use the following table for forecast.



8.4.3 MFAG Tables contain additional information for special cases and the information on the table is as follows.

Table 1: Recovery
Table 2: Cardiopulmonary Resuscitation (CPR)
Table 3: Oxygen Application and Controlled Ventilation
Table 4: Noticing Chemical-Induced Disorder
Table 5: Chemical-Induced Transfer
Table 6: Toxic Mind Blur
Table 7: Chemical exposure to eye
Table 8: Skin Chemical Exposure
Table 9: Inhalation of Chemicals
Table 10: Oral intake of chemicals
Table 11: Shock
Table 12: Acute Renal Failure
Table 13: Pain Relief
Table 14: Chemical-Induced Bleeding
Table 15: Chemical-Induced Jaundice
Table 16: Hydrofluoric Acid and Hydrogen Fluoride
Table 17: Organophosphate and Carbomate Insecticides
Table 18: Cyanide
Table 19: Methanol and Ethylene Glycol
Table 20: Radioactive Material.

8.4.4 It provides detailed information on the appendices, medicines and the chemicals that may be exposed. The information on the appendices is as follows.

Annex 1: Recovery
Annex 2: Cardiopulmonary Resuscitation (CPR)
Annex 3: Oxygen application and ventilated ventilation
Annex 4: Awareness Chemical-Induced Disorder
Annex 5: Chemical-Induced Transfer
Annex 6: Toxic Mind Blur
Annex 7: Chemical exposure to eye
Annex 8: Chemical exposure to skin
Annex 9: Breathing of Chemicals
Annex 10: Acquisition of Chemicals by Oral
Annex 11: Shock
Annex 12: Acute Renal Failure
Annex 13: Pain Relief
Annex 14: Drug List and Equipment
Annex 15: List of Items.

8.4.5 Locations and Contents of First Aid Materials Found.

Ports In case of emergency or accidents arising from dangerous goods in our facility, the first aid materials to be used for intervention are in the first aid bags in the area of the infirmary and first aid bags.

Infant First Aid ingredients content;

- Adrenalin AMP IMG
- Aminocardol AMP
- Atropin AMP 1/2 Mg.
- Jetokain AMP
- Avil AMP
- Buscopan AMP
- Calcium AMP
- Ulcuran AMP
- Dekort AMP
- Largactil AMP
- Lasix AMP
- Metpamid AMP
- Sodyum Bicarbonat
- İsordil Talet 5 Mg.
- Kaptoril 50 Mg.
- Novalgine AMP
- Prednol 250 AMP
- İsoptin Tb. 40 Mg.
- Dicloron AMP
- Adeleks AMP 4 Mg.
- Adrenalin 1/2 Mg.
- Jetmonal AMP
- Nevparin 25000 İU 15 ml.
- Adalot Crono Tb.
- Coraspin Tb.
- Ventolin Nebul
- Pulmicort Nebul
- Andolor AMP
- Redox AMP
- Prednol 40 Mg.

The contents of First Aid bags are as below;

- Winding Bezi 3 pcs
- Sterilized Gas Cloth 3 pcs

- Cotton 100 gr.
- Silk plaster 1 box
- 1 bottle of Baticone Solution (100 cc.)
- Wound band 2 boxes (2x10 pieces)

8.5 Notices to be made on site in the event of an emergency:

8.5.1 Emergency notices;

It looks like it's on the Dangerous Goods Emergency Plan.

8.5.2 What to do in case of emergency in our facility.

It looks like it's on the Dangerous Goods Emergency Plan.

8.6 Accident Reporting Procedures:

Accidents / incidents involving dangerous cargo in our premises will first be reported to the Harbor Master within 3 hours from the moment of use, using the VHF radio system or other means of communication. Following this declaration, a written statement containing the opinion of the accident / event shall be sent to the port authority within 24 hours at the latest.

8.7 Coordination, Support and Cooperation Method with Public Authorities:

Coordination, support and co-operation with government authorities is as evident in the Dangerous Goods Emergency Plan.

8.8 Emergency Evacuation Procedure for Removal of Ships and Marine Vehicles from Coastal Facilities in Emergency Situations:

In case of emergencies arising from Dangerous Goods, a protocol has been signed with UZMAR/ANKAŞ KILAVUZLUK A.Ş. regarding the port evacuation of the ship and that the intervention should be carried out by them.

The detailed procedure is as in the Hazardous Material Emergency Plan.

8.9 8.9 Procedure for Handling and Disposal of Damaged Hazardous and Hazardous Waste Contaminated Wastes:

For each hazardous cargo to be handled at our facility, the instructions given in these forms will be complied with for the handling and disposal of hazardous cargoes which are damaged according to the Material Safety Data Sheet (MSDS) and hazardous cargoes. Procedures for disaster shall be carried out under the port emergency procedure and environmental emergency instructions.

Any load-bearing units that are damaged or leak-detect shall not be loaded on board until the necessary repairs have been made.

Any damaged cargo or cargo carrying units containing dangerous cargo shall be notified to the Port Authority at port operation.

8.10 Emergency Procedures and Records:

8.10.1 Rules and Records Regarding Hazardous Loads.

- Teaching Practices; The personnel involved in the emergency organization must be prepared for various exercises and tasks in order to be prepared for emergencies within the facility. When drills are needed, it should be done by taking the support of specialist organizations. It will be planned and implemented according to the worst case scenarios where drills to be conducted for testing the adequacy of emergency plans and being prepared for actual situations.
- Talim Scenarios; In the drill plans, the worst case scenario is foreseen as a single event or a combination of events that the port may encounter. Implementation of drills in the fastest and most effective way in the direction of prepared scenarios.

- **Emergency Procedures to be carried out within the Port Facility;**

  o The port should be specified in the annual training plans.
  o can be planned as local or general intervention,
  o Security, spillage, etc. can be combined in the exercise scenario,
  o Talings can be made informed or unannounced.
  o The drills are based on various emergency scenarios.
  o Talim can be done in an actual way, like table head, seminar style,
  o Different hours, days, seasons and event scenarios are prepared for each training.
  o The drills to be carried out at our port facility are as follows.

  - Fire drill
  - First aid practice

8.10.2 Information on Fire Protection Systems.

Information on fire protection systems in our facility is as in the Hazardous Material Emergency Plan.

8.10.3 Procedures for Approval, Inspection, Testing, Maintenance and Operation of Fire Protection Systems.

Hatay Municipality has approved the approval and supervision of fire protection systems in our facility.

Test, maintenance and use of fire protection systems are made weekly and monthly by our facility and processed into control forms.

8.10.4 Precautions to be Taken When Fire Protection Systems Do Not Work.

When fire protection systems are not working in our port facility, firstly the possibilities of utilizing the facilities of the neighboring facilities are investigated and the local fire brigade in our region is informed. It is interfered with using all the possibilities of the region.

8.10.5 Other Risk Control Equipment.

No other risk control equipment available.

9. OCCUPATIONAL HEALTH AND SAFETY.

9.1 Purposes of Occupational Health and Safety Measures:

We can list the aims of our work health and work safety;

- **Protect Employees**

It is the main objective of work health and safety studies. It is aimed at ensuring the integrity of the soul and body by protecting workers against occupational diseases and occupational accidents.

- **Ensuring Production Safety**

Provision of production security in a workplace is particularly economically important as it will result in increased productivity.

- **Ensuring Operational Safety**

Operational safety is ensured by measures to be taken at the workplace, such as machine accidents that may arise due to work accidents or insecure and unhealthy work environments, and situations that could jeopardize operations such as explosions, fires, etc. are removed.

The target of the port operator is '' 0 '' in occupational health and safety applications. In line with this goal, ISG studies are carried out, employees are provided with continuous training and awareness is ensured by providing safe working instructions at the port. Within the area of port management responsibility, all personal protective equipment to be used in handling dangerous cargoes is available in sufficient number and quality at all times in the port facility. In this context;

- Occupational Health and Safety Management System (ISGYS) is applied for the safety of life, property and environment in our port within the framework of Occupational Health and Safety Pursuant to Occupational Health and Safety Law No. 6331 and related Regulations.
- It is obligatory to wear Personal Protective Equipment (helmet, phosphorus vest, steel-nosed safety-work safety shoe) according to TSE standards of the port users who have access to the port.

- The coastal facility personnel with responsibility for the handling of dangerous goods and other authorized persons in charge have protective clothing suited to the physical and chemical characteristics of the cargo during loading, unloading and storage and are responsible for the harbor site staff working on dangerous charges regarding the use of personal protective equipment during training and drills / information provided.

9.2 Occupational Health and Safety Trainings.

- Personnel are primarily engaged in basic work safety training for work at port facilities prior to business start-ups.
- Ergonomics training (by the Workplace Physician) for the work done in our facility except this training,
- In order to intervene in emergency situations, first aid training, fire training, emergency response trainings,
- Training of personnel working in the field of internal filling and unloading in the field,
- Awareness training is carried out in the fields of work such as high working electrical work for the work they do to our maintenance team.
- Besides these, instant health trainings are carried out by occupational health safety specialists.
- Training records are kept jointly with the HR department and the OHS department.

9.3 Health Concerns.

Personnel who will be working and will be doing a new job;

- Lung Graphy (Specialist physician approved)
- Hemogram (18 parameters)
- Hearing Test (Odiometry) (Specialist physician approved)
- PFT - Respiratory Function Test (Specialized physician approved)
- Liver Function Tests (AST, ALT) (Specialist physician approved)
- Kidney Function Tests (Urea, Creatine) (Expert physician approved)
- Fasting Blood Sugar

- Report on the absence of infectious diseases (Hepatitis A, Hepatitis B, Hepatitis C, HIV) (Expert physician approved)
- Tetanus Vaccine Card
- ECG
- Eye Examination Report (approved by specialist physician)
- Height Balance Report (Can Work at Night Shift).

The results can not be carried out without reaching us. Apart from this, all the personnel are undergoing periodic health check every year. The workplace physician is required to conduct further investigations when it is deemed necessary.

9.4 Field Security,

He has a job security specialist in his staff for all situations that may be a sahada. Occupational safety experts create field reports on the deficiencies they have identified in the field and send them to the related departments via e-mail. The fault conditions detected during the field tour are reported to the maintenance team via the fault module and the process up to the removal is followed.

9.5 Risk analysis.

Occupational health and safety specialists detect all hazards that are in the test and waiting for their employees, and they try to develop measures to reduce these risks. It detects the situation of education etc. that is missing in the result of this study and starts to work to get it done.

The shortcomings found in the scope of the risk analysis and the shortcomings they have identified in the field reports are discussed with the members of the other committees in the monthly ISG committees to make corrections and publish them.

9.6 Periodic Controls.

All lifts, grounding systems, fire tubes and lines within the site shall be checked and kept in their legal frames.

It informs the maintenance team about the shortcomings that are detected during the periodic inspections and ensures that they are removed as soon as possible.

9.7 Dangerous Work Permits.

Height work, excavation work, closed work, etc., to be performed within the facility. all work to be done in the works is subject to work permits and work is not started without the necessary checks and approval.

9.8 Legal Terms.

All legal regulations concerning occupational health and safety issues that concern our establishment are followed by the OHS department through the official newspaper.

9.9 Nearmiss Situations at the Accident.

All possible stumbling events are reported by the staff and carried out by the OHS department to the OSH board, where necessary, to ensure correct action is taken.

9.10 Subcontractor Management.

Occupational health and safety requirements are controlled by the OHS department within the scope of subcontracted activities carried out within the scope of the contract. In this scope;

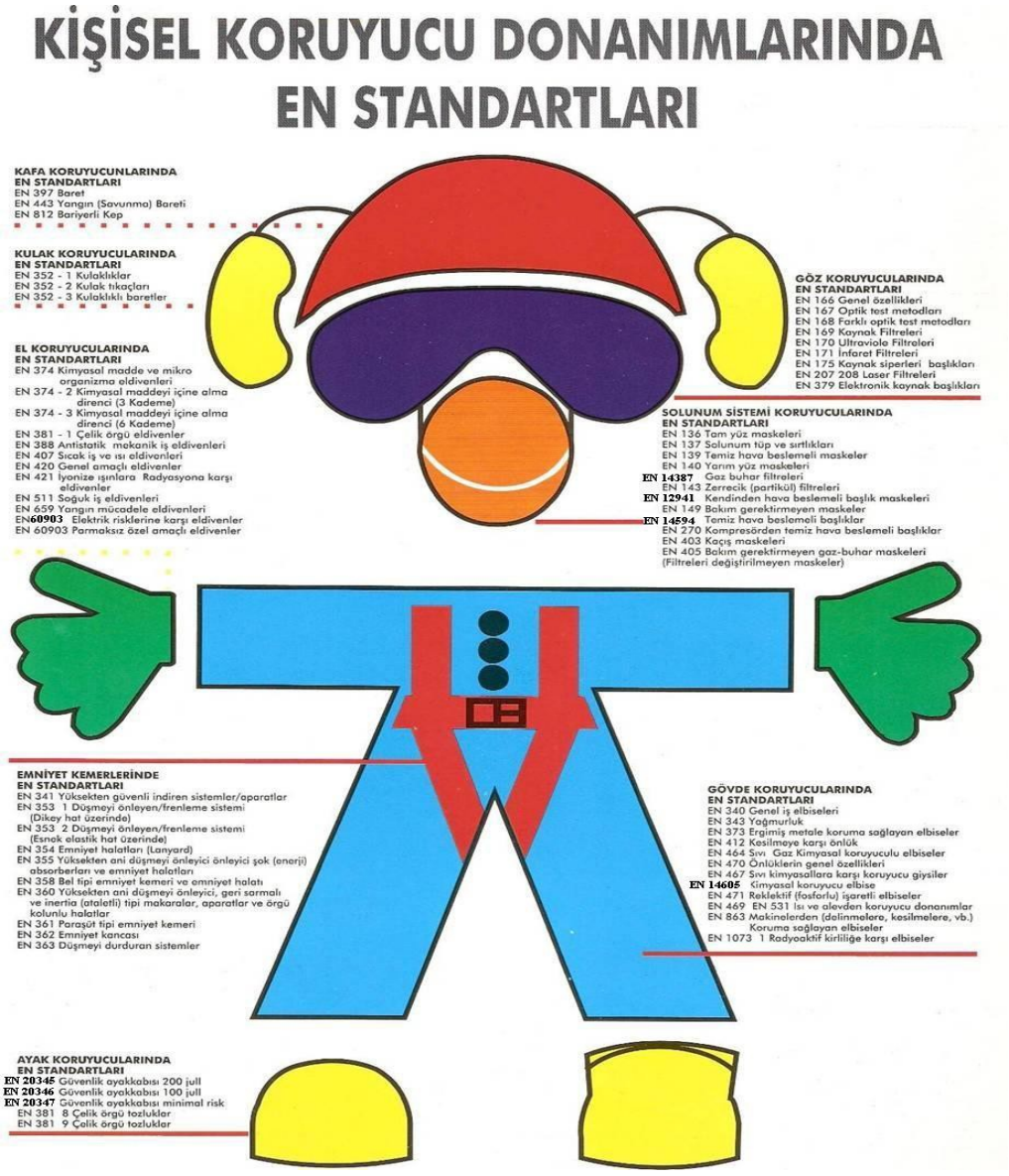
- Negotiations with the business security experts of the relevant companies,
- Institutional visits of the physicians of the workplace are provided,
- Registrations of the companies are requested (risk analyzes, contingency plans, etc.) are recorded,
- Informing the necessary deficiencies (education, PPE etc.)
- their participation in OHS committees is provided.

9.11 Information on personal protective clothing and procedures for their use.

Personal protective clothing is in the specified standards and these clothes are like the ones in Appendix-15 which indicate who wears these clothes.

Personal protective clothing is provided by the OHS unit, the relevant personnel are distributed and their controls are carried out.

PERSONNEL PROTECTİVE EQUİPMENT EN STANDARTS.



10. OTHER MATTERS

10.1 Validity of the Dangerous Goods Conformity Certificate.

Dangerous Goods Compliance Certificate has been applied to the Administration and on-site inspection is expected.

10.2 Dangerous Goods Safety Consultant

- monitors compliance with the requirements for the transport of dangerous goods.
- Provides recommendations to coastal facilities for the transport of dangerous goods.
- Prepare an annual report to the coastal facility regarding the activities of the coastal facility operator in the transport of dangerous goods. (The annual reports are kept for 5 years and submitted to the Administration upon request).
- Controls the following practices and methods:
  - Procedures for the identification of dangerous goods in accordance with the Hazardous Substance are the use, certification, packaging, labeling and declaration of hazardous cargoes by the use of proper shipping names, control of the safe loading and handling of approved and unqualified packaging, container or cargo handling unit, and reporting of control results.
  - The handling / evacuation procedure for hazardous loads handled and temporarily stored,
  - Whether the offshore installation takes into account the special requirements regarding the dangerous goods transported while the means of transport for dangerous cargoes being handled are purchased,
  - Control methods of equipment used in loading and unloading of dangerous goods,
  - Whether coastal facility employees have received appropriate training, including changes to legislation, and whether these training records have been retained,

- The appropriateness of the emergency methods to be used in the event of an accident affecting the safety of an accident during transport, loading or unloading of dangerous goods,
- The suitability of the reports prepared for serious accidents, incidents, serious violations during the transportation, loading or unloading of dangerous materials,
- Determination of the precautions against accidents, incidents, serious violations occurring again and evaluation of the implemented implementation,
- The extent to which the rules governing the choice of sub-contractors or third parties and the transport of dangerous goods are taken into account,
- Determine whether workers in the transport, handling, storage and disposal of hazardous materials have detailed knowledge of operational procedures and instructions.
- Conformity of measures taken to prepare for the risks associated with the transport, handling, storage and disposal of dangerous substances
- Procedures for what all compulsory documents, information and documents related to dangerous substances are.
- Procedures for docking, connecting, loading / unloading, sheltering or anchoring of vessels carrying dangerous goods safely at day and night.
- Procedures for additional measures to be taken in accordance with seasonal conditions for the disposal, release and limbo operations of dangerous goods.
- Procedures for fumigation, gas measurement and degassing operations and processes. Procedures for keeping records and statistics of dangerous goods,
- The correctness of the matters relating to the possibility, capability and capacity of coastal installations to respond to emergencies,
- The suitability of the regulations for the initial interventions for the accidents involving dangerous substances,
- Procedures for handling and disposal of damaged hazardous cargo, contaminated cargo by hazardous cargoes,

- Information on personal protective clothing and procedures for their use.

10.3 Documents for persons carrying dangerous goods to be left by road / coastal facility / coastal facility (documents to be kept at entry / exit from port / coastal area / roads carrying dangerous goods, equipment and equipments to which these vehicles must be kept, speed limits etc. Husians):

10.3.1 Documents to be moved:

- Carrying Document
- Dangerous Goods Carrier Driver Training Certificate (SRC-5),
- For each staff member in the vehicle, a picture identification document (identity card, driver's license or passport)
- written instructions to be given to the driver by the carrier,
- Multimodal Dangerous Goods Transport Form for hazardous cargoes carried in more than one mode,
- Valid ADR certificate for vehicles
- Photocopy of the transport permit document taken from the relevant / competent authorities for the carriage of dangerous cargoes,
- Dangerous Goods and Hazardous Waste Compulsory Financial Liability Insurance policy for vehicles carrying dangerous goods.

10.3.2 Equipment and equipments to which vehicles must possess:

- Portable fire extinguisher,
- At least one wedge for each vehicle, the diameter of the wheel and the size of the maximum mass,
- 2 sewing warning signs
- Eye rinse fluid
- Warning vest
- Portable lighting system
- A pair of protective gloves
- Eye protection glasses
- Emergency masks
- Shovel
- Drain seal
- Collection container.

10.3.3 Speed Limits in the Port Area:

Speed limits will be met on the traffic warning signs determined by our facility.

10.4 Perspectives for those carrying dangerous goods to be separated from future / coastal facilities by sea (including day / night signs for vessels carrying dangerous goods and marine vessels at port or coastal facilities, cold and hot working procedures etc.)

10.4.1 Day / night signs for vessels carrying dangerous goods and for sea vessels at the port or shore facility:

Vessels carrying explosive, flammable, flammable and similar dangerous goods draw a daytime B (Bravo) flag course according to the International Anti-Collision Statute (COLREG), and at night they display a red light visible in all directions (360 degrees).

10.4.2 Cool and Hot Working Procedures in Shore-Constructed and Dangerous Carriers:

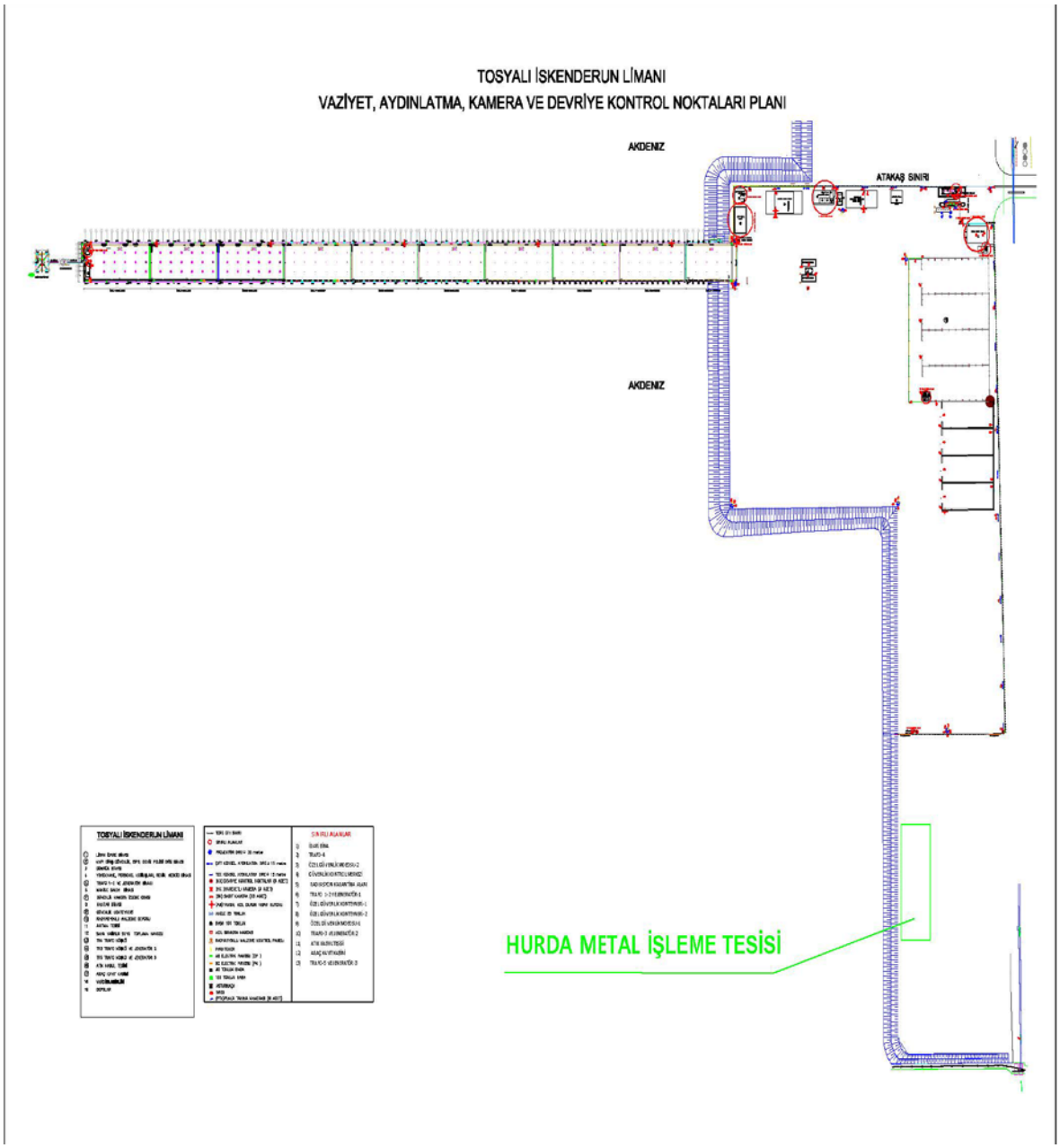
10.4.2.1 Ships carrying dangerous cargo at the coastal facility will receive the required permission from the Harbor Master for cold and hot work and will inform the coastal facility.

10.4.2.2 The principles of hot work to be carried out on ships carrying dangerous cargo at the coastal facility are as in ANNEX-22.

10.5 Additional items to be added by the coastal facility.

The areas where dangerous goods are handled at the Port Facility will be kept under constant supervision by the private security personnel. The camera plan that monitors hazardous substance handling areas is as attached to the Port Facility Security Plan prepared under the ISPS Code. In addition, the security measures to be taken in connection with dangerous cargoes at the port facility are as in the Port Facility Security Plan Article 5.42.

ANNEX-1 GENERAL PURPOSE PLAN FOR THE COASTAL PLANT



ANNEX-2 GENERAL APPEARANCE PHOTOS OF THE COASTAL PLANT

ANNEX-3 EMERGENCY CONTACT INFORMATION AND CONTACT INFORMATION
INSTALLATION

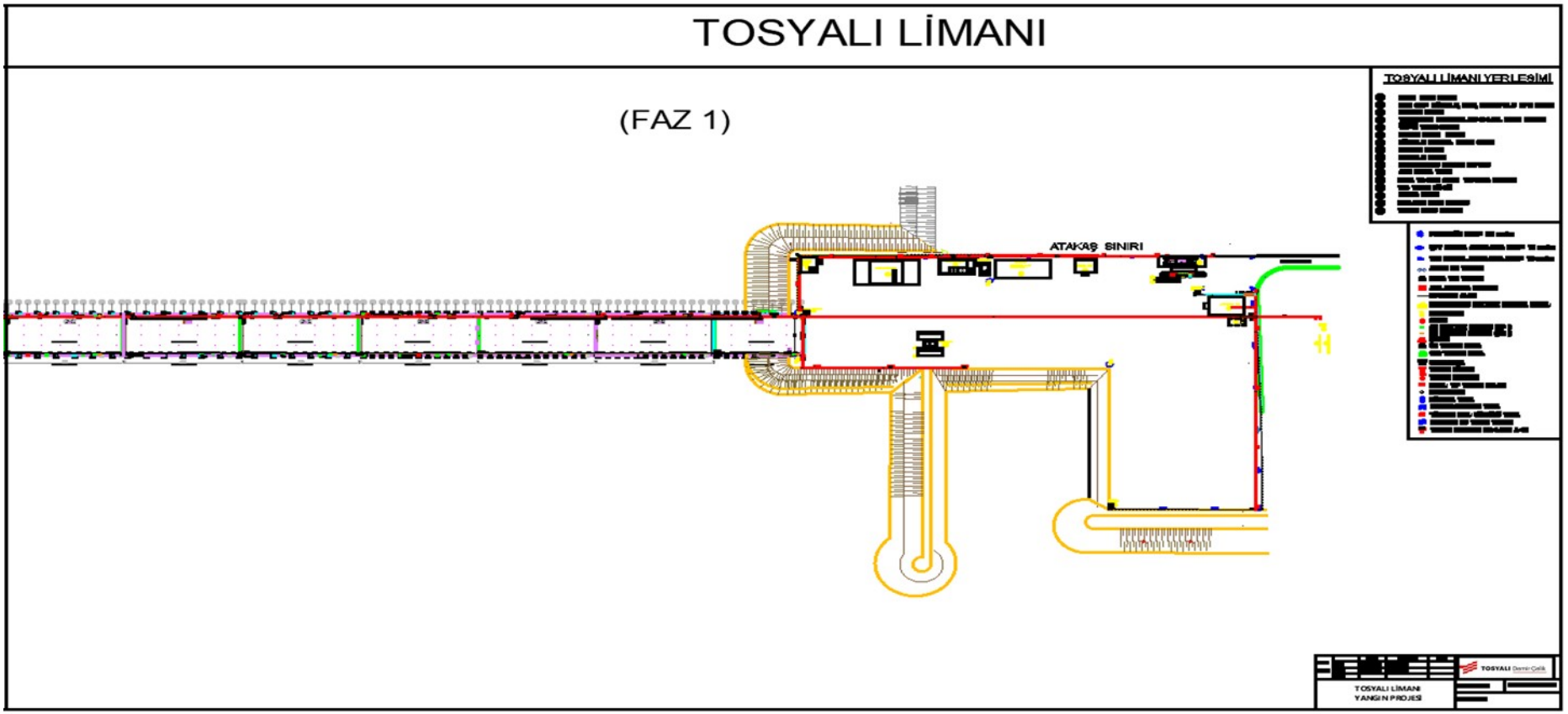
NAME AND SURNAME	DUTY	MOBILE PHONE
SERHAT NEMUTLU	PORT DIRECTOR	5323718435
MEHMET SELÇUK DÖNMEZ	PORT PLANNING AND OPERATIONS	5339308994
HARUN KARAARSLAN	PORT MAINTENANCE CHIEF	5306070973
ZAFER SAĞLAM	SECURITY CHEF	5305186811
VURAL PEKGENÇ	OSH EXPERT	5437491369
İRFAN ÖZDEMİR	PORT FORMEN	5071204737
FAHRİ YELİN	PORT FORMEN	5356994133
OSMAN ÖZÇERÇİOĞLU	PORT FORMEN	5522146568
ALPER ALPARSLAN SOYLU	PORT SITE VARDIAN AMIRI	5309240095
MURAT ALKIŞ	PORT SITE VARDIAN AMIRI	5326650645
HÜSEYİN ÖZTOPRAK	PORT SITE VARDIAN AMIRI	5324502014
FATİH BİLGİN	PORT SITE VARDIAN AMIRI	5357118741
BEKİR ÖZÇERÇİOĞLU	CRANE OPERATOR	5074689389
MUSTAFA SÖNMEZ	CRANE OPERATOR	5442083748
FATİH KILINÇ	CRANE OPERATOR	5468622251
SAFFET TALAY	PORT KANTAR OFFICE	5342286640
NECMETTİN BAYLAN	PORT KANTAR OFFICE	5326644001
MEHMET ALİ KAYA	PORT KANTAR OFFICE	5376039239
SÜLEYMAN OZAN BİLİCİ	PORT KANTAR OFFICE	5533489085
CEMİL ÇAKAR	PORT FORKLIFT OPERATOR	5355720902
EMİN TAŞTEKİN	TALLY-CLERK	5064903084
ENES MUSA OKUR	TALLY-CLERK	5350699661
RIZA BAYAR	TALLY-CLERK	5413349682
AHMET ÖZHAN GÜNDÜZ	TALLY-CLERK	5346806188
MEHMET YILDIRAY KURTULAN	TALLY-CLERK	5353630023

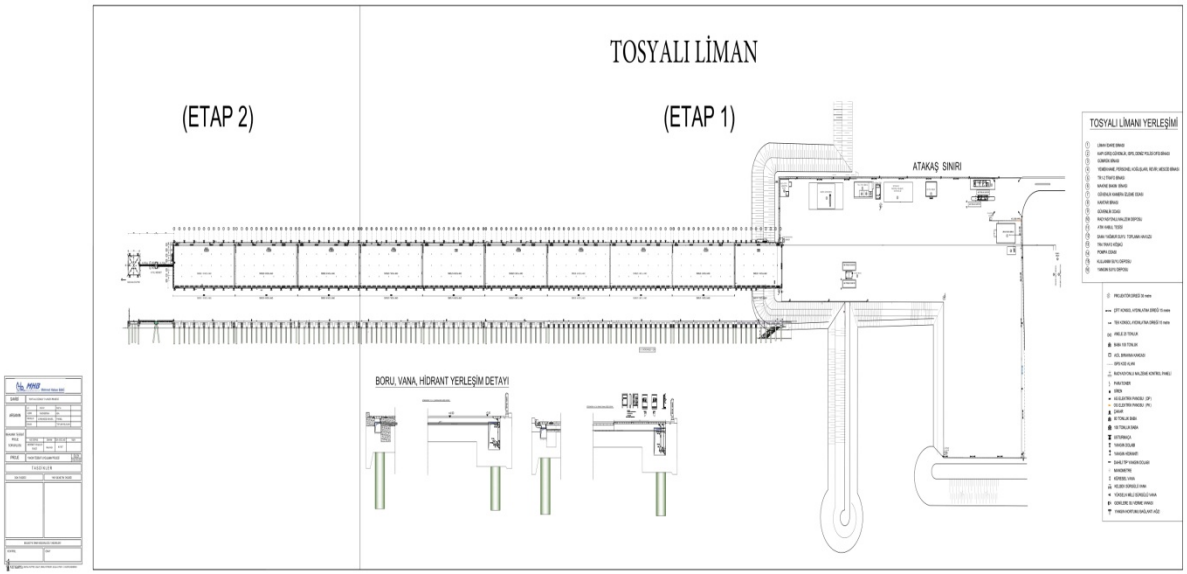
OFF-FACILITY

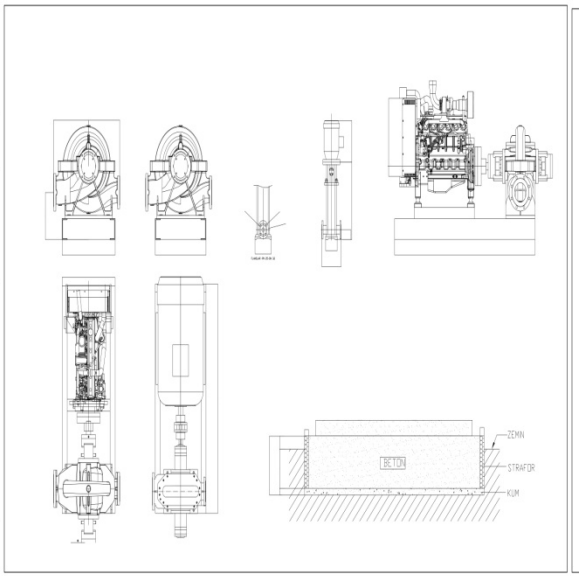
Genaral Directorate of Transport Services Regulation	
Tel: (0312) 203 10 00	Faks: (0312) 231 51 89
e-posta tmkt@udhb.gov.tr	GMK Bulvarı No:128/A Maltepe/ANKARA TÜRKİYE
Main Search and Rescue Coordination Center (AAKKM)	
Tel: 0 312 231 91 05 (24 saat) 0 312 232 47 83 (24 saat)	Faks: 0 312 232 08 23
e-posta: trmc@denizcilik.gov.tr	Ankara
İskenderun Port Authority	
Tel: 0326 614 11 92	Faks: 0326 614 02 26
	İskenderun/Hatay
Hatay Governorship	
Tel: 0326 214 62 13	Faks : 0326 214 61 69
	Hatay
South Sea Area Command	
Tel: 0232 446 01 00	
	Hatay
Coast Guard Mediterranean Regional Command	
Tel: 0 324 237 22 22	
	Mersin
Provincial Disaster and Emergency Directorate	
Tel: 0 0326 216 10 67	Hatay
District gendarmerie Commander	
Tel: 0326 656 21 81	Sarıseki
Provincial Security Directorate	
Tel: 0 326 614 21 23	
	İskenderun

İskenderun Governorship	
Tel: 0 326 614 23 23	İskenderun
Iskenderun Municipality	
Tel: 0 326 614 16 66	İskenderun
public hospital	
Tel: 0 326 615 37 50	İskenderun
Fire Department	110
Emergency	112
Coast Guard Notice	158
Police	155
Gendarme	156
Phone Malfunction	121
Electrical Failure	186
Water Failure	185

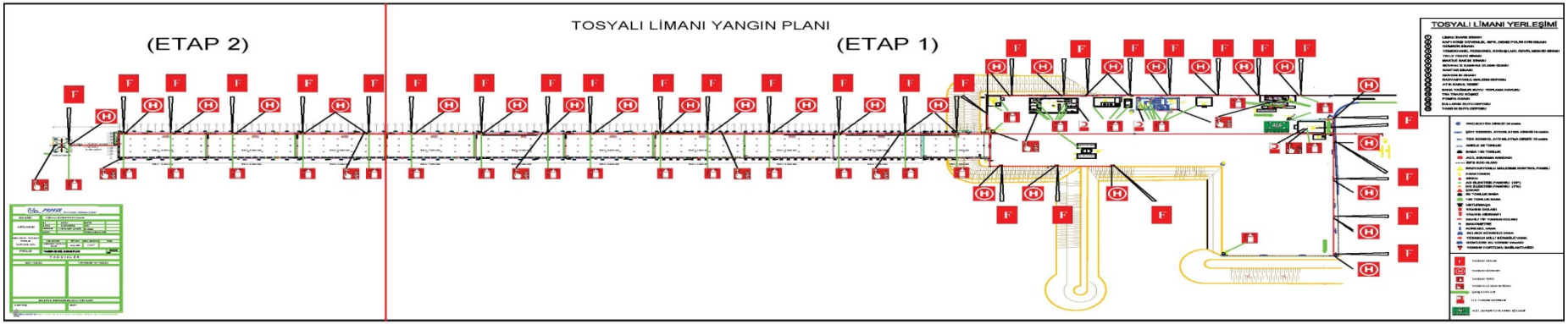
ANNEX-4 GENERAL PURPOSE PLAN OF HANDLING AREAS OF HAZARDOUS LOADS



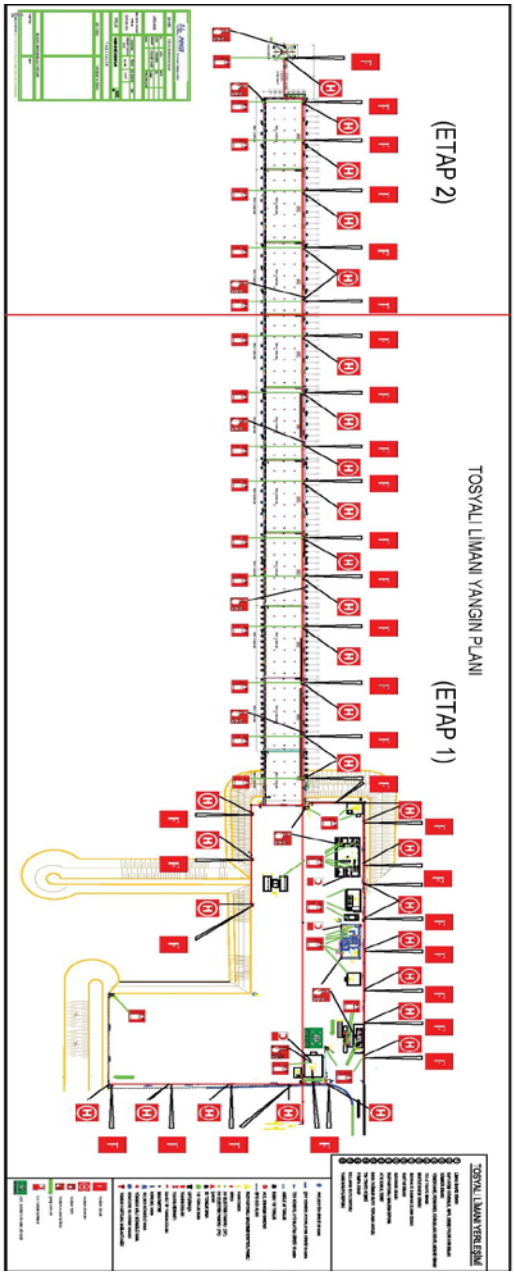

TOSYALI LİMAN
(ETAP 2)
(ETAP 1)
ATAKAŞ SINIRI
TOSYALI LİMANI YERLEŞİMİ
BORU, VANA, HİDRANT YERLEŞİM DETAYI


ZEMİN
STRAFOR
KUM
BETON

ANNEX-5 FIRE PLAN OF HANDLING AREAS OF DANGEROUS LOADS



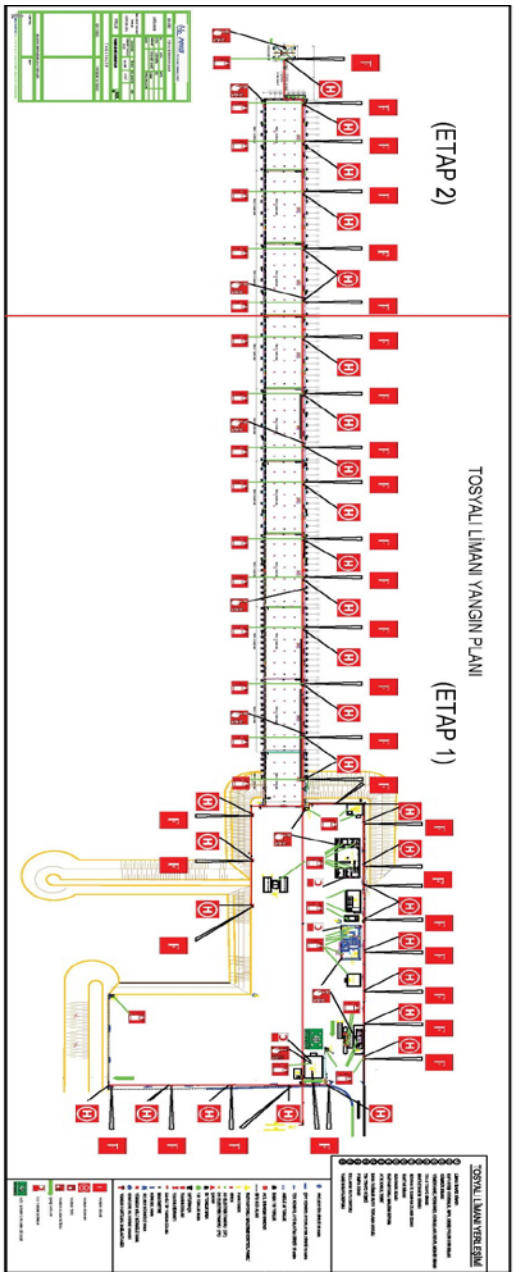
ANNEX-6 PLANT GENERAL FIRE PLAN



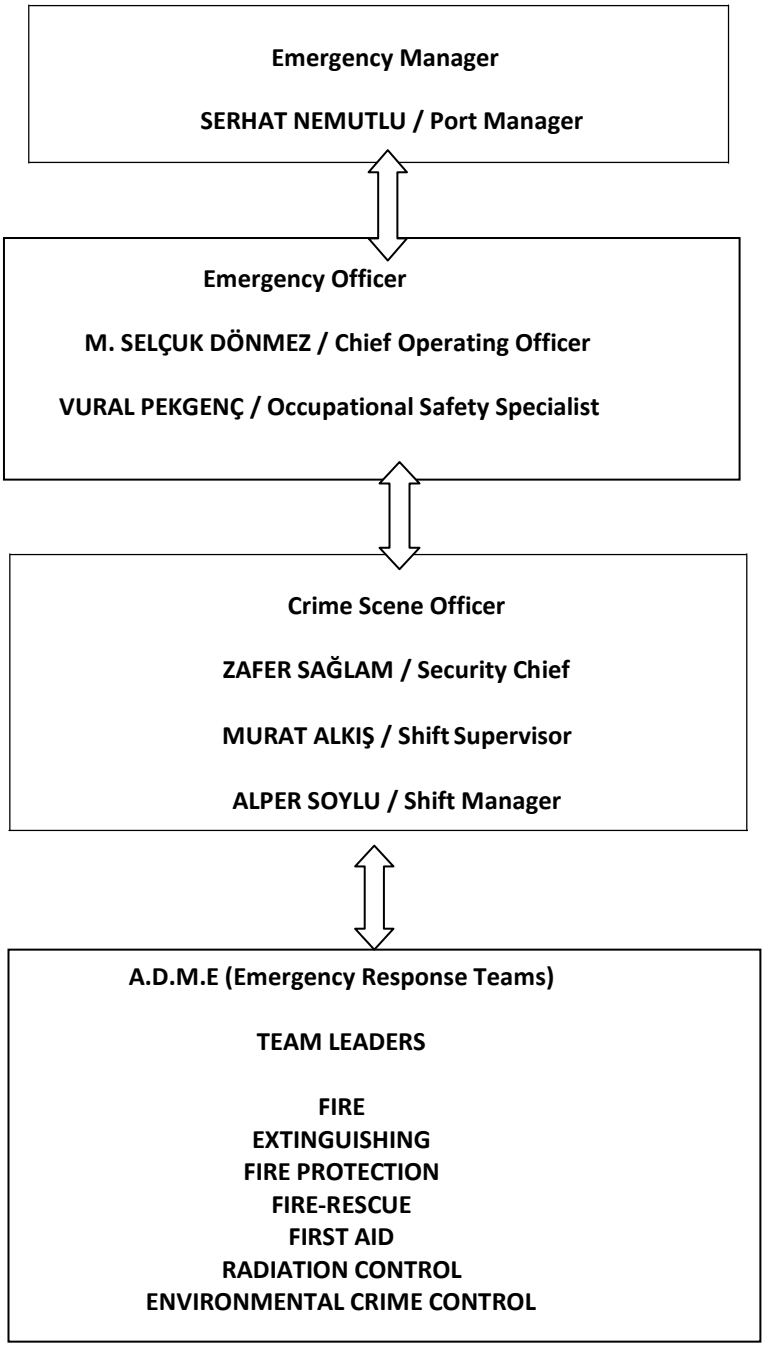
ANNEX-7 EMERGENCY ACTION PLAN

PORT PORT FACILITY
HAZARDOUS SUBSTANCE IS PROVIDED IN THE EMERGENCY PLAN.

ANNEX-8 EMERGENCY MEETING PLANS



ANNEX-9 EMERGENCY MANAGEMENT SCHEME



ANNEX-10 DANGEROUS GOODS MANUAL

ANNEX-11 SPILLING AND SPLITING AREAS AND EQUIPMENT FOR CTU AND PACKAGES

THE FOUNDATION IS NOT AVAILABLE FOR THE SPREADING AREAS IN THE CASE OF HANDLING.

ANNEX-12 INVENTORY OF PORT SERVICE SHIPS

THE SERVICE SHIP IS NOT AVAILABLE IN THE FACILITY INVENTORY.

ANNEX-13 ADMINISTRATIVE PORT DIRECTORATE ADMINISTRATIVE LIMITS, ANCHORAGE AREAS AND GUIDES CAPTAIN LANE / CENTER POINTS MARINE COORDINATES

A) Port administrative boundary

(Alternative phrase: RG-6/8 / 2013-28730) The harbor administrative area of Iskenderun Port Authority is the remaining sea and Port area within the line defined by the following coordinates.

a) 36˚ 25' 15" K – 035˚ 35' 57" D
b) 36˚ 44' 54" K – 036˚ 03' 12" D
c) 36˚ 54' 05" K – 036˚ 57' 44" D (Adana-Hatay city border)

B) Anchors

a) 1 south anchorage area: Anchorage area for ships not carrying dangerous goods and military vessels is the sea area formed by the following coordinates.

1) 36º 36' 51" K - 036º 08' 00" D
2) 36º 36' 00" K - 036º 08' 00" D
3) 36º 36' 00" K - 036º 10' 30" D
4) 36º 36' 30" K - 035º 10' 30" D
5) 36º 36' 51" K - 036º 10' 030" D

b) Anchorage for hazardous cargo ships: ships carrying dangerous goods, nuclear powered military vessels and vessels to be quarantined and ships to be demilitarized are the marine areas of the following coordinates.

1) 36º 38' 30" K - 036º 09' 30" D
2) 36º 37' 42" K - 036º 09' 30" D
3) 36º 37' 42" K - 036º 10' 30" D
4) 36º 38' 30" K - 036º 10' 30" D

c) 3-way mooring area: Anchorage area for ships that do not carry dangerous goods and military vessels is the sea area that the following coordinates form.

1) 36˚ 43' 00" K - 036˚ 08' 00" D
2) 36˚ 39' 00" K - 036˚ 09' 30" D
3) 36˚ 39' 00" K - 036˚ 11' 00" D
4) 36˚ 43' 00" K - 036˚ 09' 30" D

ç) 4th Avenue north anchorage: Anchorage area for ships not carrying dangerous goods and military vessels is the area of the sea which is formed by the following coordinates.

1) 36˚ 47' 30" K - 036˚ 07' 00" D
2) 36˚ 45' 00" K - 036˚ 07' 00" D
3) 36˚ 45' 00" K - 036˚ 09' 00" D
4) 36˚ 47' 30" K - 036˚ 09' 00" D

d) Anchorage of hazardous cargo vessels with 5-way: ships carrying dangerous goods, nuclear-powered military vessels and vessels to be quarantined and vessels to be demilitarized are the anchorage areas of the following coordinates.

1) 36˚ 48' 36" K - 036˚ 06' 00" D
2) 36˚ 49' 09" K - 036˚ 07' 12" D
3) 36˚ 50' 45" K - 036˚ 06' 36" D
4) 36˚ 50' 18" K - 036˚ 05' 24" D

e) 6 Anchorage area: Anchorage area for ships not carrying dangerous goods and military vessels is the area of the sea which is formed by the following coordinates.

1) 36˚ 52' 18" K - 035˚ 59' 18" D
2) 36˚ 51' 42" K - 036˚ 01' 36" D
3) 36˚ 52' 48" K - 036˚ 02' 18" D
4) 36˚ 53' 30" K - 036˚ 00' 06" D

C) Pick-up and drop-off locations

1) 36˚ 37' 12" K - 036˚ 10' 00" D
2) 36˚ 40' 42" K - 036˚ 10' 30" D
3) 36˚ 44' 00" K - 036˚ 09' 30" D
4) 36˚ 48' 00" K - 036˚ 05' 00" D
5) 36˚ 52' 30" K - 035˚ 58' 48"D

ANNEX-14 EMERGENCY RESPONSE EQUIPMENT AGAINST MARINE POLLUTION CONTAINED IN THE PORT PLANT

SEA POLLUTION EMERGENCY PLAN PREPARATIONS.

ANNEX-15 PERSONAL PROTECTIVE EQUIPMENT (PPE) USING EQUIPMENT

1-Port area
-baret
-work shoes with steel nose
-reflective vest
-work glasses

2-Harbor port
-baret
-work shoes with steel nose
-reflective vest
-work glasses
-Dust mask
-Scuba gas mask

3-Back Field
-baret
-work shoes with steel nose
wardrobe
-work glasses
-work gloves

4-Welding and cutting work
-source master mask
-work shoes with steel nose
non-returnable work clothes
-work glasses
-welding eldiveni
-face order

5-Maintenance, repair and paint works
-baret
-work shoes with steel nose
wardrobe
-work glasses
-work gloves
-gasmask

6-Loading and unloading works
-baret
-work shoes with steel nose
wardrobe
-work glasses
-work gloves

7-Electrical works
-suitable helmet
-electrical shoe
wardrobe
-work glasses
-electrical eldiveni

8-Waste purchase operations
-baret
-work shoes with steel nose
wardrobe
-work glasses
-work gloves

Apart from the general personal protective equipment during the handling given above, the following equipment is available at the port facility to be used in case of emergency or according to the danger situation of the material being handled.

Radiation Suit
-Respirators (Scuba Gas Mask)
- Fireproof suit.
-Gas measuring device
-Radiation measuring device
-Rescue basket
-Life jackets

ANNEX-16 NOTIFICATION FORM OF DANGEROUS MATTERS

Issue number - Date		
Company / Institution		
Sender		**CONTACT INFORMATION**
office		

PORT PLANT
"DANGEROUS MATERIAL EVENTS NOTIFICATION"

1.	HISTORY AND TIME OF EMERGENCY:
2.	THE PLACE WHERE THE BOILER IS IN THE FIELD (PORT PLANT AND / OR SHIP), POSITION AND IMPACT AREA:
3.	EMERGENCY TYPE (eg FIRE, FUEL DUTY, PERSONNEL INJURY) AND BOILER SURFACE DEVELOPMENT)
4.	HOW TO KNOW WHAT YOUR WINNER GIVES AND THE CASE:
5.	INVOLVED, DEAD AND LOSS NUMBER AND IDENTITY INFORMATION:
6.	DIFFERENT INJURY / POLLUTION SIZE:
7.	ACCORDING TO COMPETITION SHIPPING INFORMATION (NAME, BAYRAĞI, IMO NO, DONATANI, OPERATION, QUANTITY AND QUANTITY, CAPITAL NAME AND SIMILAR INFORMATION):
8.	METEOROLOGICAL CONDITIONS:
9.	HAZARDOUS SUBSTANCE INFORMATION;
10.	DANGEROUS GOODS
11.	MANUFACTURER COMPANY INFORMATION:
12.	SENDER INFORMATION:

13.	TRANSPORT INFORMATION:
14.	RECEIVER INFORMATIONS:
15.	CONTROL MEASUREMENTS FOR VEHICLES AND TAKING THE EMERGENCY DURING CONTROL:
16.	DAMAGE PLANT / EQUIPMENT DAMAGE:
17.	LOSS OF PRODUCT IF YOU AND / OR YOU HAVE RECOVERED PRODUCT AMOUNT:
18.	THE EFFECT OF THE ROOTINE OPERATIONS IN THE BOILER PLANT:
PREPARING FORM: **Name and surname :** **Position:** **Signature:**	

ANNEX-17 NOTIFICATION OF CONTROL RESULTS FOR DANGEROUS LOAD TRANSPORT UNITS (CTU) FORM

T.C.
ULAŞTIRMA, DENİZCİLİK VE HABERLEŞME BAKANLIĞI
Tehlikeli Mal ve Kombine Taşımacılık Düzenleme Genel Müdürlüğü
TEHLİKELİ YÜK TAŞIMA ÜNİTELERİ (CTUs) İÇİN KONTROL SONUÇLARI BİLDİRİM FORMUINSPECTION RESULTS FOR CARGO TRANSPORT UNITS (CTUs) CARRYING DANGEROUS GOODS

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

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

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

Formu Hazırlayan

Liman İşletmesi veya Liman Başkanlığı

İşbu Bildirim Formu; IMO'nun MSC.1/Circ.1442 sayılı sirküleri ile Tehlikeli Mal ve Kombine Taşımacılık Düzenleme Gn.Md.lüğünün 04.01.2013 tarih ve 80063613/115.01.1099 sayılı yazıları gereğince; paketli tehlikeli yüklerin elleçlendiği liman tesislerince IMDG Koda tabi yük içeren Yük Taşıma Ünitelerinin(CTUs) IMDG koda uygunluğuna ilişkin gerekli denetimler yapılarak üçer aylık periyodun sonunda kıyı tesisinin bağlı olduğu Liman Başkanlıklarına bildirilecektir. Bildirimin yapıldığı Liman Başkanlığınca da Tehlikeli Mal ve Kombine Taşımacılık Genel Müdürlüğüne kontrol sonuçları bildirilecektir.

ANNEX-18 VERY MODULE DANGEROUS MATERIALS FORM

1 Shipper / posters		2 Shipping document number		
		3 ... page 1 of the page	4 Sender's reference	
			5 Freight broker's reference	
6 Alıcı		7 Carrier (carrier will fill)		
		SUBMISSION DECLARATION The contents of this submission are defined, classified, packaged, marked and labeled / labeled with the exact and complete Ship Name as above, and in all respects applicable international and national government I hereby declare that it is in a portable condition according to the rules.		
8 This shipment is within the limits defined below: PASSENGER AND LOAD FLIGHT / LOAD LOAD ONLY		9 Additional handling information		
10 Ship / flight number and date	11 Loading port / place			
12 Unloading port / place	13 Place to crash			
14 shipment marks * Package number and gender, description of materials Gross mass (kg) Net mass (kg) Cube (m3)				
15 Container identification number / vehicle registration number	16 Seal number (numbers)	17 Container / vehicle size & type	18 Empty weight (kg)	19 Total gross mass (including tare) (kg)
CONTAINER / VEHICLE PACKAGING CERTIFICATE I declare here that the above mentioned items have been packed / loaded in accordance with the provisions applicable to the specified container / vehicle. ?? PACKAGING / DOWNLOADING AND SIGNING FOR ALL CONTAINER / VEHICLE LOADS BY PERSON RESPONSIBLE FOR INSTALLATION		21 CUSTOMER RECEIVED DOCUMENT Unless otherwise specified herein, the above-mentioned adduct pack / container / trailer; I am in good condition and delivered on condition: SENDING AREA NOTES:		
20 Company name		Name of the Vehicle license Signature and date	22 Company name (THIS 22 Company name (THIS	
Declaration name / position			Declaration name / position	
Place and date			Place and date	
Signature of the declarant		CHOOSE SIGNATURE	Signature of the declarant	

ANNEX-19 PROCEDURE FOR HANDLING HAZARDOUS SOLID BULK LOADS

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:

The handling of hazardous solid bulk cargo at our port facility is subject to the responsibility for the operation of the loading and unloading; Mehmet Selçuk DÖNMEZ and Vural PEKGENÇ are responsible and their duty definitions are stated in ANNEX-19.1. Alper Alparslan SOYLU , Murat ALKIŞ, Hüseyin ÖZTOPRAK and Fatih BİLGİN have been appointed as shift supervisors and their duties and responsibilities are the same as in ANNEX-19.2. The particulars and provisions regarding additional safety and security measures to be taken in our facility apply to the persons named below. Personnel responsible for hazardous substances and related officials are as follows.

Serhat NEMUTLU	Port Facility Manager	Tel: 0 532 371 84 35
Mehmet Selçuk DÖNMEZ	Operation Supervisor	Tel: 0 533 930 89 94
Vural PEKGENÇ	Occupational Safety Specialist	Tel: 0 543 749 13 69
Osman ÖZÇERÇİOĞLU	Formen	Tel: 0 552 214 65 68
İrfan ÖZDEMİR	Formen	Tel: 0 507 120 47 37
Fahri YELİN	Formen	Tel: 0 535 699 41 33
Alper Alparslan SOYLU	Shift Supervisor	Tel: 0 530 924 00 95
Murat ALKIŞ	Shift Supervisor	Tel: 0 532 665 06 45
HÜSEYİN ÖZTOPRAK	Shift Supervisor	Tel: 0532 450 20 14
FATİH BİLGİN	Shift Supervisor	Tel : 0535 711 87 41
Hasan AKDEMİR	Dangeros Goods Safety Advisor	Tel: 0 534 368 73 75

The port facility, the employees and the vessels in the port are in the safety of handling the dangerous cargoes coming to Limanah, the harbor at the port, waiting and storage. MSDSs of hazardous cargoes will be provided and examined.

Taking into account the information contained in the IMSBC Code Book and MSDS forms, a coordination meeting will be held at least 1 day before the arrival of dangerous cargo at the port facility. Hazardous substances The meeting will be responsible for operation, TMGD, Occupational Health and Safety Specialist and Environmental Expert (HSE).

At the coordination meeting; Regarding the dangerous cargoes to be accepted in Lima, the following items will be discussed in the scope of the IMSBC COD documents and the acceptance / rejection of the material or the removal of managerial decision will be discussed.

1. 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. In order to prevent dust formation, dust suppression system equipment will be operational and irrigation will be done during handling on site.

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.

Rules of Separation of Solid Bulk Loads

An example of general principles for stacking and separating hazardous cargoes. In a remote area, less robust regulations are acceptable.

The suitability of a port housing area, chemical plant or tank bed is more rigid stacking and separation.

SEGREGATION TABLE FOR DANGEROUS GOODS IN PORT AREAS

Classes	2.1	2.2	2.3	3	4.1	4.2	4.3	5.1	5.2	6.1	8	9
Flammable gases 2.1	0	0	0	s	a	s	0	S	s	0	a	0
Non-toxic, non-flammable gases 2.2	0	0	0	a	0	a	0	0	a	0	0	0
Toxic gases 2.3	0	0	0	s	0	s	0	0	s	0	0	0
Flammable liquids 3	s			0	0	s	a	S	s	0	0	0
Flammable solids, self-reactive substances, and desensitized explosives 4.1	a	0	0	0	0	s	0	A	s	0	a	0
Substances liable to spontaneous combustion 4.2	s	a	s	s	a	0	a	S	s	0	0	0
Substances which in contact with water,emit flammable gases4.3	0	0	0	a	0	a	0	S	s	0	a	0
Oxidizing substances 5.1	s	0	0	s	a	s	s	0	s	a	s	0
Organic peroxides 5.2	s	a	s	s	s	s	s	S	0	a	s	0
Toxic substances (liquid and solids) 6.1	0	0	0	0	0	a	0	A	a	0	0	0
Corrosives (liquid and solids) 8		0	0	0	a	a	a	S	s	0	0	0
Miscellaneous dangerous substances 9	0	0	0	0	0	0	0	0	0	0	0	0

NOTES REGARDING TO TABLE

- Cargoes of Class 1 (other than division 1.4S), Class 6.2 and Class 7 are allowed to be in port area for only direct transport or delivery. These classes are not in the table. If these cargoes have to be kept temporarily due to unforeseen conditions, they should be in designated areas. When individual class segregation requirements cause specific requirements stated in IMDG Law, it should be considered by Port Authority .

- The reception and keeping of dangerous cargoes of Class 1 (other than division 1.4S), Class 6.2 and Class 7 should be subject to special rules for each port as the handling facilities at each terminal or berth vary considerably.

- All dangerous cargoes delivered to the port area should be documented, packaged, labelled, marked or placarded in accordance with IMDG Code. (International Code for Maritime Dangerous Goods).

- The segregation of dangerous cargoes should be in accordance with Chapter 7.2 of the IMDG Code as follows:

  - **Packages/IBC/trailers/flat racks or platform containers:**

0 = no segregation necessary unless required by the individual schedules.
a = away from – minimum 3 m separation required.
s = separated from – in open areas,minimum 6 m separation required; in sheds or warehouses, minimum 12 m separation required unless separated by an approved fire wall.

  - **Closed containers/portable tanks/closed road vehicles:**

0 = no segregation necessary.
a = away from - no segregation necessary.
s = separated from - in open area, longitudinally and laterally minimum 3 m separation

required; in sheds or warehouses, longitudinally and laterally, minimum 6 m separation required unless separated by an approved fire wall.

- **Open road vehicles / railway freight wagons /open-top containers :**

0 = no segregation necessary.
a = away from – minimum 3 m separation required.
s = separated from - in open area, longitudinally and laterally minimum 6 m separation required; in sheds or warehouses, longitudinally and laterally, minimum 12 m separation required unless separated by an approved fire wall.

- For freight containers, portable tanks, lorries, flat racks or platform containers or rail wagons, a distance of 3 m is equal to the width of a standard 20-foot container, or one rail track, one trailer lane or, in the case of successive rail wagons, the longitudinal buffer space.

The segregation table shown uses “0” to indicate that no general segregation is required but those individual requirements of the Dangerous Goods List if the IMDG Code shall be consulted. The IMDG Code’s general segregation table (7.2.1.16), however, uses “X” instead of “0” used in these Recommendations. The difference is intentional, to emphasize the difference in the use of the segregation tables.

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	DGSA	OP.	S. SUPERVİSOR
	AWAKE ACCEPTANCE			
1.	Operation meeting is held at least 1 day before unloading.	X	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	
	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	DGSA	OP.	S. SUPERVİSOR
	HANDLİNG			
1.	arnings are issued to ensure that trucks do not overload the truck. After loading, the trucks will definitely be shut down.	X	X	X
2.	vers 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	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.	ading discharge control shall be carried out in accordance with the cargo plan.			X
5.	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	X	X
6.	arpaulin 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	X
7.	hen 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	X
8.	e 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	X
10.	nds 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	X
11.	e 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	X

ANNEX-20 SCRAP HANDLING OPERATIONS PROCEDURE

1. Purpose :

Personnel responsible for the handling of scrap cargoes in a safe manner, "Personnel Responsible for the Handling of Contaminated Radioactive Material" for loading / unloading, and safety precautions to be taken by personnel to be involved in the operation of scrap cargoes.

2. Legislation:

a) International Code of Dangerous Goods at Sea (IMDG CODE)

b) Requirements for the Handling of Scrap Loads in the Annex-5 of the Directive on the Arrangement of Dangerous Goods Conformity Certificate.

c) MSC.1 / Circ.1216 containing safely carried dangerous cargoes in port areas and the revised proposals on related activities

d) Principles and Procedures for Radiation Measurement System Compliance Assessment

e) Import Inspection of Metal Hurdles under the Control of Environment Ministry's Protection of the Environment (Product Safety and Control: 2017/23)

f) Radiation Safety Regulation

3. Principles Relating to the Handling of Scrap Loads:

The names of the personnel responsible for the safe handling of scrap cargo handled at our port facility are as follows.

a. Emin TAŞTEKİN

b. Rıza BAYAR

4. Principles Relating to the Handling of Scrap Loads:

Shift supervisors Alper Alparslan SOYLU, Murat ALKIŞ, Hüseyin ÖZTOPRAK and Fatih BİLGİN will be responsible for the handling of scrap cargo that will arrive at our port facility, and the following issues will be met regarding radiation in order to safely handle scrap cargoes.

1) The scrap cargo arriving at the port facility shall be subjected to radiation measurement at the first opportunity, the core will be spontaneously decomposed in the cargoes, and if the material contaminated with isotopes or isotopes emitting ionizing radiation or radioactive materials is detected, it will be taken to the field of "Radiation Detection and Quarantine".
2) The application to be done for the vehicle where the radiation is detected is as in ANNEX-1.
3) Dusts contaminated with radiation deposited in the collection and collection area of the radiation detection and quarantine area shall be placed in appropriate containers for measurement and shall be notified to TENMAK numbered in Annex 1 for proper disposal
4) No entry shall be made in the area where the radioactive well and / or radioactive contaminants are temporarily stored, and it shall be monitored by the camera system and it shall be checked that the door is locked in patrol duty by the private security personnel.
5) Removal of scrap cargoes not subjected to radiation measurement by the responsibility of scrap cargo operations shall not be allowed. The subject matter will be fulfilled by the OHS unit.
6) In case the level-3 status is detected on the scaled vehicle, the vehicle will be abandoned, including the driver, the vehicle will be kept in the quarantine area until the emergency intervention is completed, the authorities will be notified and the vehicle will be marked with warning signs.
7) In the case of detection of radioactive source and / or radioactive contaminants in charge of operations of scrap cargo operations, the substances shall be taken to the radiation well and the number and size of radioactive sources shall be reported to TENMAK within 24 hours at the latest.
8) Radiation quarantine zone shall not be entered by operators who are not trained in radiation protection and do not have proper protective clothing, equipment, equipment and equipment.
9) Radiation detection and quarantine area shall be allowed to go out of the facility if the wastes to be generated as a result of the cleaning of the radiation well and the collecting pool are at appropriate values to be measured by radiation.

b. With the aim of safe handling of scrap cargoes coming to our port facility, the following will be ensured in relation to possible accidents outside the radiation and the prevention of emergencies.

1) During the handling of scrap cargoes, especially when the oil is dirty or damp
   I. It can be self-heating and flammable,

ii. Toxic gases: hydrogen sulphide, sulfur dioxide and hydrogen cyanide may arise,
iii. Danger of explosion hazard,
iv. It can reduce oxygen in the load volume,
will always be taken into account.

2) To prevent possible accidents Protective clothing (fire resistant boots, gloves, overalls, hood), tubular gas mask, water spray nozzles, etc. material will be available. The most suitable method to prevent such fires will be considered to be air-free.
3) During handing, the staff in the vicinity of the scrap jumping / jumping etc. and no personnel other than the authorized personnel will be allowed to enter the handling area.

4) The personnel in charge of handling shall be equipped with suitable protective helmet, gloves and shoes.
5) During the handling of the scrap, it shall be ensured that the cranes are covered with a net / tarpaulin or sheet appropriate to their positions to prevent them from falling into the sea between the ship and the pier.

6) Overloading of trucks used for transportation shall be prevented and danger shall be avoided by scattering the scrap during the transfer of the load.

7) Personnel and vehicle bussiness shall be made in order to collect the scrap pieces falling during the transportation within the port facility immediately without causing any accident

ANNEX-1

WHAT TO DO IN RADIATION WARNING

In the case of radiation warning, the following must be done and monitored by the radiation protection officer.

1. Pass the metal-scrapped vehicle through the fixed radiation measurement at a speed of approximately 5 km / h. In the event of a radiation warning, remove the vehicle from the fixed radiation measurement device up to 5 meters and retransmit the vehicle from the fixed radiation measurement.

2. If the fixed radiation measurement device gives an alarm for the second time, pull the vehicle to the quarantine area and start to measure slowly by moving around with the portable radiation meter device.

3. If values higher than the dose rate of approximately 40 µR / h (0.4 µSv / h) are read, determine approximately the location of radioactive material within the metal scrap pile. Do not allow the vehicle carrying the radioactive material to leave the premises (except returning to the country of origin).

4. Begin slowly discharging the metal scrap in the vehicle by measuring continuously with the TRÖ (portable radiation meter) instrument and following the dose rate values. For easy inspections with the TRÖ device, do not spread the metal scrap pile well and measure every pile discharged from the car. Detect the radioactive material in the stack with the TRÖ device.

5. Separate the detected radioactive material from the pile taking into account the radiation protection principles and place it in the temporary storage well.

6. If the material in the temporary storage lot is not filled, immediately send it to the Radioactive Waste Management Department of the TENMAK Çekmekce Nuclear Research and Training Center taking into consideration the radiation protection principles within one year at the latest.

7. During vehicle evacuation, when the dose rate reaches more than 2 mR / h (20 µSv / h) and / or when there is a closed radioactive source;

a) Do not allow people to approach this area from this point until you see the metal scrap pile as the center and show the value of the TRÖ device at 0.1 mR / h (1 µSv / h).

b) Please communicate with TENMAK and follow the instructions.

c) We keep a report about this process and you must file this report by recording it.

d) The report to be generated should include the individual steps and operations specified in the above items, as well as the date of the event, the clock, the car's nameplate, the identity of the driver, the origin of the load and the dose rate readings

taken at each stage. Add pIctures showIng the radIoactIve materIal that was taken and found durIng the process of addIng the report. The report needs to be sIgned by the radIologIcal protectIon offIcer and the document holder.

TENMAK CONTACT NUMBERS	
ALO TENMAK	444 TENMAK (444 82 35)
TENMAK DISASTER AND EMERGENCY MANAGEMENT CENTER	Tel: 0312 295 87 43 - 50 Faks: 0312 295 89 47

ANNEX-21 ACCIDENT PREVENTION POLICY

The 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 the Occupational Health and Safety Policy.

Especially during Dangerous Material Handling, Sewage and Discharge:

- In all activities undertaken at the beginning, the first priority is to completely prevent accidents or reduce risks to a minimum,
- Preventing our employees from being injured in work accidents or being exposed to any negative effects.
- On the ships and in the working areas in our coastal facility; to take all kinds of precautions to ensure that our employees, customers, stakeholders and the environment are safe and secure,
- Monitoring the continuous development 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 and constantly implementing it,
- 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 operations that affect safety and security during operational business processes; appointing personnel with appropriate knowledge, skills, training and experience,
- Risk assessment for the identification and evaluation of the accidents
- We are committed to ensuring continuous development of training and personnel, complying with relevant national and international legislation and standards and 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, including the definition of the substance-specific hazard, first aid measures, fire precautions, intervention measures in case of leakage /.
    - 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 emergencies, adequate intervention will be provided for hazardous materials handling areas.

The implementation of our policy is a basic duty for our employees and it is among our priorities that this policy should be handed to other staff working with us.

ANNEX-22 PROCEDURE FOR HOT WORKING WORKS AND PROCEDURES

1. 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 to specify the principles to be applied for hot works such as welding and similar emergencies in ship and scaffold.

2. Legislation:

a. Ports Regulation Article 22 (9); "Ships and marine vessels located in port areas unless permitted by the port authority; repair, scraper and paint, welding and other hot work can not make boat and / or boat downloads or other maintenance work to the sea. The vessels and marine vessels that will do this work have to coordinate with the coastal facility management at the coastal facility. "

b. The minimum safety aspects of the hot work and operations contained in Annex 10 to the Regulation on the Arrangement of the Dangerous Goods Conformity Certificate are stated.

c. Annex-4 to MSC.1 / Circ.1216, which contains the Safe Transport of Hazardous Cargoes in Port Areas and the Revised Recommendations on Relevant Activities, sets out the Minimum Safety Requirements for Performing Hot Work.

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

a. The port authority will allow this as long as it does not pose a hazard when it is communicated to them on request to carry out hot works or other maintenance or repair work on the deck or on the deck which may constitute 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 the areas where the Hazardous Materials are handled.

b. Pre-notification of the required period of permits and the required period of hot work will allow all emergency departments, for example the fire brigade, to be informed so that they can provide further measures or obstacles. In addition, the OSH, Safety and Emergency

Response Units will be informed in advance about the warm-up process at our facility.

c. Persons authorized to carry out hot work and operations shall take the following measures together with their operational / shift responsibilities before commencing work.

(1) Frequently inspect the local area and adjoining areas, including tests performed by accredited testing facilities, to verify that areas where work is being done are free from flammable and / or explosive atmospheres and where appropriate, oxygen deficient.

(2) Dangerous cargoes and other combustible materials shall be removed from areas subject to hot working and from areas adjacent to them. These substances are contained in lime, sludge, sludge and other possible flammable substances.

(3) (Ensure that hot working areas and flammable components (eg beams, wooden partitions, floors, doors, walls and ceiling coverings) in adjacent areas are protected against accidental impacts effectively.

(4) To ensure that flame, sparks and hot particles are spread from working areas to adjacent areas or other areas, open piping, pipe passages, valves, joints, voids and open parts shall be sealed.

d. A sign shall be affixed to the work area and also to all entrances to the work area, with a "permit to work and safety precautions to be taken", which will be clearly agreed upon by the staff to be employed and working. The matter will be provided by the ISG unit in a proper manner.

e. When hot works are being carried out at the port facility, ISG Unit and Operations / Watchkeepers will pay attention to the following points.

(1) Whether the current situation has changed in the working environment will be continuously checked,

(2) At least one fire extinguisher or other suitable fire extinguishing equipment shall be readily available with all apparatus in order to be used instantly during hot work.

f. When hot work and operations are completed, fire control will be performed on the area and adjacent areas where hot work is done by the OSG Unit officials and the Operation /.

4. 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. Receiving informs the port officer about the measures.

c. These measures include the following:

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

(2) Removal of dangerous cargoes and other combustible materials and objects from work areas and adjacent areas.

(3) Effective protection against accidental ignition of combustible building elements (eg beams, wooden partitions, floors, doors, walls and ceiling coverings)

(4) Ensure that open piping, pipe passages, valves, joints, voids and open parts are leakproofed to prevent flame, sparks and hot particles from spreading from adjacent work areas to adjacent areas or other areas

(5) A sign shall 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 easy to understand and be clearly understood by everyone involved in the hot work process.

(6) When hot work is undertaken, the shipowner and the personnel shall pay attention to the following points:

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

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

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

(7) During hot work and processing, for a sufficient period of time after completion and completion of such work; active fire control must be carried out in the adjacent areas where the hot work is made and where the danger may arise due to heat transfer.

5. Other Issues:

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

b. In case of hot work on board, the Safety Requirements for Hot Work on board must be met.

c. Prior to commencement of hot work and operations at our port facility, written permission will be obtained from the port authority that such 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.

d. "Hot Work and Procedures Procedure" will be notified, the safety principles will be briefed and the signatures will be provided and filled in the EK form. Observation and supervision will be provided for the operation / shift responsibilities of the hot working period and the OHS Authorities.

12- DEFINITIONS AND ABBREVIATIONS

Handling: Dangerous cargo; similar operations for loading and unloading, stowage, sorting, relocating, relocating, unloading, discharging, venting, unloading, unloading of cargo transport units and packaging.

Temporary storage: Temporary storage of dangerous cargoes on the shore facility

Bulk Cargo: Solid, liquid and gaseous substances that are the structural part of the ship or are in a tank or warehouse permanently fixed in or on the ship, and are planned to be transported directly without casing,

Temporary storage: The dangerous goods subject to transport are temporarily stored at the coastal facility,

Accident: during sea transport of dangerous goods or handling and / or storage of coastal facilities; the chain of events or events involving harmful substances such as death, injury, property damage and environmental pollution, hazardous substances or dangerous substances involved,

Coastal border: The natural boundary of sandy, pebble, rocky, stony, reeds, marshes and similar areas formed by water movements in the direction of sea, natural and artificial lakes and streams after the shore line,

Coastal facility: Limits determined by the Administration, the ships can be safely and / or passenger loading / unloading, maintenance and repair operations, berths, piers, buoys, platforms and anchorages, approach areas, closed and open storage. buildings, buildings and structures used for administrative and service purposes,

The existing coastal facility: the coastal facility, which has been granted the temporary operation permit / shore facility temporary operation permit within the scope of the Regulation on the Procedures and Principles Regarding the Granting of Operating Permit to the Coastal Facilities published in the Official Gazette No. 26438 and 18/2/2007,

Incident: The sequence of incidents or events occurring in a coastal facility in connection with operations and activities and which may endanger the safety of the facility, of the people or other persons in the facility, or of the environment, which may endanger or, if not corrected,

Hot work: made by persons certified by the relevant authority; use of open fires and flames, electrical appliances or hot rivets, grinding, soldering, incineration, cutting, welding or all work involving heat or sparks,

Dangerous Goods (dangerous goods): Petroleum and petroleum products within the scope of Annex-1 of the international convention on the prevention of pollution of the seas by ships (MARPOL73/78), packaged goods listed in the international code for dangerous goods transported by sea (IMDG Code), international maritime layer Bulk cargo code (IMSBC Code) Bulk materials with UN number given in ANNEX-1, construction and equipment of ships carrying liquefied gas in bulk with substances given in section 17 of the international code (IBC Code) on the construction and equipment of ships carrying dangerous chemicals in bulk The substances given in section 19 of the international code (IGC Code) about the subject and the substances that have not yet been listed, but that have the potential to harm life, property, the environment or other materials during transportation due to their physical, chemical properties or mode of transport, the packaging in which these substances are transported and not cleaned properly. and

freight transport units,

Hazardous goods conformity certificate (TMUB): The document issued by the Contracting Entity that the coastal facilities, which carry out dangerous goods handling and temporary storage activities, have to take within the scope of the regulation,
Port Presidency: Each port established by the legislation in our country,
SOLAS: International convention for the safety of life at sea, dated 1974
IMSBC Code: International Maritime Solid Bulk Load 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
TENMAK : Turkish Energy Nuclear Mining Research Council
VHF: Radio communication over very high frequency,
CTU: Load Carrying Unit
IMO: International Maritime Organization
UN: United Nations
SDS: Material Safety Data Sheet
ADR: European Agreement on the International Carriage of Dangerous Goods by Road,

13-PRESENTATION

This guide was sent by the Ministry of Maritime Affairs and Communications; "Regulation on the Transportation of Dangerous Goods by Sea" and Deniz Dangerous Goods Guidance Implementation Instructions 28 (2015/275) on Hakkında 04 December 2015 Mart was prepared.

This Guide applies to the entry and presence of dangerous cargoes in port areas, both on the ship and on the shore. They are intended to be valid for all ships visiting a port regardless of their flags. It should not be applied for ships' wares and equipment or for military transport ships and warships.

It is to help individuals and institutions that prepare legal requirements to ensure that these requirements are made as effective as possible, specifying all possible situations of the dangerous cargoes present in the load areas but without validation for exceptional cases.

This guideline and its contents shall never be contrary to the requirements of national and international legislation and shall not remove the responsibilities of the parties under national and international legislation. The provisions of the relevant national and international legislation shall apply when there is a conflict between this guideline and the relevant national and international legislation.

It is mandatory to follow up the matters specified in this Dangerous Goods Guide (TMR) according to the national and international provisions which are subject to change by the ship's captains and freighters. This guideline is prepared only as a guide and it is their legal responsibility to take necessary preventive measures / measures even if the parties concerned are not mentioned in this TMR.